

Transport North East

Emergency Active Travel Fund Tranche 2

Transport North East Bid Submission

(note that a public folder containing various maps, plans and documents referred in the responses below has been made available to DfT)

1. General

1. What is your local transport authority name? *

North East Joint Transport Committee

2. Strategic case

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.*

Introduction

The core objectives of our Tranche 2 programme of schemes in the North East are to:

- Deliver a short term boost to cycling and walking facilities that build on the changes to cycling and walking behaviour seen during the COVID-19 pandemic so far, giving relief to our capacity constrained public transport networks;
- Provide a set of infrastructure schemes that have a long term impact on active travel within key corridors and city centres in our region, boosting the mode split for active travel and helping manage demand for private cars; and
- Build on our Tranche 1 programme to begin the job of delivering our contribution to the Government's "Gear Change" cycling and walking strategy by reallocating road space to create segregated, safe and secure facilities that give greater confidence to existing and new cyclists and pedestrians.

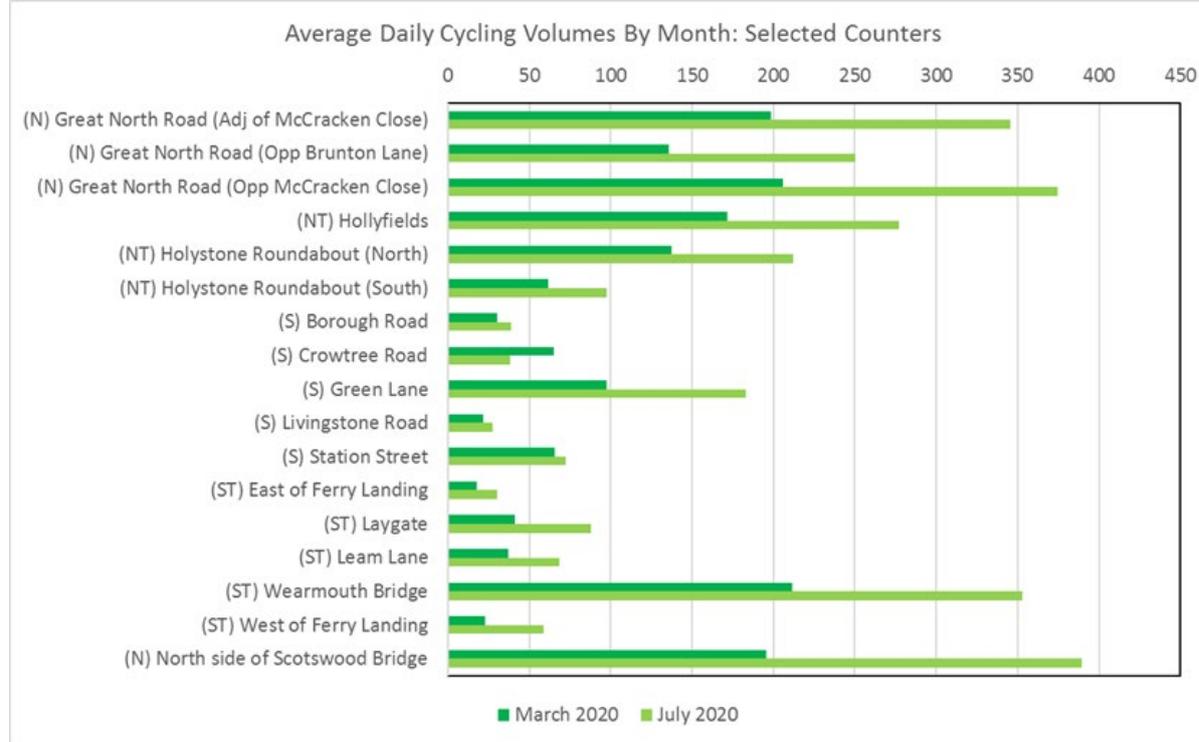
The evidence base that sits behind these objectives is explained below.

