

Washington Local Cycling and Walking Infrastructure Plan



**City of
Sunderland**

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1. Determining scope

1.1 Introduction

Active travel supports healthy lifestyles and can be a suitable form of transport for shorter distance trips. The provision of quality infrastructure for walking, cycling and wheeling, can support improvements to air quality, a reduction in carbon emissions and reduced road congestion when chosen as a mode of travel over the private car or public transport. Furthermore, improvements to infrastructure can encourage new trip making and reduce sedentary lifestyles.

Walking and cycling are an important part of the future of our transport network and should be seen as attractive and viable means of transport for local travel. This Local Cycling and Walking Infrastructure plan (LCWIP) is being developed to help achieve this goal.

1.2 Scope of LCWIP

The Washington LCWIP specifically focuses on active modes and aims to encourage a greater uptake in sustainable travel. The LCWIP aims to develop a better-connected active mode network with the aim of encouraging modal shift away from the private car and improving connectivity for those who do not currently have access to a car. The LCWIP therefore provides the opportunity to enhance infrastructure and reduce the adverse impacts of the transport network on the environment.

Figure 1 illustrates the location of Washington. Washington is located, within Sunderland, in the North East of England. Sunderland is bordered by County Durham to the south and west, Gateshead to the north-west and South Tyneside to the north. Whilst the LCWIP is Washington focused, consideration is given to the provision of cross border facilities

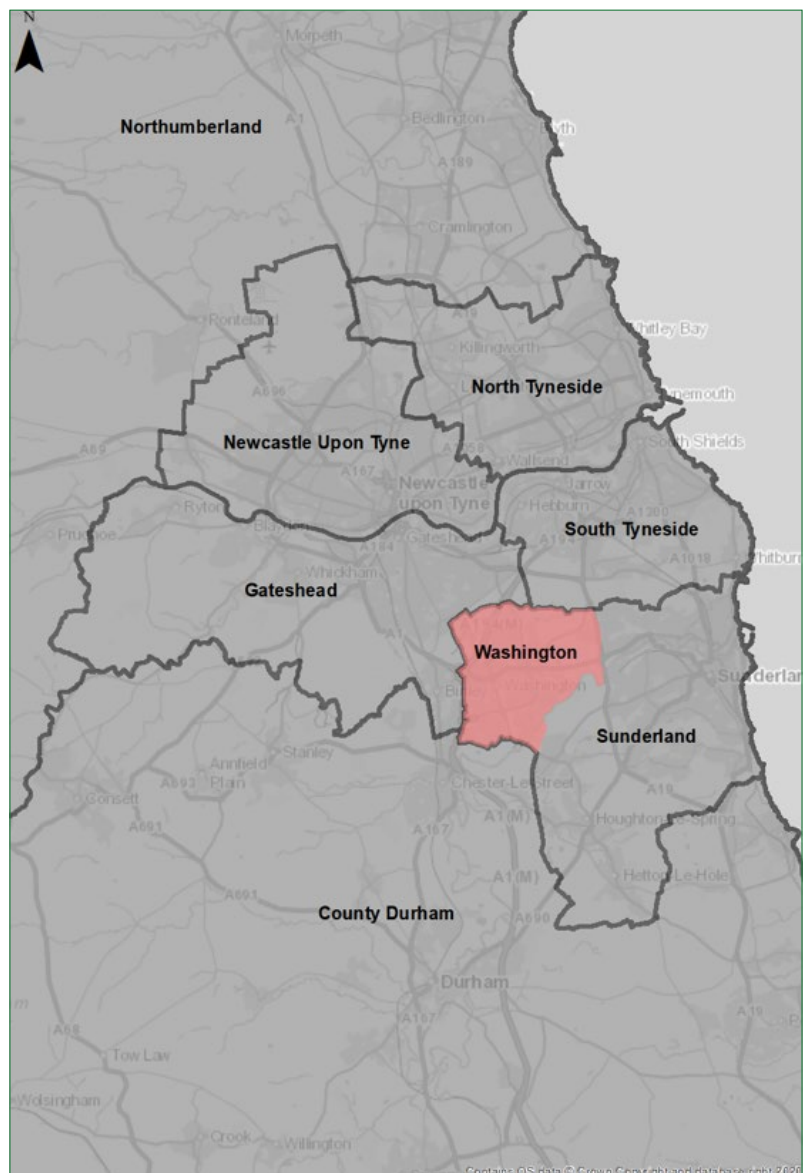


Figure 1: Geographic location of Washington

The Washington LCWIP aims to contribute to the broader transport context by promoting sustainable mobility solutions that integrate seamlessly with existing transportation networks. The LCWIP focuses on developing safe, accessible, and well-connected routes for cycling and walking, which are essential components of a multimodal transport system. By improving infrastructure for these active travel modes, the plan encourages a shift away from car dependency, aligning with regional goals for reduced traffic congestion and lower carbon emissions. Additionally, it enhances connections to public transport facilities, making it easier for residents to combine cycling or walking with public transport. This approach not only supports individual mobility and public health but also contributes to more efficient urban transport dynamics, ultimately fostering a more sustainable and resilient transport network for Washington.

1.3 Governance and Delivery of LCWIP

The Washington LCWIP specifically focuses on active modes and aims to encourage a greater uptake in carbon-neutral, sustainable travel. The LCWIP aims to develop a better-connected active mode network with the aim of encouraging modal shift away from the private car as well to enhance facilities for those who do not currently have access to a car.

Walking, cycling, and future mobility must remain the best option for short-distance journeys. This directly relates to the Washington LCWIP which focuses on improving walking and cycling facilities across Washington with the aim of encouraging active travel and modal shift. Facilitating active travel will help address Sunderland's vision for growth and will provide a real opportunity to connect new and existing residential areas with employment opportunities, as well as key services and facilities.

A key theme throughout the Clean Air Strategy is the requirement to reduce the number of trips made by modes which generate high levels of carbon per person (such as cars and other private vehicles). The COVID-19 pandemic resulted in an increase in the number of people walking and cycling. It is important that as we now return to a new level of normal, and as people are again travelling more, any positive change in travel behaviour is retained and maximised, supported by having the correct right infrastructure in place. This is particularly important given many people are still reluctant to return to public transport.

The NPPF highlights that the transport network plays a fundamental role in sustainable development. The Washington LCWIP can support this strategy through giving greater priority to sustainable modes of transport and providing a viable alternative to the private car. In turn, this will also support the objectives for the economy, environment, and community.

The Washington LCWIP will provide the required infrastructure to help accelerate modal shift to active transport. It is identified within the strategy that better quality infrastructure (through high quality road design, dedicated routes, and networks) will make people feel safer and more confident walking and cycling for more and more short journeys. The plan will also help deliver cleaner air through further embedding and encouraging the more sustainable travel habits.

2. Gathering information

2.1 Overview

Most regular journeys around the Washington area on a day-to-day basis are short. The urban areas are geographically compact which gives potential for walking and cycling journeys. Pedestrian provision is more comprehensively available on road corridors where footways on the side of the road are provided, whilst existing provisions for cyclists lacks connectivity and more local permeability. These factors can make active travel unattractive, resulting in reduced levels of physical activity, traffic related pollution and congestion which delays all traffic including public transport, freight and other commercial journeys.

2.2 Washington context

Figure 2 illustrates the existing cycling infrastructure within Washington. From the map, there are national cycle routes that intersect the Washington boundary, and in addition to this, there are several local routes, with the majority being shared use or being footpaths.

The national cycle route is to the southern boundary of Washington. The majority of local routes are shared use routes with access for both pedestrian and cyclists, there are also several footpaths, and this is more evident around the north west and south of Washington. There is minimal cycle provision specifically for cyclists and infrastructure surrounding the town centre.