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Growth in cycling and walking

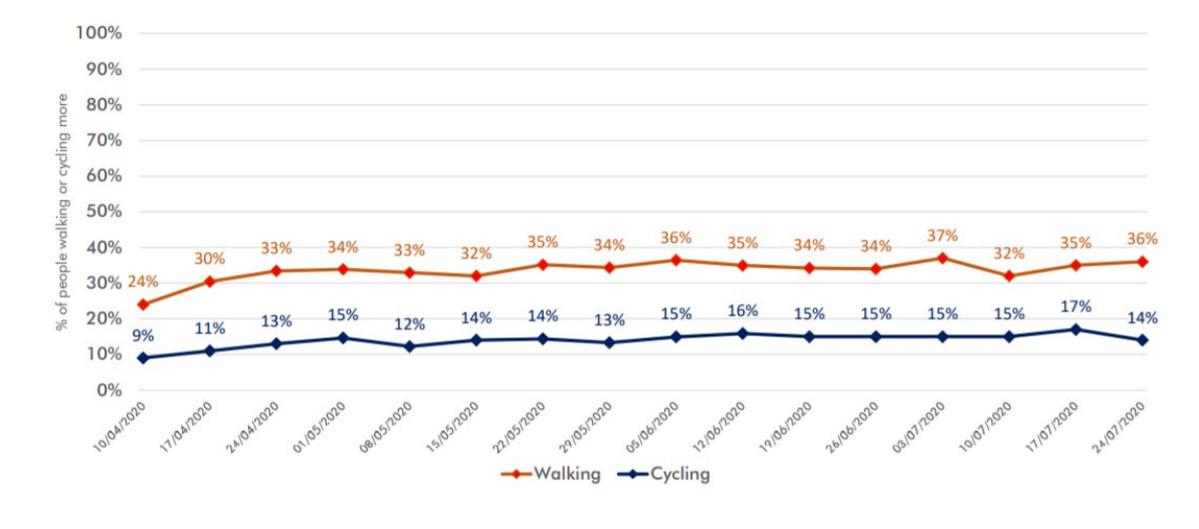
The North East has seen a significant and welcomed growth in walking and cycling since lockdown was introduced (see Figure 1). Cycling figures remain approximately 50% higher than the seasonal average on most roads¹.

Figure 1: Average daily cycling volumes by month at selected counters in Tyne and Wear



Consistent research carried out throughout the pandemic has found that people are walking (35% increase) and cycling (17% increase) more than they did before Covid-19 (see Figure 2)².

Figure 2: graph showing percentage of respondents who are walking or cycling more since the Covid-19 outbreak



¹ Traffic and Accident Data Unit / North East Regional Road Safety Resource (20th July 2020)

² Nexus insight panel, Covid-19 tracker results <https://www.nexus.org.uk/research-and-insight/insight-panel/covid-19-tracker-results>

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We are working with our seven Local Authorities and Nexus to ensure continued provision for expanded walking and cycling infrastructure. We are seeing successful implementation of Tranche 1 schemes which build on the growth in cycling and walking experienced across our region. Our Tranche 1 schemes, which are being implemented swiftly and effectively, deliver improved safety for both pedestrians and cyclists and we aim to build on this and encourage sustained cycling growth through our Tranche 2 schemes. Please see Images 1-3 for examples of some of our Tranche 1 schemes that have already been delivered.



Image 1: Tranche 1 scheme Queen Victoria Road, Newcastle



Image 2: Tranche 1 scheme Tynemouth, North Tyneside

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Image 3: Tranche 1 scheme Newbottle Street, Sunderland

Current transport challenges

The North East has experienced an increase in people walking and cycling and, during busy periods, it can be difficult for social distancing to be maintained. Our town and city centres in particular have experienced an increase in footfall (see Figure 3). As the number of people cycling and walking continues to rise, greater capacity is needed in order to enable pedestrians and cyclists to travel safely and maintain social distancing.

Figure 3: Footfall along Northumberland Street, Newcastle



The North East Chamber of Commerce has recently stressed the importance of local authorities continuing to work on adapting road and pedestrian space around social distancing to help people to access retail. Whilst a range of measures have been introduced across the region to improve capacity for pedestrians and cyclists in town centres, more can be done. Improving access to town centres for pedestrians and cyclists will have a positive impact on retail, boosting the local economy.

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Research has found that well-planned improvements to the pedestrian environment can increase shopping footfall by up to 40%³.

As lockdown has eased, the North East has experienced a large growth in traffic volumes, with road traffic now at approximately 85% of pre lockdown levels. Figure 4 shows how traffic volumes have increased as lockdown has eased and in July, traffic volumes for 2020 exceeded the volume for July 2019. As a result of increasing volumes, Nitrogen Dioxide levels are starting to rise (see figure 5).

Figure 4⁴

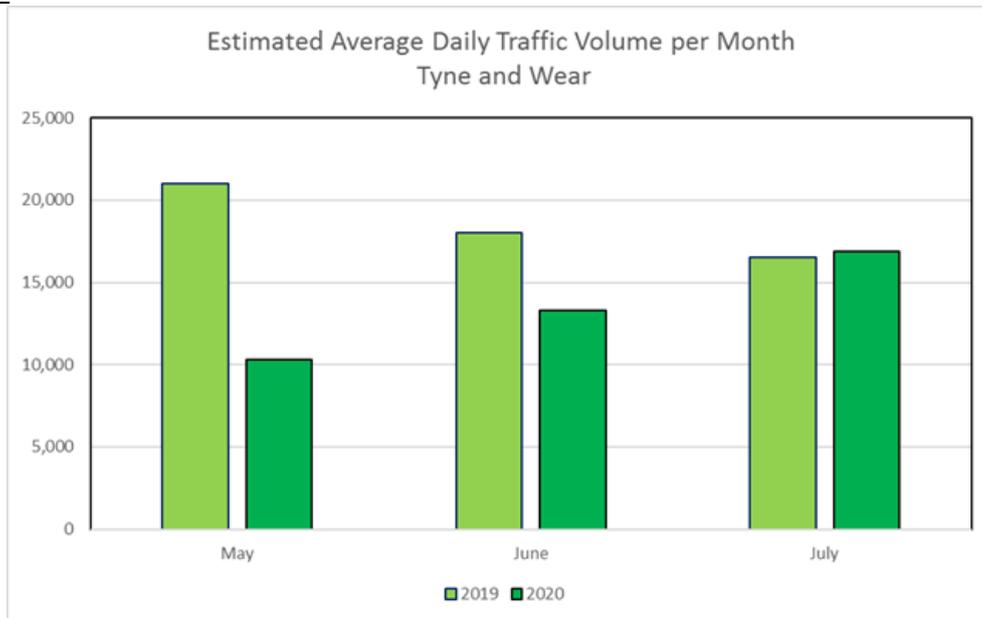
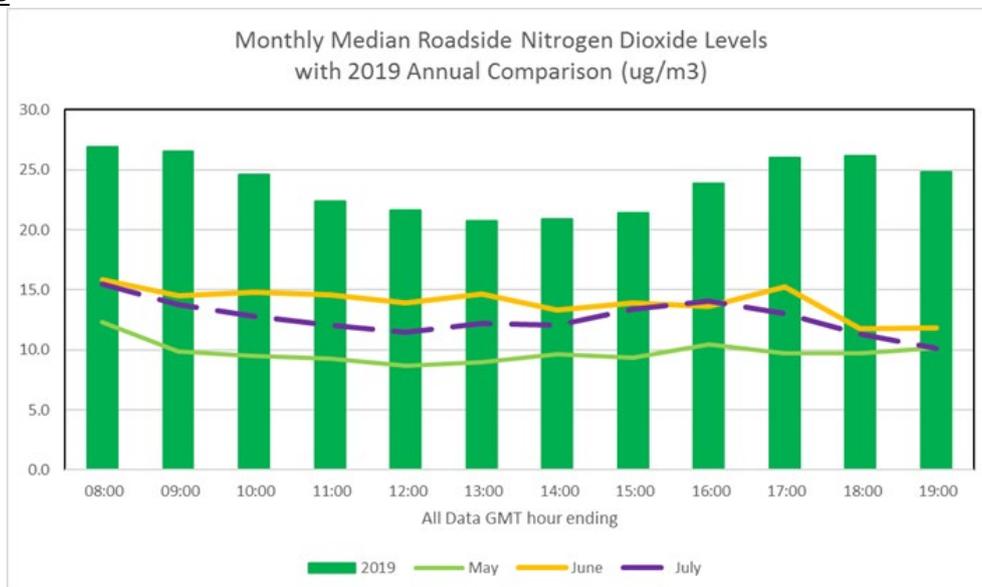