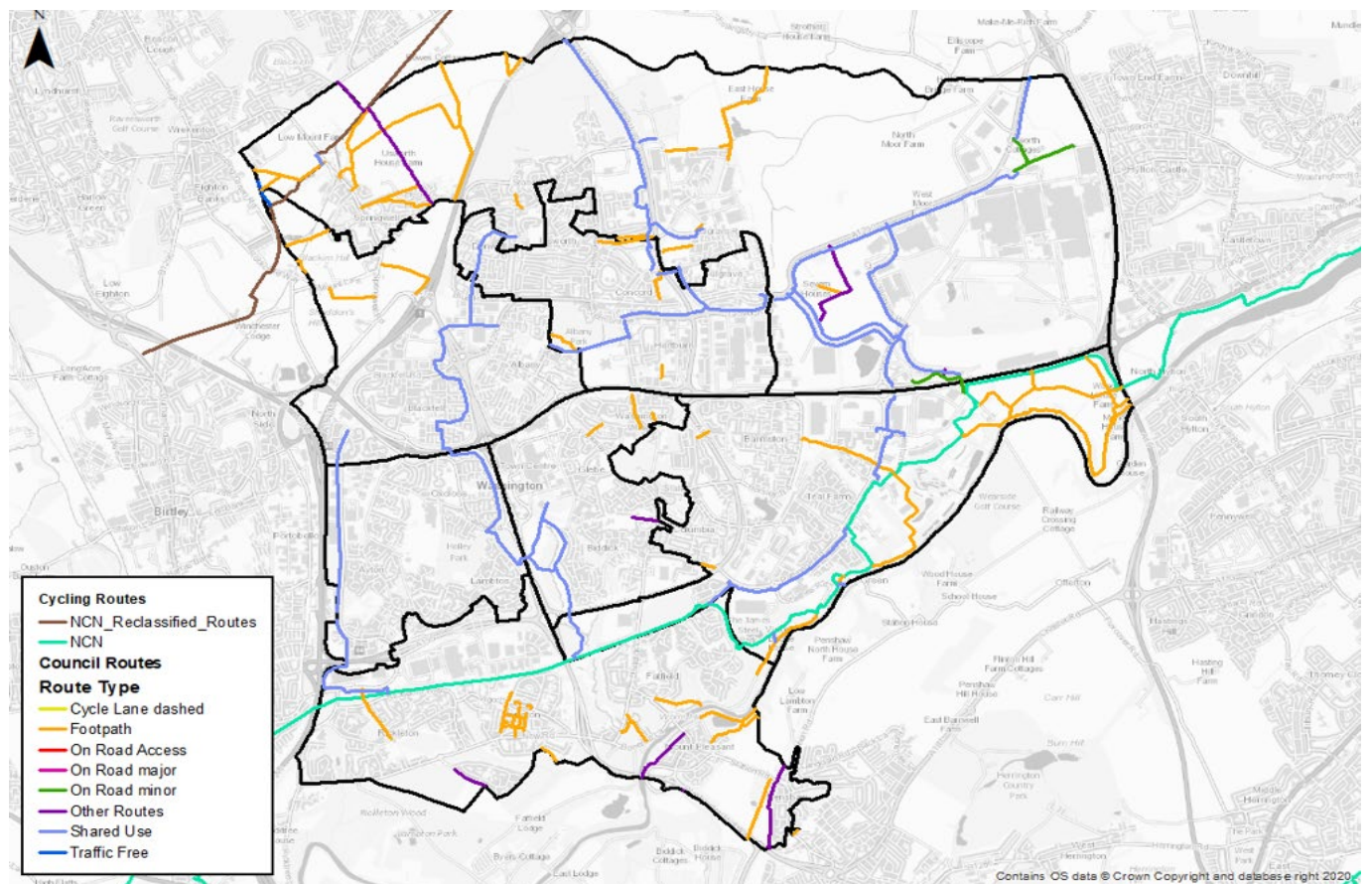


Figure 2: Cycle infrastructure in Washington

Overall, there is clear scope to enhance active mode provision within the area, however there are potential obstacles, including the river valleys and the trunk roads that run through the area. Washington is well-connected by road networks, facilitating easy access to surrounding areas and contributing to its status as a key urban centre in the region. The primary roads serving Washington include:

- **A194(M):** This motorway provides a crucial north-south link to Sunderland and beyond.
- **A182:** This road connects Washington to the A1(M) and serves as a route towards Sunderland and the surrounding regions.
- **A1231:** Running towards Sunderland, this road facilitates connections to the larger highway network.
- The **A19** also forms part of the eastern boundary of Washington

Whilst these strategic routes are advantageous in terms of vehicle connectivity they form a barrier to active mode connectivity.

Recent improvements to the local transport network have focused on enhancing accessibility and reducing traffic congestion. Initiatives include upgrades to road infrastructure and cycling paths, aimed at promoting sustainable transport options. Most of Washington's residential areas are in the southern and eastern parts of the town, with a significant population living within proximity to essential amenities and transport links.

2.3 Trends in England and Washington

Washington, as of 2021, has a population of over 50,000, in more than 23,000 households. Washington covers approximately 17 square kilometres.

2.4 IMD

IMD data has been sourced, with mapping showing the deprivation for Washington in Figure 3. Proportions of Washington have less deprivation, for example areas such as Blackfell and Usworth, situated in the north west of the area, and also to the south and south east of the boundary, with areas such as Rickleton, Fatfield and Barmston. More deprived areas of Washington are central including the town centre and Sulgrave, with these include areas included in the most deprived IMD decile.

Washington consists of areas with varying levels of deprivation, however it contains a few of the more deprived areas in England. More than 30% of Washington's Lower Layer Super Output Areas (LSOAs) are in the top 20% of most deprived areas in England

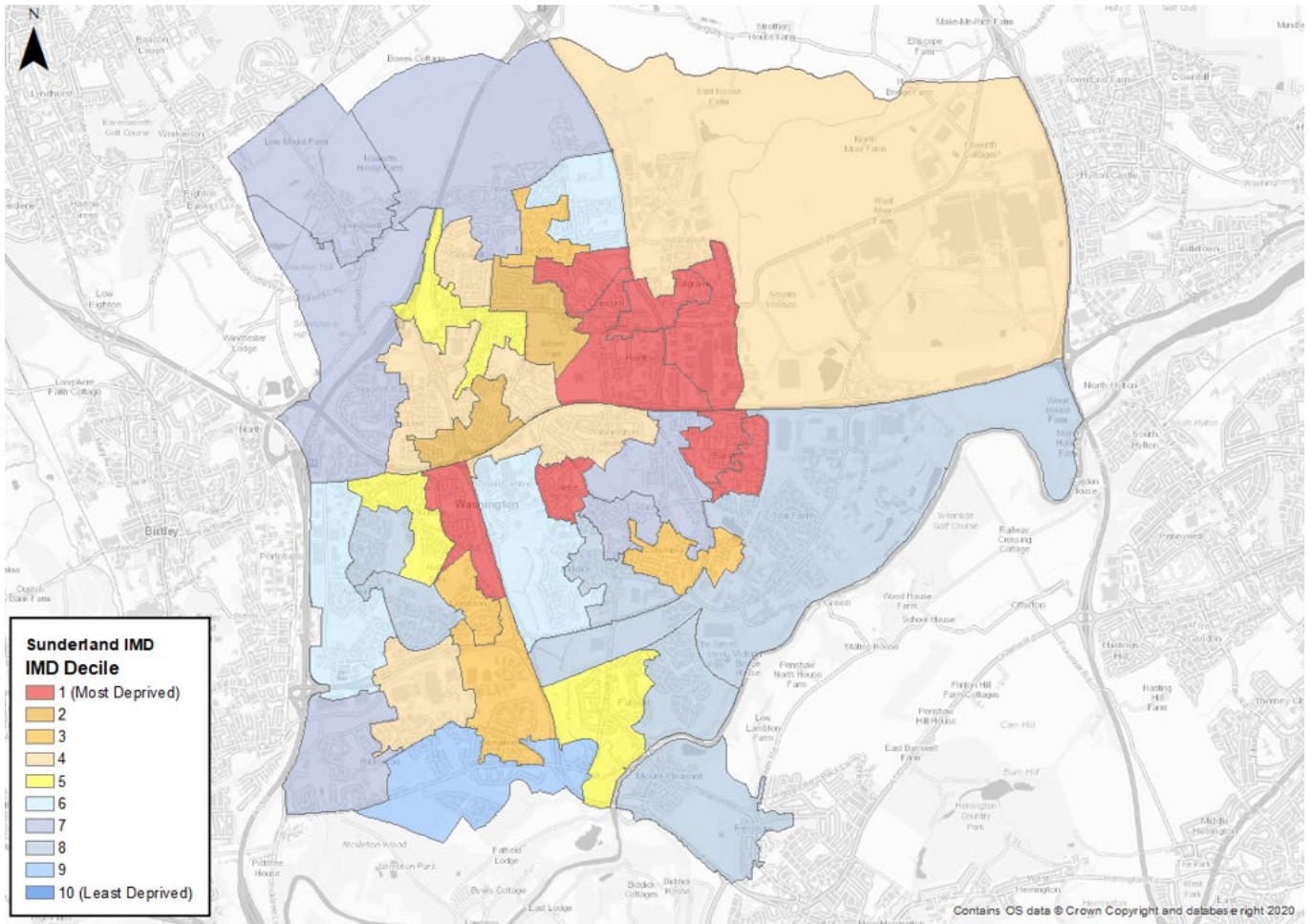


Figure 3: IMD data of Washington

2.5 Transport context

2.5.1 Key travel patterns

Data has been extracted from NOMIS to display travel patterns using origin-destination data. The two buffers have been included to indicate both walking and cycling distances in Figure 4. This analysis shows there is an emphasis on shorter distance community trips within Washington, which could readily lend themselves to active mode use. In addition, there are a number of journeys beyond 2km and 5km shown between Washington and both Newcastle and Gateshead, showing the importance of considering cross boundary trips as part of the LCWIP.



Figure 4: Key travel patterns within 2km and 5km buffer from Washington

2.5.2 Method of travel

Figure 5 displays the method of travel to work in Washington, Sunderland, the North East and England in 2021. It shows that car use within the North East region is very similar to that of Washington and Sunderland. The percentage of car use demonstrates the dependency of cars as a form of travel. Moreover, the second most popular method of travel are the buses, with a greater influence within the Sunderland region in comparison to both the North East and England. Bicycle use is not as frequent, and it contributes to 1.3% of all travel in Sunderland and 1.7% of all travel within Washington. Washington is not currently on the rail or Metro network and this is reflected in the very low use of these modes. Recent announcements regarding the Metro extension to Washington will bring the opportunity for further rail travel, and provide an opportunity to provide active mode connectivity to proposed stations.

These figures are reflective of the current transport network and the desire amongst the population to utilise certain modes.