Figure 5



³ Gear Change: A bold vision for cycling and walking.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

⁴ Traffic and Accident Data Unit

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We want to encourage people to continue to walk and cycle instead of travelling by car, this will reduce congestion and improve air quality, addressing the climate emergencies declared by all seven North East local authorities and both combined authorities. The reallocation of road space to walking and cycling will play a key role in encouraging people to continue to walk and cycle and may encourage motorists to make the switch. The reallocation of road space to provide segregated cycle lanes will also improve safety for cyclists, including for new and less confident cyclists.

We recognise that not all journeys can be made by cycling or walking, but we still encourage people to make part of their journey on foot or by bike where that is possible. Our package of measures will make cycling and walking more attractive and a feasible option to those looking to make part of their journey by foot or by bike.

The need to comply with social distancing means that capacity on our public transport network is significantly reduced. Whilst we want people to use public transport, we need to ensure there is space to carry those passengers who are unable to travel by other means. We encourage people to cycle or walk wherever possible and our measures will allow cycling to replace some journeys previously made by public transport, helping to avoid overcrowding on our buses and Metro in the short term.

Case for intervention/ How our bid will address these transport challenges

Our region welcomes the increase in cycling and walking experienced to date, it is a positive step in achieving our Transport Plan vision of: 'Moving to a green, healthy, dynamic and thriving North East'. Our ambitious, yet deliverable, programme of schemes for Tranche 2 will deliver further growth in cycling and walking, meet the challenges that have arisen due to Covid-19 and contribute to the delivery of our vision.

We have listened to the feedback we have received on our Tranche 1 schemes and have developed a good understanding of what approaches do and don't work for our region. We have used these findings to strengthen our Tranche 2 bid so that the interventions within it will deliver maximum benefit for the region.

Our Tranche 2 schemes are focused on important transport corridors where contribution to the short and long term objectives will be greatest and more people will benefit. It is anticipated that our interventions will make cycling and walking more attractive and appealing, helping Government to meet its target for increasing the number of people cycling and walking.

We have seized the opportunity this funding stream offers to reallocate road space to pedestrians and cyclists and as a result our interventions will make cycling and walking safer and encourage people to travel by active modes. This is particularly crucial today when public transport capacity is reduced due to social distancing, pavements are not always wide enough to accommodate an increase in pedestrians and people queuing outside of stores and roads are at risk of congestion. Our programme will help to meet the ambitions set out in DfT's Cycling and Walking Investment Strategy (2017) for safer walking and cycling, including increased cycling and pedestrian networks around public transport hubs and town centres and safe paths along busy roads.

The ability for people to travel around has a positive impact on the economy. Through reallocating road space to improve capacity for walking and cycling, we will make it easier and safer for people to travel to work, to shops and to bars and restaurants in our town and city centres, supporting economic recovery. Our programme will make it easier for people to maintain social distancing whilst queuing outside shops without interrupting the flow of pedestrians and cyclists.

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Our programme of interventions will also provide a longer-term legacy for cycling and walking, helping to deliver significant health, environmental and congestion benefits, including supporting Public Health England's current Better Health campaign.

Air pollution in some areas of the North East, including the Tyne Bridge and Coast Road, exceeds legal limits and our proposals will help to reduce road-based air pollution at these sites.