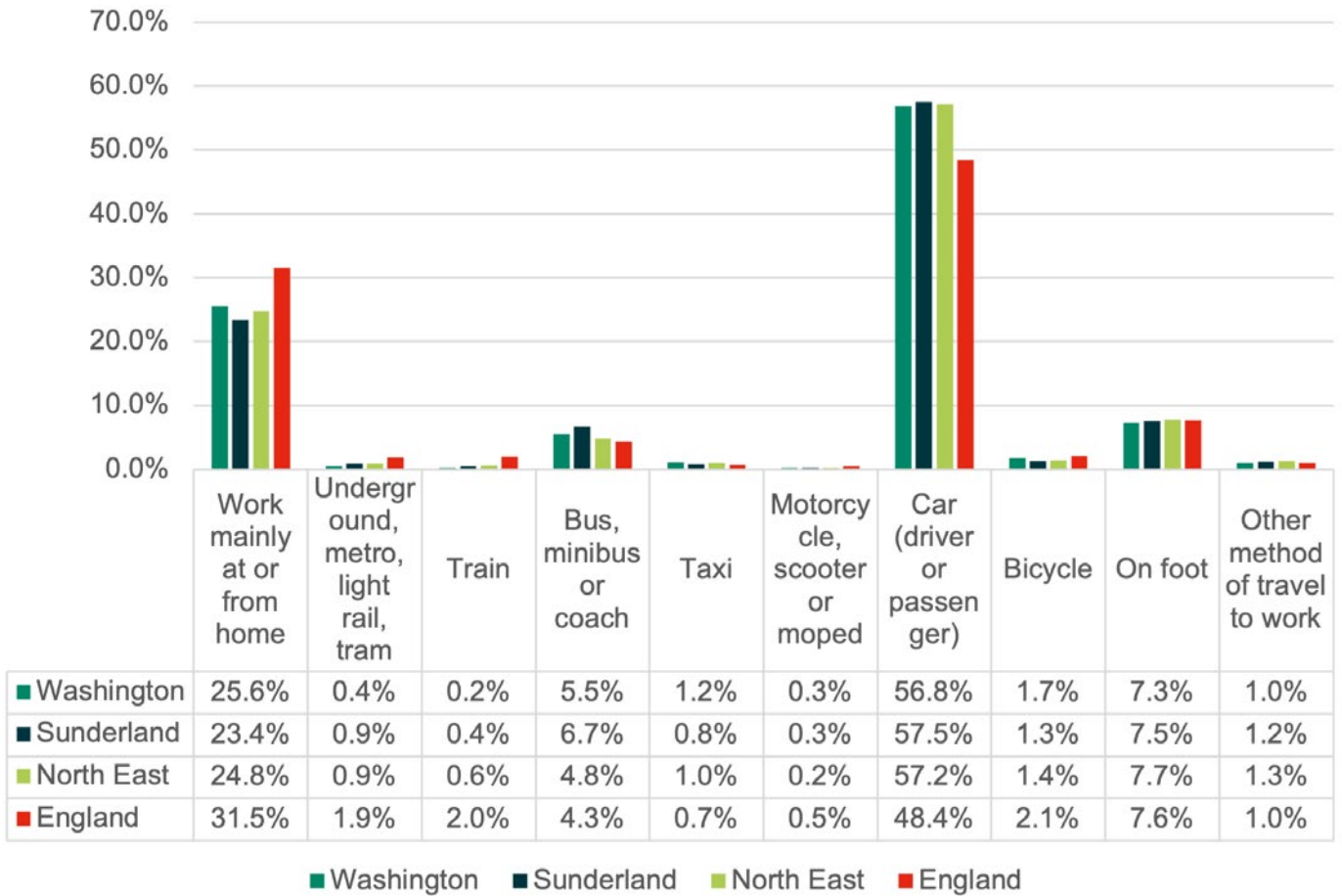


Figure 5: Method of travel 2021

2.5.3 Public transport

Washington’s public transport network, primarily comprising bus services from Go North East, supported by nearby Metro and rail connections, enhances accessibility to these journey attractors, making Washington an attractive destination for both locals and visitors. Shoppers can explore The Galleries Shopping Centre, a major retail hub that includes a variety of shops, restaurants, and a cinema. The community also has local events and festivals that are held throughout the year, promoting community spirit and attracts visitors to places such as the Washington Arts Centre.

Washington is well-connected by a network of services that facilitate access to these attractions. Go North East, the primary bus operator in the area, runs an extensive bus network serving Washington and its surroundings. Key bus routes connect the town to Newcastle, Sunderland, and Gateshead, allowing for seamless travel to major urban centres. Several bus stops are strategically placed throughout Washington, ensuring that residents and visitors can access the various attractions, shopping areas, and recreational spaces. The bus service includes frequent routes such as the Q3 and 84, which provide direct links to Newcastle city centre, while the 88 and 89 routes connect Washington to the expanding business, retail and leisure opportunities in Sunderland. Additionally, services operate frequently throughout the day, enhancing convenience for commuters and leisure travellers alike.

Although the Tyne and Wear Metro does not run directly into Washington, the nearest stations at Pelaw, Fellgate and Sunderland provide essential links to the broader Metro network. From these stations, travellers can access destinations such as Newcastle, Gateshead and South Shields. Furthermore, the Metro system is well-integrated with local bus services, allowing for easy transfers between modes of transport. The recent announcement of the 13km Metro extension to Washington will be a step change in connectivity in the locality.

Heworth is the closest rail station to Washington, however to travel longer distances connections at Sunderland and Newcastle Central railway stations are required. These stations facilitate travel to major cities across the UK, including London, Manchester, and Edinburgh. The railway network complements the bus and Metro systems, providing a comprehensive travel framework for commuters and visitors to Washington.

Figure 6 shows the existing public transport links within Washington. Most links within Washington consists of A-roads with strategic bus corridors.

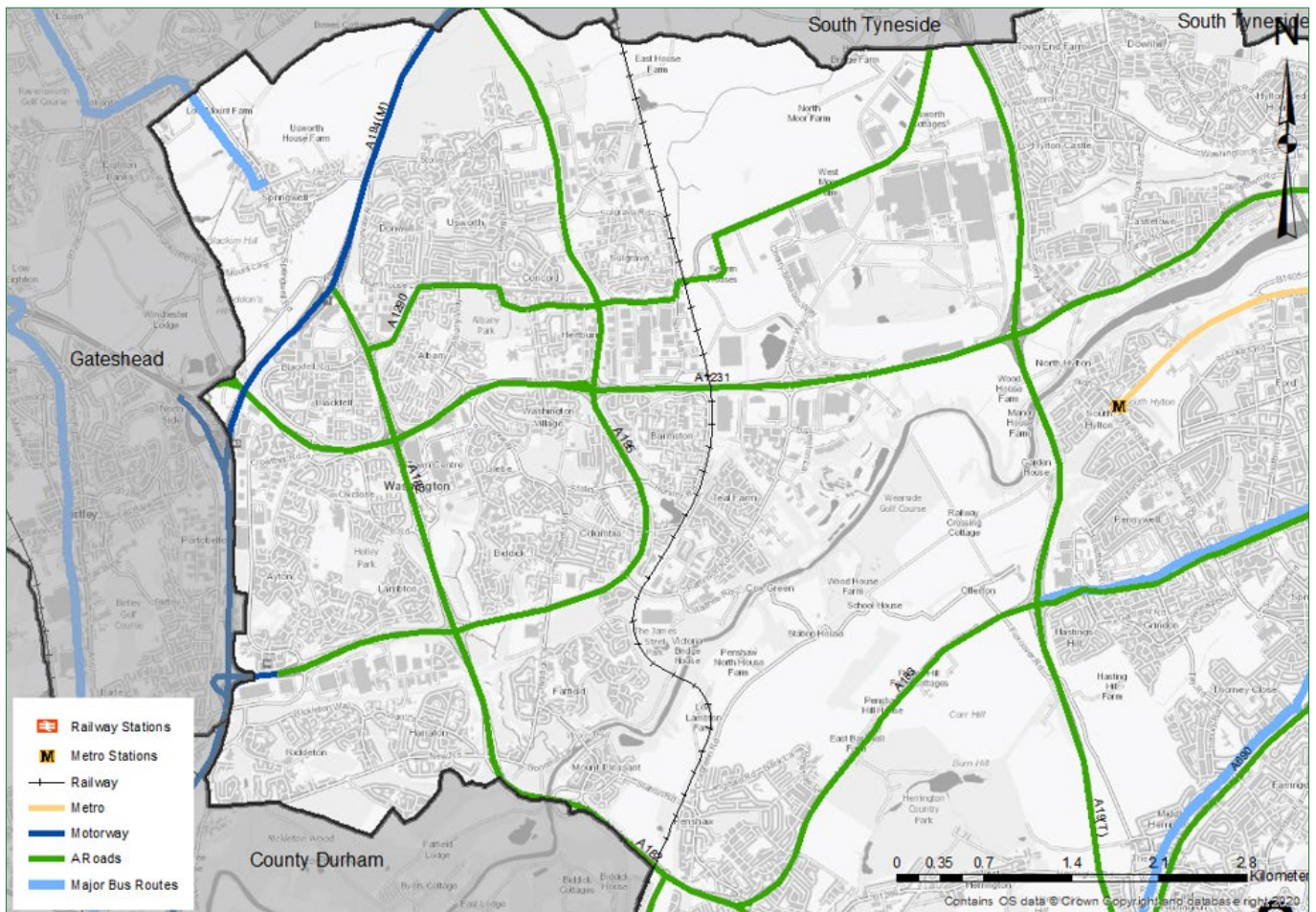


Figure 6: Washington transport network

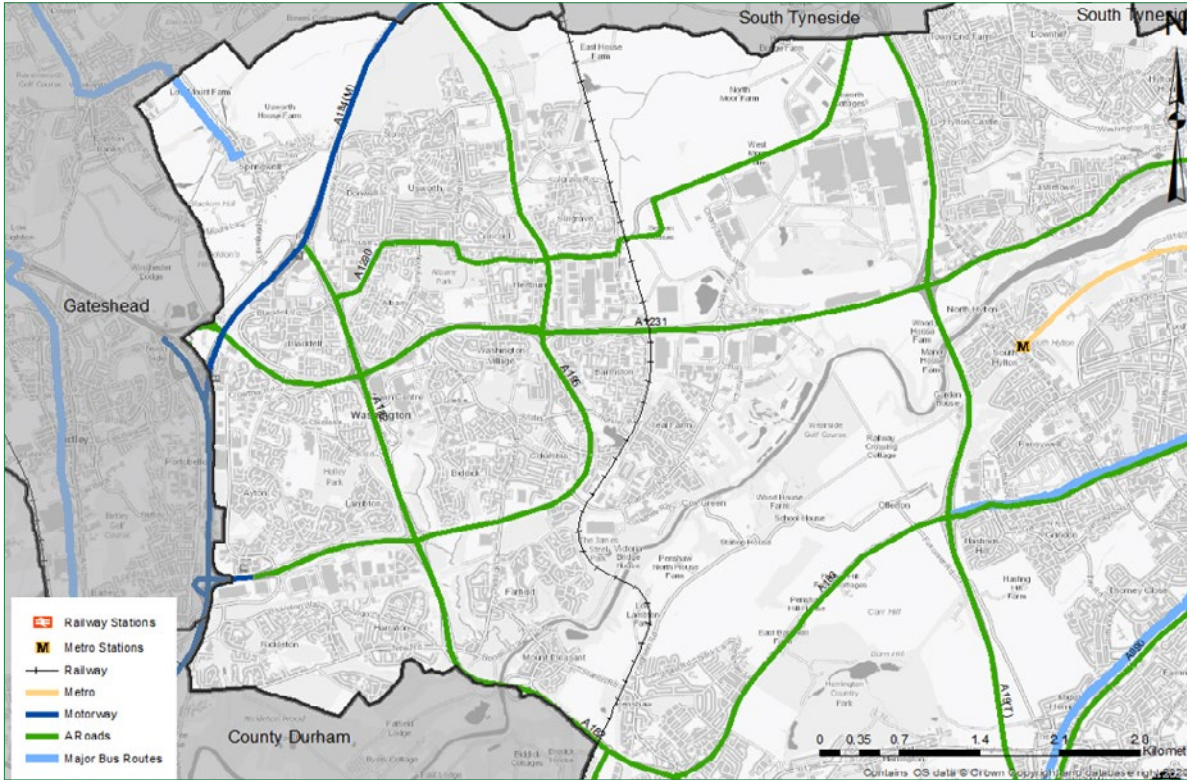


Figure 6: Washington transport network

2.5.4 Propensity to cycle tool (PCT)

Figure 7 shows the current PCT levels within Washington. From the scales shown, it is notable that large areas of Washington have a low PCT, with fewer instances of high PCT. The areas with low PCT include Central Washington, Concord and the town centre.