Schemes put forward by local authorities and Nexus have undergone a sifting exercise (to identify and remove any schemes that don't meet the requirements of the Fund) and a prioritisation exercise (based on how schemes achieve the Fund's objectives). Details of the sifting criteria can be found in Question 4. The sifting and prioritisation process has resulted in a strong programme of ambitious interventions which will reallocate road space to active travel, creating a safer environment for both walking and cycling, ensuring that safe social distance can be maintained. We will further increase safety for cyclists by ensuring that they are separated from the traffic wherever possible.

Our proposals recognised that cycling has a role to play in helping to avoid overcrowding on our region's public transport network, and through implementing measures that enable safer cycling and walking, we hope to free up some capacity on our buses and Metros for those who are not able to make their journey on foot or on bike.

Our package of interventions is also complimentary to the Government's long-term cycling plan, 'Gear Change: A bold vision for cycling and walking,' and will play a key role in achieving the plan's objectives.

We can confirm that our schemes seek to comply with the Equality Act 2010.

3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes. *

Our programme comprises eleven schemes that will provide new and improved facilities for cycling and walking in key transport corridors and city centres across the North East. Our proposal will deliver schemes in all seven local highway authority areas in the North East, if funded in full. Five of the schemes are explained in detail in this submission – a further six schemes are proposed in Durham (in Newton Aycliffe), Northumberland (in Hexham and Blyth), South Tyneside (in Hebburn) and Sunderland (near the University campus and at Pallion).

Our proposals all involve the reallocation of road space from general traffic to cyclists and pedestrians. The impacts of that reallocation are understood and will be managed by complementary traffic management and travel demand management proposals. The access requirements for bus services have been protected from concept through to design in all our schemes – in some cases buses will obtain spin-off benefits as a result of our active travel proposals.

Our proposals include ambitious measures on major traffic arteries, on iconic streets and structures in our urban centres and in coastal corridors that are crucial to engendering greater health and wellbeing benefits. Our proposals for Grey Street in Newcastle will very likely become

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the iconic exemplar project for the entire Emergency Active Travel Fund programme across England.

Our proposals also focus on key travel corridors, ensuring that cycling and walking can play a greater role in commuting, education and leisure travel, delivering genuine environmental and health benefits to our region.

The economic evaluation of our programme of schemes is still to be finalised and will be shared in due course. However preliminary results show that **the schemes in our programme deliver economic benefits to the region that are 2.42 times the costs of the capital and revenue investment**. This benefit: cost ratio demonstrates the key strengths of our proposed programme.

4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply *

Transport North East has prepared a three-stage sifting and prioritisation process to identify the best schemes to put forward for this bid from across the North East region.

Firstly, a sifting exercise was undertaken to remove any schemes that were not compliant with the key requirements of the Fund – schemes that did not involve reallocating road space to people cycling and walking; schemes that did not minimise impacts on buses and people with mobility issues; schemes that could not be delivered quickly; and schemes that were complementary measures not associated with a road space reallocation corridor. Some 12 candidate schemes were sifted out at this stage.

Secondly, a prioritisation exercise was undertaken to identify schemes that had the best fit with the Government's objectives for the Fund – meaningful reallocation of road space focused on strategic travel corridors that will attract significant numbers of new cycling and walking journeys. We also rewarded schemes that were backed by a strong delivery record in Tranche 1, had a plan to tackle any resulting traffic congestion and contributed to our region's e-scooter trial proposals. This has enabled us to prioritise the eleven schemes that comprise our bid and assemble a reserve list of compliant schemes that could be bought forward if further funding became available.

Thirdly, prior to finalising our programme and commencing construction we will undertake a further sift of schemes once the AMAT work is complete, to ensure that all schemes in our programme offer good value for money. Schemes will be kept under constant review as they are developed and programme changes may be implemented once the DfT funding is allocated to the region, to ensure that the value for money statement remains valid. This third sift will also take account of commitments towards monitoring and evaluation, and the prospects for compliance with the Government's 'Gear Change' cycling and walking strategy.

3. LCWIPs (if appropriate)

5. Which LCWIP does the scheme(s) fall under? *

Each of the seven local authorities in the North East have made a commitment to developing Local Cycling and Walking Infrastructure Plans (LCWIPs). These are at different stages of progression, with some being published or nearing completion.