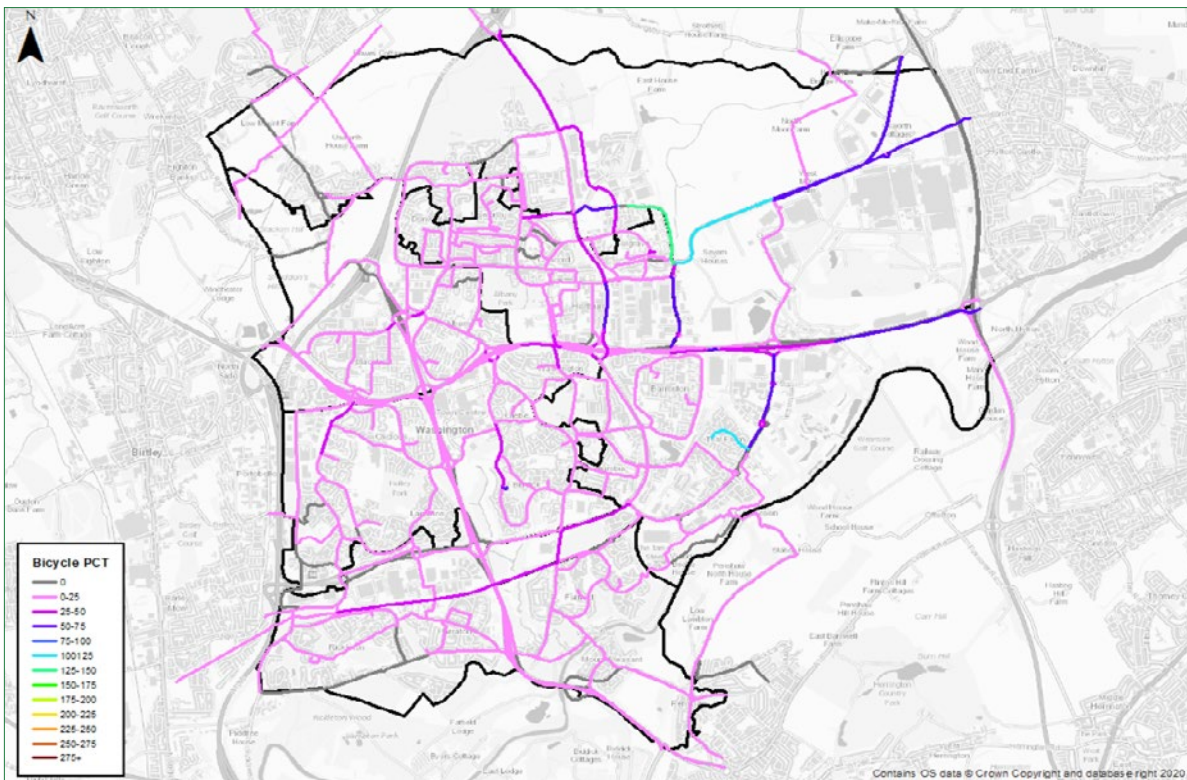


Figure 7: Current PCT in Washington

Figure 8 shows the projected PCT levels within Washington. From the scales shown, it is notable that large areas of Washington have increased in PCT levels, especially in the areas including central Washington, Concord and the town centre.

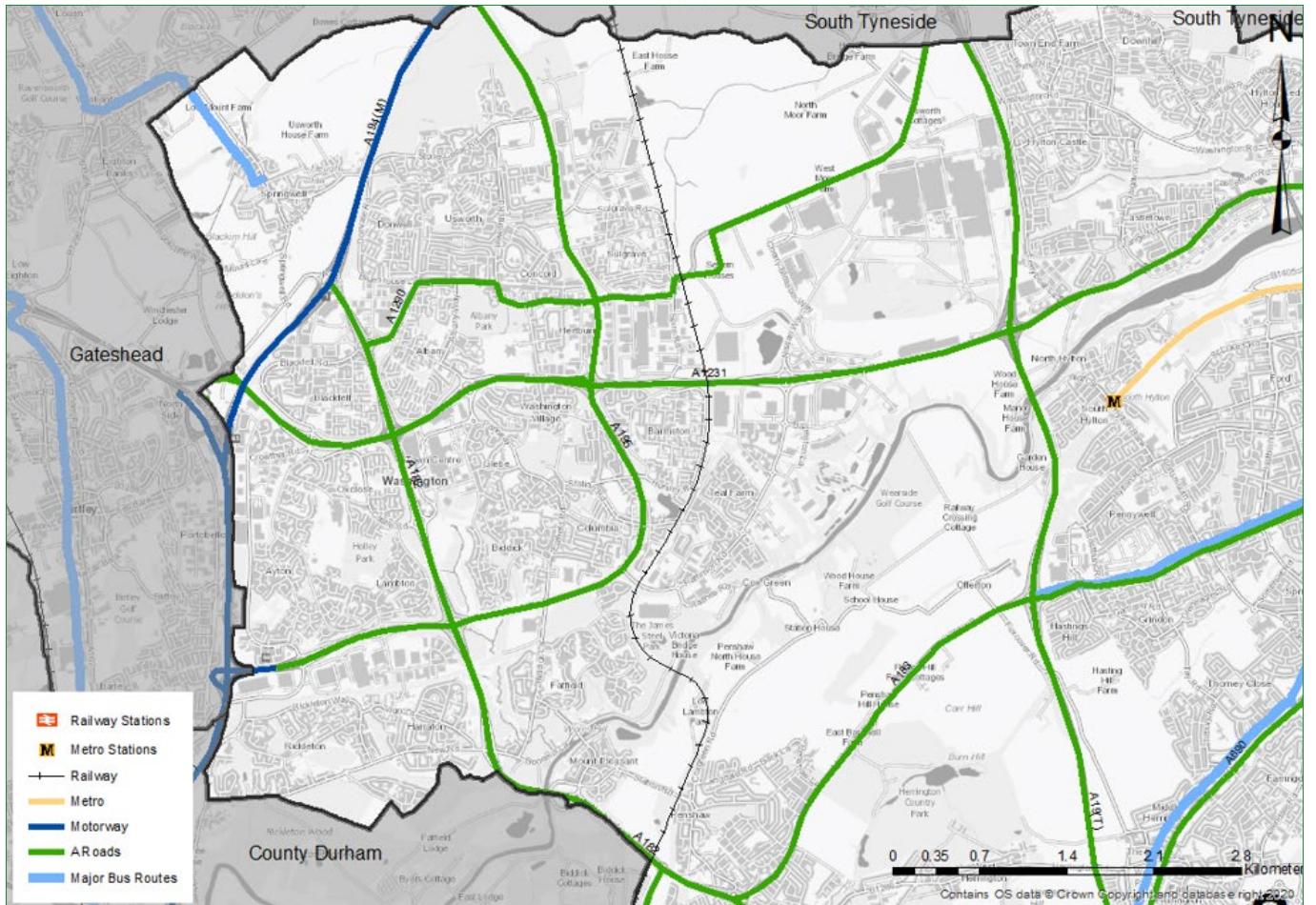


Figure 8: Target PCT in Washington



3. Objectives

3.1 SMART objectives

For the Washington LCWIP, SMART objectives have been designed to provide a foundation for the development of LCWIP options. Table 2 shows the LCWIP objectives and their alignment to the SMART criteria.

Objective	Specific	Measurable	Achievable	Relevant	Time
Increase walking participation	More and improved infrastructure	Pedestrian counts	Pedestrians are given high priority with a focus on active mode provisions	Encourages active lifestyles and greater use of local walking routes	Realised through scheme delivery
Increase cycling participation	More and improved infrastructure	Cyclist counts	Cyclists are given high priority with a focus on active mode provisions	Encourages active lifestyles and greater use of local cycling routes	Realised through scheme delivery
Increase pedestrian safety	Target a reduction in pedestrian accidents in key areas	STATS19 data	New and improved infrastructure to improve safety	Aligns with the intention to create a safer walking environment for the community	Realised through scheme delivery
Improve public space accessibility	Improved infrastructure to allow for access	Number of users and frequency of use	Conduct audits and prioritise upgrades based on public consultations	Enhances inclusivity and promotes walking and cycling as an accessible option for everyone	Realised through scheme delivery
Improved access to key destinations	Improved infrastructure to allow for access	Number of users and frequency of use	Conduct audits and prioritise upgrades based on public consultations	Enhances inclusivity and promotes walking and cycling as an accessible option for everyone	Realised through scheme delivery
Improve public health outcomes	Promoting healthy lifestyle choices	Achieve an improvement in overall public health metrics, within Washington	Associated with increased mobility and increases in the numbers of people walking and cycling	Improving public health outcomes is crucial for enhancing community well-being and reducing healthcare costs	Realised through scheme delivery

Table 1: Smart objectives

4. Option generation

4.1 Overview

The evidence gathered as part of this study then enables the development of options for walking and cycling provision throughout Washington. This includes both route and area based interventions.

4.2 Proposed route and area interventions

Figure 9 provides an overview of the longlist. Using the available evidence base and engineering judgement, a series of route and area based interventions are proposed. The image shows where the interventions are in respect to each other as well as showing the proximity to key destinations. A number of proposed interventions reach the Washington boundary, therefore suitable integration would be required with neighbouring authorities. Work is being undertaken at a regional level, alongside local authorities, to support cross boundary connectivity.