On 8th January 2020 Newcastle City Council endorsed “a plan for our future cycling network to ensure all the city’s schools, district centres and areas of open space are linked by clearly defined and connected routes, while also reflecting the key links between communities and major employment sites.” This makes up the basis of the citywide Newcastle LCWIP which has been subject to internal and public consultation and support from the Department for Transport (DfT). This plan has not been published as yet but is attached in final draft format to this bid, mapped alongside the draft network of low traffic neighbourhoods Newcastle are currently developing proposals for. Both the Grey Street and RVI Active Travel Access Improvements were identified and prioritised through this LCWIP, which included public consultation.

Durham County Council expect to publish their first three LCWIPs in October 2020, for Chester-Le-Street, Durham City, and Newton Aycliffe. The Great North Cycleway (County Durham) scheme will provide strategic links to locations in the Newton Aycliffe LCWIP, which have gone through a prioritisation process including public engagement.

It is expected that the draft Gateshead LCWIP will be sent to the DfT for review in August 2020. Elements of the Great North Cycle Superhighway scheme are included in the Gateshead LCWIP and the overall proposal will provide strategic cycle connections between local LCWIP areas and the central areas of Gateshead and Newcastle.

The draft North Tyneside LCWIP has been sent to the DfT for review. The locations included in the tranche 2 Strategic Corridors scheme have been incorporated in this LCWIP. This LCWIP is expected to go through a prioritisation process following feedback from the DfT.

Sunderland City Council is currently working on a citywide LCWIP and the Whitburn Cycle lane proposal is expected to form part of this.

6. Please provide a URL to the LCWIP if available

Newcastle City Council - a URL will be available when Newcastle’s LCWIP is published in September / October 2020. A URL to the council meeting that endorsed the Clear Air plan with reference to a coherent walking and cycling network can be found [here](#)

Newton Aycliffe LCWIP (County Durham) – A URL will be available when this is published, which is currently expected to be in October 2020. DfT have seen a draft version of this.

Gateshead LCWIP – a draft of this is expected to be sent to DfT for review in August.

North Tyneside LCWIP – a draft has been sent to DfT for review.

Sunderland – URL not available. LCWIP still needs to be developed.

4. Scheme 1

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

7. Scheme name *

Grey Street, Newcastle City Centre

8. Total scheme cost *

£2.5m through EATF tranche 2 (£2.1m capital and £0.4m revenue) supported by £1.5m matched funding

9. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

A comprehensive City Centre Public Realm Audit undertaken in 2010 considered that Grey Street in Newcastle City Centre is a place with distinctive character and identity. In addition, it was voted by BBC Radio 4 listeners as the UK's most beautiful street. Therefore, this Tranche 2 scheme will be a national flagship scheme for the Emergency Active Travel Fund.

There is a need to rebalance road space in Newcastle City Centre to cater for the large number of pedestrians moving around it. This scheme will provide more space to those on foot and bikes in a key location in the city centre, which is particularly important in the current circumstances with Covid-19. Partially removing vehicle traffic and greatly reducing parking on the street will also enable a greater appreciation of the street and its architecture. It is located in a conservation area in the heart of the city centre, being part of Grainger Town, comprising a high number of listed buildings designed by the architect John Dobson.

This tranche 2 scheme would build on the temporary changes already made that have suspended parking and reallocated road space and make a permanent change.

Motor vehicles will have one-way access to a narrowed carriageway. Under normal circumstances (before our temporary measures to support social distancing) they have two way access.

In comparison to the normal layout of the road, those on bikes would be provided with a protected cycleway up the hill and people on foot or in wheelchairs would be provided with more pavement space. The reallocation of one lane of road space and loss of around 60 parking spaces will free up in the region of 5 metres of space for a length of approximately 250 metres on a cross section for alternative uses on Grey Street. This space is in addition to the new protected cycle lane and some loading facilities and while there will be some remaining parking spaces on the street, much of it will be replaced by pocket parks.