Collectively, the interventions create a walking and cycling network throughout Washington, supported by more localised neighbourhood proposals at an area level. The longlist of options is further detailed in Table 1. It shows all route and area-based interventions, with a number of interventions showing varying levels of scale in term of cost, complexity and acceptability, in the form of low, medium and high level interventions. Further details of each intervention are shown in Figure 10 to Figure 24.

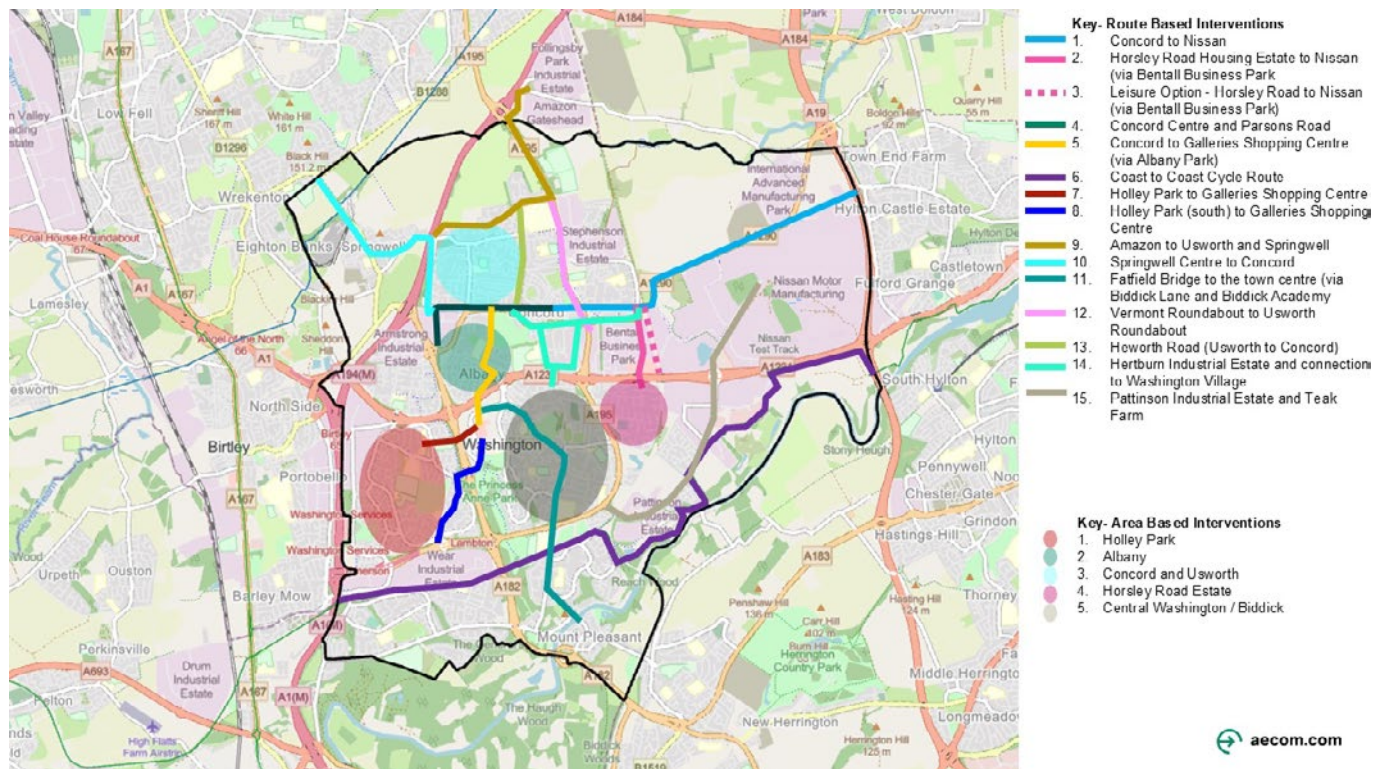


Figure 9: Longlist Overview

ID	Intervention component	Intervention description	Intervention	Intervention description
1	Connectivity gaps around Nissan	Improved cycle and pedestrian connectivity between Concord and Nissan	Low	Provide additional wayfinding through A195 underpass and along the corridor
			Medium	Improve crossing quality of uncontrolled crossings. Improve lighting and CCTV at A195 underpass, remove guardrail chicane. Provide segregated cycle facility on the A1290
			High	Infill A195 underpass and provide at grade crossing of A195
2	Connectivity between Horsley Road area and Bentall business park and A1290	Improve Cycle and pedestrian connectivity and connect housing area	Medium	Dropped kerbs and tactile paving at all side road crossings
			High	Improve crossing quality of uncontrolled crossings on Spire Road, particularly at the Lidl roundabout. Increase footway width at A1231 underpass
3	Connectivity between Horsley Road area and Bentall business park and A1290	Improve Cycle and pedestrian connectivity and connect housing area	High	Provide segregated cycle connection between Lidl roundabout and Glover Road roundabout
4	Improve facilities on A1290	Improve cycle and pedestrian facilities on the A1290 from Front Street to Parsons Road		Guardrail removal on Victoria Road. Increased TROs to reduce kerbside parking
				Provision of additional crossing on east arm of Heworth Road roundabout
				Upgrade to existing crossings
				Removal of central reserve to slow traffic speeds and increase footway / cycle provision
				Provision of segregated cycle facility on Parsons Road due to likely high number of HGVs
5	Add walking and cycling provisions via Albany Park	Provide pedestrian and cycle route between A1290 and Galleries shopping centre via Albany Park (30min walk, 8min cycle)	Low	Provide additional wayfinding from Concord to shopping centre / bus station for pedestrians and cyclists. Provide dropped kerbs and tactile paving for pedestrians throughout the route
			Medium	Provide segregated cycle facility on Albany Way. Increase pedestrian crossing provision to key locations throughout the route (particularly the park)
			High	Remove A1231 overpass and replace with at grade signalised crossing facility (likely to require notable changes to A1231) or improve quality of overbridge / increase width for pedestrian and cycle use

Table 2: Longlist table

ID	Intervention component	Intervention description	Intervention	Intervention description
6	Cycle route upgrade	Coast to Coast Cycle Route Upgrade		Removal of chicane barriers to improve permeability for cyclists, people with buggies and people in wheelchairs
				Widen existing path where possible to 3-4.5m throughout to ensure desirable minimum shared use width
				Ensure access points are of sufficient quality for cyclists and all pedestrians
				Resurface where required
				Improve wayfinding throughout
				Provide lighting around key residential areas and industrial areas
7	Improving connectivity between Holley Park and the Galleries	Improved cycle and pedestrian connectivity between Oxclose Primary Academy and The Galleries		Pedestrian and cycle crossings of the Galleries South Interchange
				Consider lighting, CCTV and personal security upgrade to route, including the underpass on Oxclose connection
8	Improving connectivity between Holley Park and the Galleries	Improved cycle and pedestrian connectivity between Hambleton Road to The Galleries		Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving)
9	Improve connectivity from Follingsby Park to Usworth / Springwell	Improve cycle connectivity to connect Springwell, Usworth and Amazon		Provide segregated cycle facilities on Stone Cellar Road and improve existing facility to the west of A195
10	Improving connectivity in Springwell Village	Improve Cycle and pedestrian connectivity between Springwell Village and east side of A194		Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving)
				Pedestrian crossing upgrade in central Springwell
				Opportunity to provide cycle route through Springwell Village
				Opportunity to provide Footway / shared use footway on Donvale Road to connect Springwell Village and Concord

Table 2: Longlist table

ID	Intervention component	Intervention description	Intervention	Intervention description
11	Improving connectivity between Fatfield Bridge to town centre	Improve cycle and pedestrian connectivity between many areas in Washington via Biddick Lane and Biddick Academy		Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
				Improve pedestrian and cycle connectivity to schools along the route including Biddick Academy
				Opportunity to provide cycle route (segregated or quiet street facility depending on traffic flows / speeds)
12	Improve connectivity between Vermont to Usworth	Improve Cycle connectivity between Vermont Roundabout to Usworth Roundabout		Provide segregated cycle facility using verge / field space on east side of the carriageway
13	Improve connectivity between Usworth to Concord	Improve cycle and pedestrian connectivity between Usworth to Concord		Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
				Opportunity to provide cycle route (quiet street facility depending on traffic flows / speeds)
				Reduce instances of kerbside parking
				Provide traffic calming that is permeable for cyclists
14	Improve connectivity between Hertburn and Washington Village	Improve cycle and pedestrian connectivity between Hertburn and Washington Village		Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
				Opportunity to provide cycle route (quiet street facility depending on traffic flows / speeds)
				Reduce instances of kerbside parking
				Reduce the amount of guardrail / central hatching present around the estate
				Reduce the amount of guardrail / central hatching present around the estate
				Improve pedestrian / cycle facility in underpass under the A1231. Consider at grade alternatives/ improve lighting and CCTV coverage within the underpass

Table 2: Longlist table

ID	Intervention component	Intervention description	Intervention	Intervention description
15	Improve connectivity between Pattinson Road and Nissan	Improve Cycle and pedestrian connectivity from Pattinson Road to Nissan		Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
				Signalised crossings likely to be required throughout the route
				Improve visibility / lighting / width of pedestrian route connecting to Biddick
				Explore opportunities to provide at grade crossing from Pattinson Road to Biddick
				Improve connectivity from Pattinson Road across the A195,
Opportunity to upgrade existing route from shared space to segregated and separated provision				
16	Improvements to Holley Park	Improve pedestrian and cycle facilities and experience within neighbourhoods to ensure permeability for all users		Upgrade existing pedestrian / cycle pathways to ensure width suitability and provide lighting
17	Improvements to Albany area			Consider possible inclusion of modal filters to reduce instances of rat running / speeding around the estate
18	Improvements to Concord and Usworth			Upgrade existing pedestrian / cycle pathways to ensure width suitability and provide lighting
19	Improvements to Horsley Road Estate			Provide placemaking / school streets interventions around schools
20	Improvements to Central Washington and Biddick			
21	Pedestrian improvements to large schools and colleges	Improve accessibility to schools in Washington for active modes. Focussed on safety around schools.		Detailed review of all school locations required to ensure safe access for active modes
				Consider 'School Street' interventions
				School route mapping /targeted improvements
				Clear routes to bus stops

Table 2: Longlist table

Figure 10: Route 1 Improved cycle and pedestrian connectivity between Concord and Nissan



Purpose: Improve Cycle connectivity between Nissan and Concord (approx. 15min journey). Potential IAMP connectivity.

Low Level Interventions: Provide additional wayfinding through A195 underpass and along the corridor.

Medium Level Intervention: Improve crossing quality / standard of uncontrolled crossings. Improve lighting and CCTV at A195 underpass, remove guardrail chicane. Provide segregated cycle facility on the A1290.

High Level Intervention: Infill A195 underpass and provide at grade crossing of A195.



A195 underpass can feel secluded. Poor lighting / CCTV. Guardrail chicane causes obstruction to cyclists.



Uncontrolled shared use crossing of Silverstone Road. Multiple uncontrolled crossings on the route where traffic speeds are likely to exceed 20mph.



Extents of shared space unclear. Southern footway of A1290 3m wide throughout. Therefore, potential to upgrade to shared space.



Poor quality cycle facilities at Washington Road Roundabout. Likely high / tidal vehicle flows in this location.

Figure 11: Route 2 and 3 Improved cycle and pedestrian connectivity between Horsley Road area, Bentall business park and A1290



Purpose: Improve Cycle and pedestrian connectivity along Spire Road. To connect the Horsley Road housing area, Nissan and Bentall Business Park.

Low Level Interventions: Dropped kerbs and tactile paving at all side road crossings.

Medium Level Intervention: Improve crossing quality / standard of uncontrolled crossings on Spire Road, particularly at the Lidl roundabout. Increase footway width at A 1231 underpass.

High Level Intervention: Provide segregated cycle connection between Lid roundabout and Glover Road roundabout.



Footway widening / lighting improvements in underpass.



Lack of tactile paving and dropped kerbs throughout route.



Due to traffic flow in this area Lidl roundabout likely to require controlled crossings.



Opportunity to improve/ widen existing path between A1290 and Horsley Road. This route may feel too secluded for some users.

Figure 12: Route 4 Improve cycle and pedestrian facilities on the A1290 from Front Street to Parsons Road (Concord High Street)



Purpose: Improve pedestrian and cycle facilities on A1290 to reduce severance between the north and south side of the high street and along the road. Route to connect with Parsons Road Industrial Estate. Multiple pedestrian and cycle collisions reported on this route.

Possible Interventions:

- Guardrail removal on Victoria Road
- Increased TROs to reduce kerbside parking
- Provision of additional crossing on east arm of Heworth Road roundabout.
- Upgrade to existing crossings.
- Removal of central reserve to slow traffic speeds and increase footway / cycle provision
- Provision of segregated cycle facility on Parsons Road due to likely high number of HGVs.



No crossings provided at key crossing location.



Prominence of guardrail in 20mph zone.



Opportunity to widen footways / provide segregated cycle facilities in areas.



Central reserve and lack of footway likely causing higher traffic speeds.



Prominence of footway parking.



Multiple cycle and pedestrian collisions recorded around Concord Bus Station.

Figure 13: Route 5 Provide pedestrian and cycle route between A1290 and Galleries shopping centre via Albany Park (30min walk, 8min cycle)



Purpose: Connect Galleries Bus Station and shopping centre with Albany and Concord.

Low Level Interventions: Provide additional wayfinding from Concord to shopping centre / bus station for pedestrians and cyclists. Provide dropped kerbs and tactile paving for pedestrians throughout the route.

Medium Level Intervention: Provide segregated cycle facility on Albany Way. Increase pedestrian crossing provision to key locations throughout the route (particularly the park)

High Level Intervention: Remove A 1231 overpass and replace with at grade signalised crossing facility (likely to require significant changes to A1231) or improve quality of overbridge / increase width for pedestrian and cycle use.



Wide verge space allows opportunity for segregated cycle facility on Albany Way.

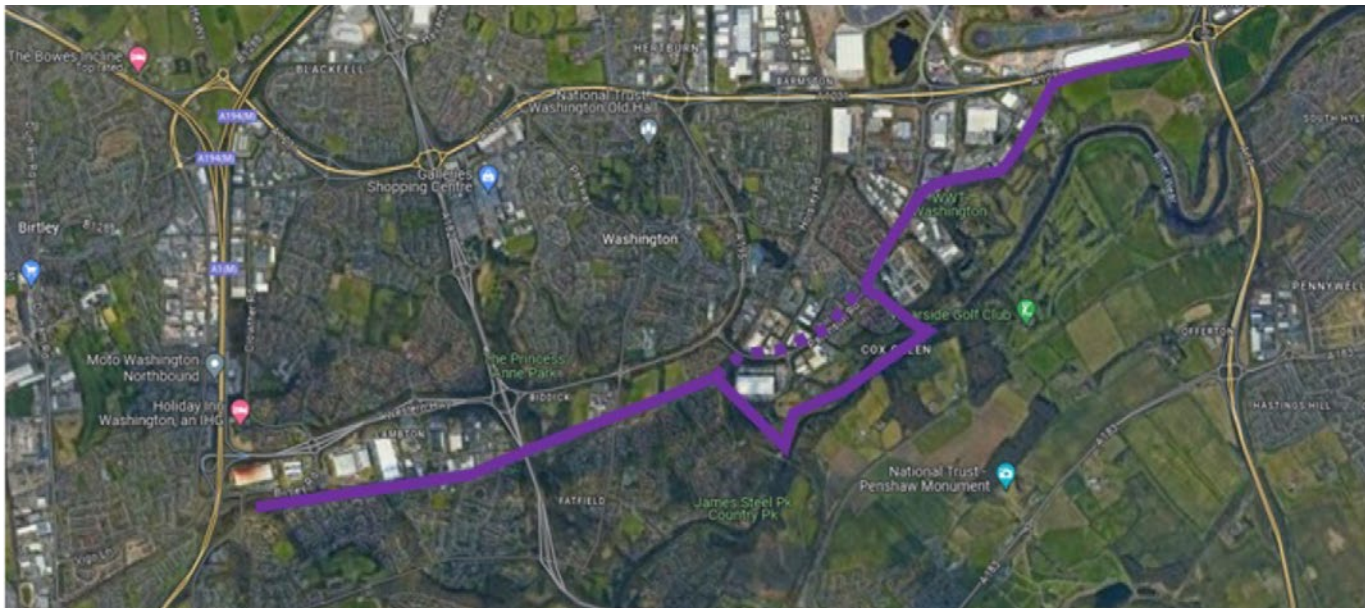


Opportunity to improve pedestrian facilities including dropped kerbs and tactile paving throughout.



Access to Galleries via overbridge (~3m wide). At grade option likely not feasible due to A1231 crossing requirement.

Figure 14: Route 6 Coast to coast cycle route upgrade



Stepped access to C2C route.



Width of path <3m (LTN120 minimum).



Barrier / chicane access to C2C route.

Purpose: Improve provision on the existing coast to coast cycle route. Noting that the existing route is by nature secluded from natural surveillance and therefore many users may not feel safe using this facility alone or at night. Other alternative routes should be considered.

Possible Interventions:

- Removal of chicane barriers to improve permeability for cyclists, people with buggies and people in wheelchairs
- Widen existing path where possible to 3-4.5m throughout to ensure desirable minimum shared use width
- Ensure access points are of sufficient quality for cyclists and all pedestrians.
- Resurface where required
- Improve wayfinding throughout
- Provide lighting around key residential areas and industrial areas.

Figure 15: Route 7 and 8 Connecting Holley Park to the Galleries



Purpose: Improve Cycle and pedestrian connectivity between Holley Park and The Galleries.

Possible Interventions:

- Improved pedestrian facilities (Junction radii reduction, dropped kerbs and tactile paving)
- Pedestrian and cycle crossings of the Galleries South Interchange
- Red Line: Consider lighting, CCTV and personal security upgrade to route.



Multiple underpasses on Oxclose connection. Some areas are poorly lit.

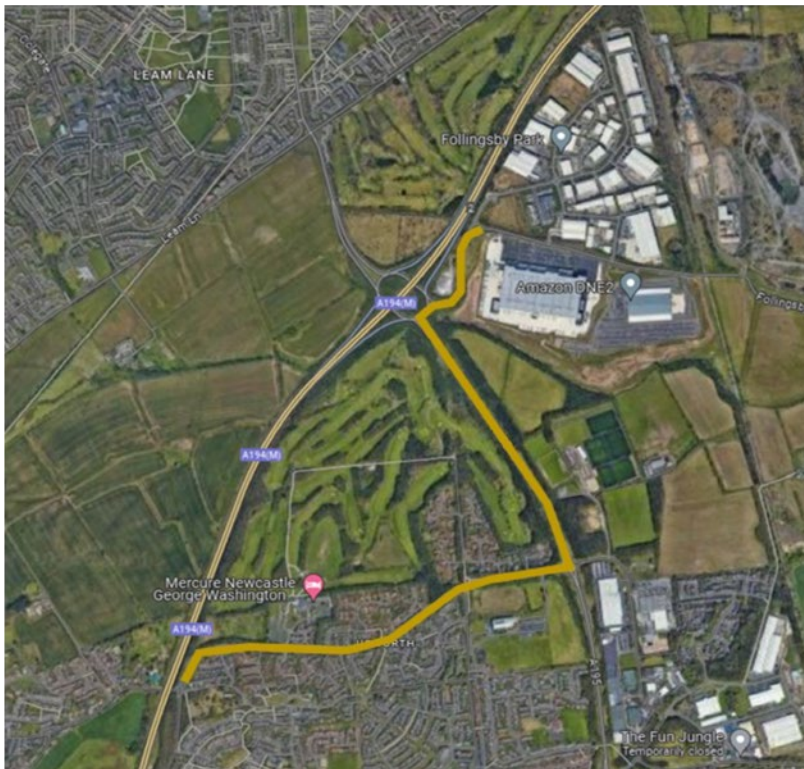


Opportunity to improve pedestrian facility throughout the route.



Upgrade crossing and footway facilities around Galleries South Interchange.

Figure 16: Route 9 Amazon to Usworth and Springwell



Purpose: Improve Cycle connectivity along Stone Cellar Road and A 195 to connect Springwell, Usworth and Amazon.

Possible Interventions:

- Provide segregated cycle facilities on Stone Cellar Road and improve existing facility to the west of A 195.



Crossing facilities at north end of A195 currently unsuitable for high-speed road.



Path on west side of A195 provides shared use connectivity to Amazon de pot. However, width appears unsuitable.



Stone Cellar Road is a key link from Usworth and Springwell to Usworth Roundabout. No provision for cyclists on this stretch.

Figure 17: Route 10 Springwell Village Centre



Purpose: Improve Cycle and pedestrian connectivity between Springwell Village and east side of A194.

Possible Interventions:

- Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving)
- Pedestrian crossing upgrade in central Springwell
- Opportunity to provide cycle route through Springwell Village
- Opportunity to provide Footway / shared use footway on Donvale Road to connect Springwell Village and Concord.



Multiple underpasses on Oxclose connection. Some areas are poorly lit.

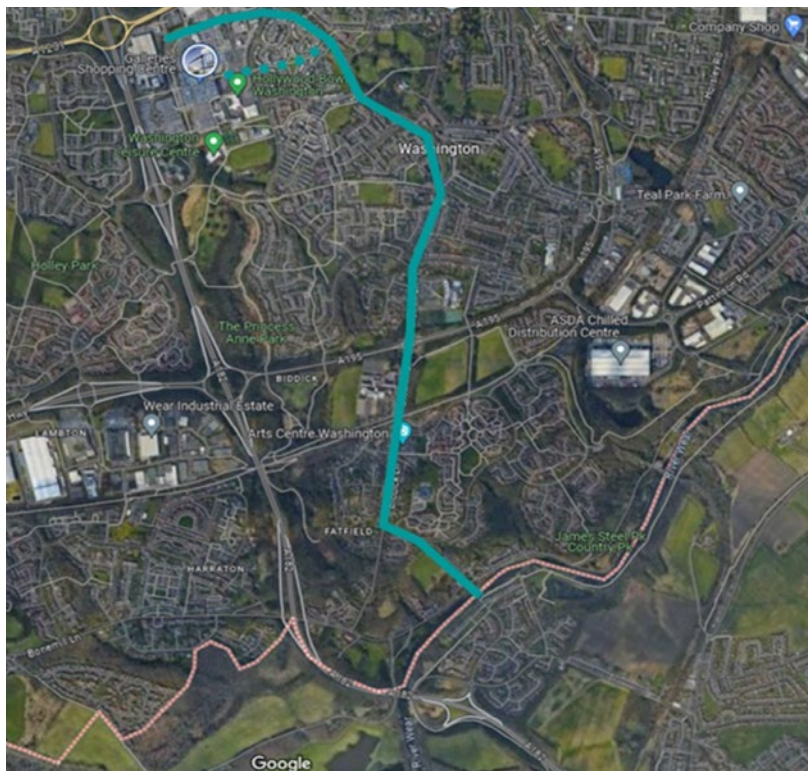


Opportunity to improve pedestrian facility throughout the route.



Upgrade crossing and footway facilities around Galleries South Interchange.

Figure 18: Route 11 Fatfield Bridge to the town centre (via Biddick Lane and Biddick Academy)



Purpose: Improve Cycle and pedestrian connectivity between Mount Pleasant, Fatfield, Biddick, central Washington and the Galleries. Multiple schools along the route including Biddick Academy.

Possible Interventions:

- Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
- Opportunity to provide cycle route (segregated or quiet street facility depending on traffic flows / speeds)
- Improve pedestrian and cycle connectivity to schools along the route including Biddick Academy.



Prevalence of half on half off parking making walking difficult for many people.



Inadequate at grade crossing facilities on the Biddick Lane roundabout. Subway alternative dark and secluded.



Pedestrian crossing facilities on Biddick lane and Fatfield Rd do not meet current guidance

Figure 19: Route 12 Vermont Roundabout to Usworth Roundabout



Purpose: Improve Cycle connectivity between Usworth roundabout and Vermont Roundabout connecting cyclists between Stephenson Industrial estate and shared use link to Amazon Estate.

Possible Interventions:

- Provide segregated cycle facility using verge / field space on east side of the carriageway.



Figure 20: Route 13 Heworth Road (Usworth to Concord)



Purpose: Improve Cycle and pedestrian connectivity on Heworth Road.

Possible Interventions:

- Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
- Opportunity to provide cycle route (quiet street facility depending on traffic flows / speeds)
- Reduce instances of kerbside parking
- Provide traffic calming that is permeable for cyclists.



Narrow footways around college campus.



Traffic calming is not permeable for cyclists.

Figure 21: Route 14 Hertburn Industrial Estate and connection to Washington Village



Purpose: Improve Cycle and pedestrian connectivity around Hertburn Industrial estate and the A1290. Reduce severance between Washington Village and Hertburn Estate.

Possible Interventions:

- Improved pedestrian facilities (junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
- Opportunity to provide cycle route (quiet street facility depending on traffic flows / speeds)
- Reduce instances of kerbside parking
- Provide traffic calming that is permeable for cyclists
- Reduce the amount of guardrail / central hatching present around the estate
- Improve pedestrian / cycle facility in underpass under the A1231.
- Consider at grade alternatives/ improve lighting and CCTV coverage within the underpass.



Central reserve and lack of footway likely causing higher traffic speeds.



Lack of tactile paving and dropped kerbs. Signs of ponding at some crossing points.



Prominence of guardrail in 20mph zone.



Uncontrolled crossings likely to be unsuitable at round about entry / exits.



Secluded underpass with lack of lighting.

Figure 22: Route 15 Pattinson Road to Nissan



Purpose: Improve Cycle and pedestrian connectivity between Mount Pleasant, Fatfield, Biddick, central Washington and the Galleries. Multiple schools along the route including Biddick Academy.

Possible Interventions:

- Improved pedestrian facilities junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
- Signalised crossings likely to be required throughout the route
- improve visibility / lighting / width of pedestrian route connecting to Biddick
- Explore opportunities to provide at grade crossing from Pattinson Road to Biddick
- Improve connectivity from Pattinson
- Road across the A195
- Opportunity to upgrade existing route from shared space to segregated and separated provision.



Existing shared use route on Pattinson Road.



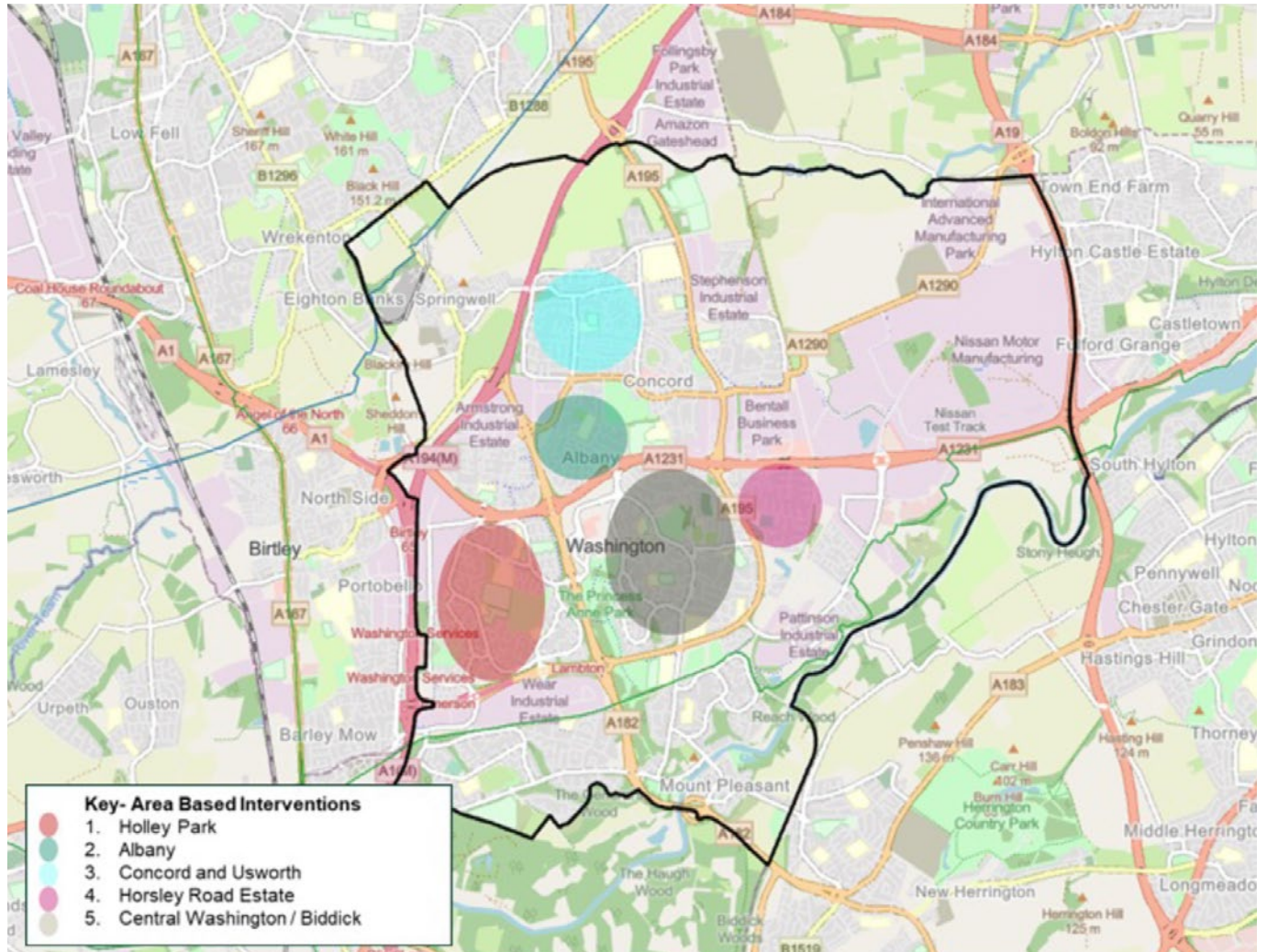
Uncontrolled crossings on roundabout unlikely to be appropriate due to traffic speed and flow.



Uncontrolled crossings connections to Teal Farm and Pattinson Industrial Estate unlikely to be appropriate due to traffic speed and flow.

4.3 Area interventions

Figure 23: Area based interventions

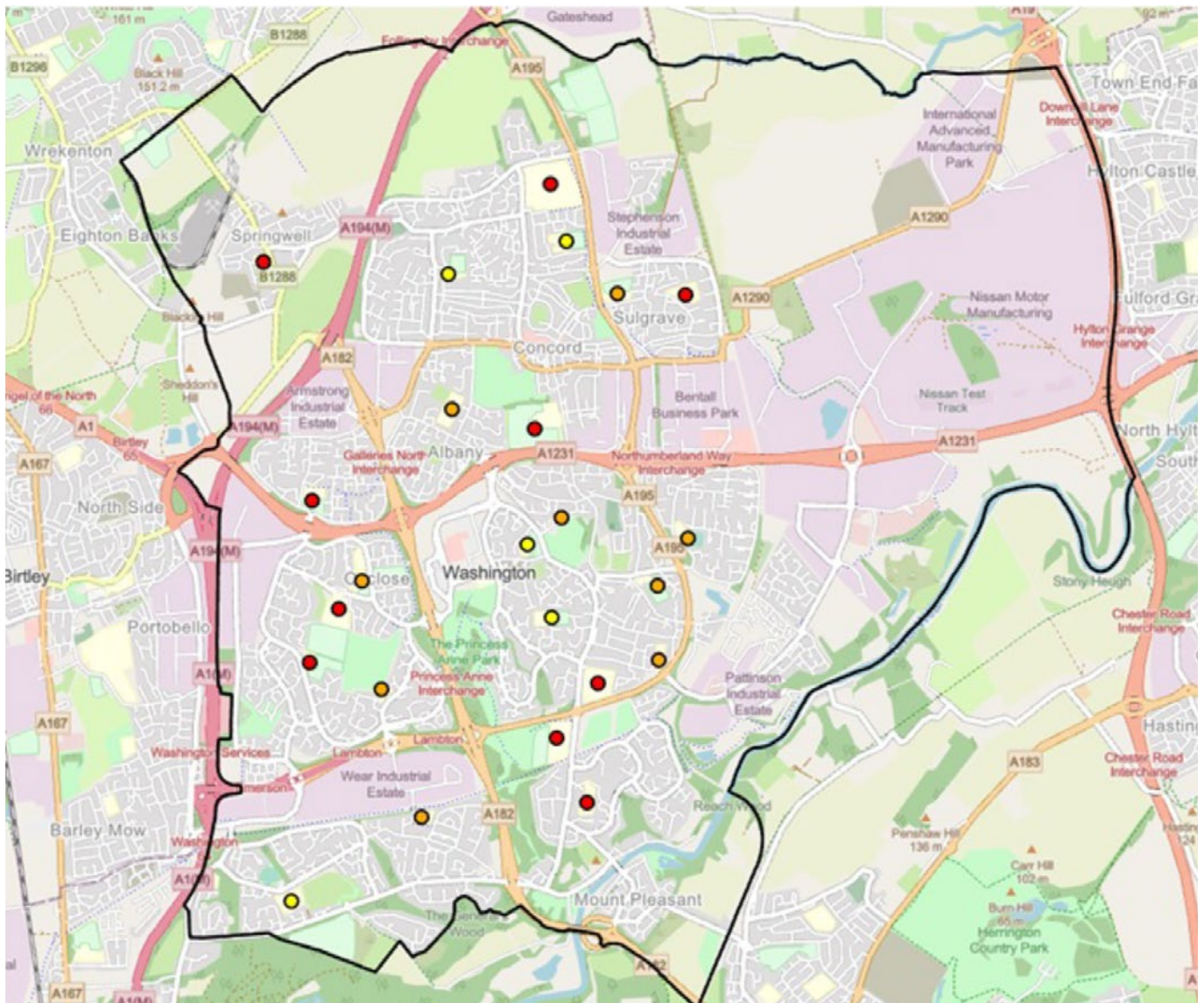


Purpose: Improve pedestrian and cycle facilities and experience within neighbourhoods to ensure permeability for all users.

Possible Interventions:

- Improved pedestrian facilities junction radii reduction, dropped kerbs and tactile paving and mid-block crossings)
- Consider possible inclusion of modal filters to reduce instances of rat running / speeding around the estate
- Upgrade existing pedestrian / cycle pathways to ensure width suitability and provide lighting
- Provision of cycle parking / cycle hubs
- Provide placemaking / school streets interventions around schools.

Figure 24: School based interventions



Purpose: Improve accessibility to schools in Washington for active modes. Focused on safety around schools.

Possible Interventions:

- Detailed review of all school locations required to ensure safe access for active modes.
- Consider 'School Street' interventions
- Red dots to be considered a priority (either large schools / college or limited footway access to school)
- School route mapping / targeted improvements
- Clear routes to bus stops.

5. Summary

The Washington LCWIP is designed to support the development of walking and cycling infrastructure in the locality, and to align with the more strategic Sunderland LCWIP.

Exploration of the local evidence base has demonstrated a need to increase the numbers of active mode users, in the context of expanding travel horizons and improving health outcomes. In addition, considering key travel movements within, and extending beyond Washington, demonstrates that many journeys are short with the capacity to be undertaken by active modes.

The evidence base has been used to develop a range of route and area-based interventions, which form a cohesive network of interventions within Washington. These options provide a foundation for further development depending on local priorities and available funding.

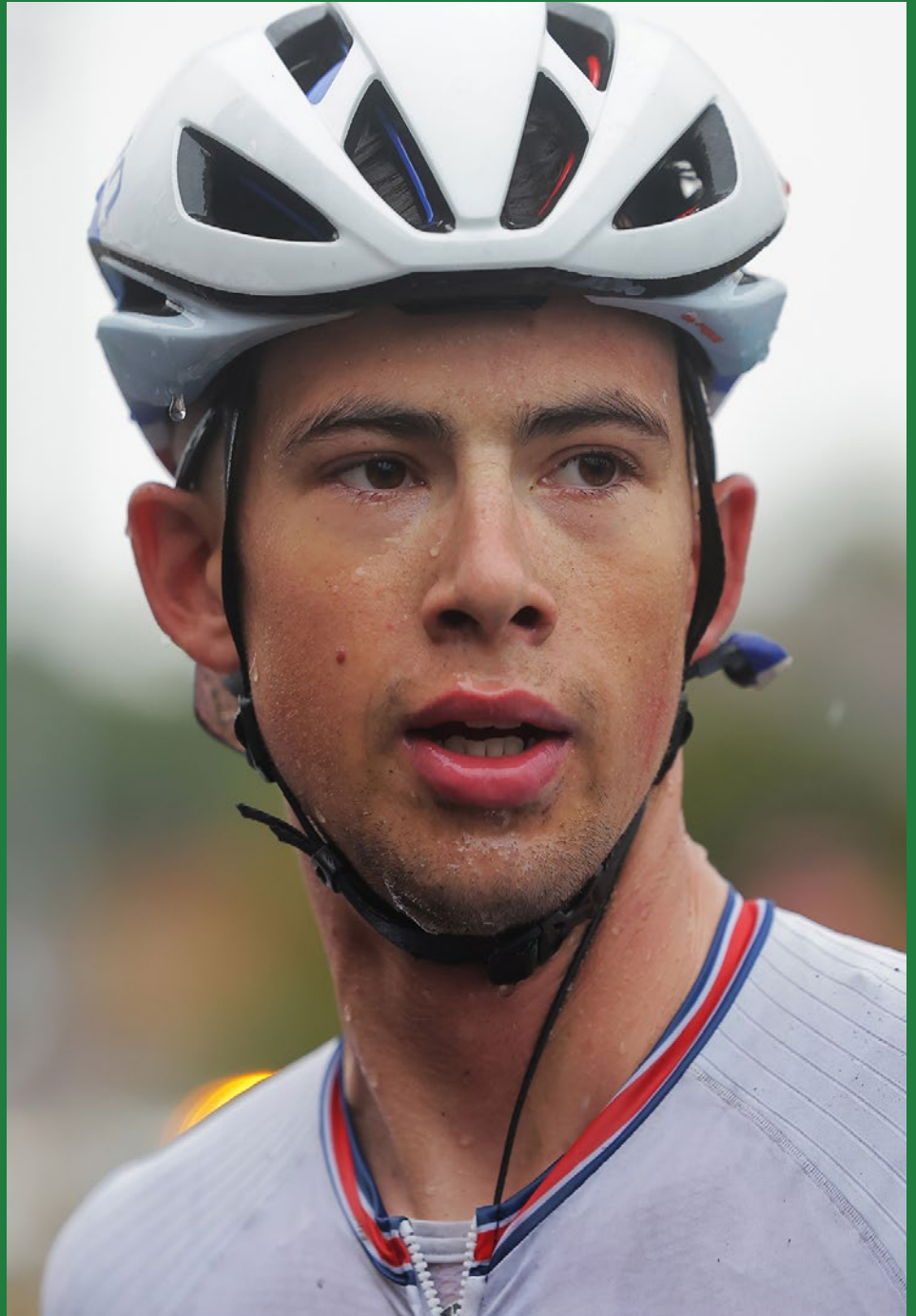
5.1 Funding schemes

The capital funding needed to deliver the schemes put forward in this LCWIP will need to be sought from government funding programmes working in conjunction with the North-East Combined Authority and Active Travel England.

Where opportunities arise in relation to new residential, commercial and large employment sites, match funding from developers can be sought. Funding from the private sector to match public funding can be invested to deliver walking and cycling infrastructure to support accessibility and connectivity with the local road network. Usually, this is in the form of a Section 278 Agreement under the powers of the Highways Act 1980 enabling improvements to public highway as part of a consented planning application.

Additional developer contributions may also be sought through provisions under a Section 106 Agreement as a planning obligation. This funding could be used to enable monitoring and review of Travel Plan targets or as an example, for wider local highway improvements such as the provision of wayfinding signs.

Washington Local Cycling and Walking Infrastructure Plan



**City of
Sunderland**