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An existing overhead plan showing highway uses on Grey Street has been made available to DfT. The plan shows a current cross section of the street for the section between 27 Grey Street and 40 Grey Street, which represents a typical cross section for the entire street.

Although the final design of the scheme is to be finalised, it is anticipated that it will be similar to visualisation made available to DfT. This includes a two metre wide northbound (uphill) cycle lane, a three metre wide parallel parking space, a single vehicle lane measuring 3.65 metres, a 4.85 metre footway on the western side of the street, which leaves 5.45 metres available for pavement space and uses such as pocket parks.

This scheme builds on a temporary Tranche 1 scheme and would make permanent changes to prioritise active and sustainable travel modes and encourage business opportunities on street at the expense of space for motor vehicle traffic and parking.

This scheme and its proposals have drawn international interest including being profiled in an [article in Forbes Magazine](#). Investment from the Emergency Active Travel Fund will enable this reallocation of road space on one of the UK's most beautiful streets to act as a flagship for the fund.

10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (permanent)
Widening existing footway
Restriction or reduction of parking availability
Provision for monitoring and evaluation of schemes.

11. For corridor schemes, please provide the route length in miles

0.17 miles

12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

5. Scheme 2

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 2 schemes, please skip this page and the following 3 pages.

13. Scheme name *

Great North Cycle Superhighway (Gateshead Town Centre)

14. Total scheme cost *

£2.717m capital (all through the EATF tranche 2)

15. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

The Great North Cycle Superhighway scheme will deliver permanent measures and is located on the main north-south corridor connecting residential areas including Chester-Le-Street, Birtley and Low Fell with the centre of Gateshead and Newcastle. It is to be delivered on a major A road carrying large amounts of traffic.

The proposals build on previous and proposed investment, including from Local Transport Plan and Transforming Cities Fund, and will start to introduce the kind of measures envisaged in the Government's recent 'Gear Change' cycling and walking strategy.

This scheme will make permanent elements of the Emergency Active Travel Fund Tranche 1 Gateshead scheme which is currently being consulted upon/implemented temporarily. Consultation is underway on the reallocation of one carriageway of the Gateshead flyover to cycles and the continuation of this facility through Oakwellgate to the Tyne Bridge. Gateshead flyover is a major traffic artery and it is proposed this will be partly closed to benefit cyclists, with alternative routes identified to cater for the residual displaced traffic.

The scheme also involves making permanent the reallocation of one carriageway of Askew Road to cyclists and pedestrians. This was implemented as a temporary measure under Tranche 1 and is currently the subject of further consultation.

The length of carriageway reallocated to cyclists is expected to be 1km on the flyover plus 150m on Askew Road. Separation measures are expected to be through the use of a kerbed solution with infill and bollards where required.

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The main road closures through the scheme will be the northbound Gateshead flyover (which is currently being consulted on), Askew Road (between Wellington Street and the A167) and Hills Street. The Askew Road and Hills Street schemes have been implemented temporarily as part of Emergency Act Travel Fund Tranche 1.

The northern end of the scheme will make alternative use of road space from which traffic needs to be removed if congestion on the approach to the Tyne Bridge is to be managed appropriately, providing alternatives to the car. The scheme supports the Tyneside Air Quality project, which is seeking to reduce air pollution below statutory thresholds in central Tyneside and, as part of its proposals, requires the introduction of constraints on general traffic on the Tyne Bridge itself.

As a result of this scheme cyclists will benefit from the large lengths of cycle route segregated from traffic which will be made permanent. Quaysgate will be changed to allow the Quaylink bus to still use the link, however cycling would continue to be segregated. Pedestrians will also benefit from the scheme and will see improvements through enhanced pedestrian crossings on the main walking route between Gateshead town centre and High Level Bridge/Tyne Bridge as well as a much improved pedestrian environment on Hills Street, which lies on one of the main walking routes to the Tyne Bridge.

A general map of the whole scheme can be found in the pack made available to DfT, where a map and plans showing the town centre works can also be found. The details shown on these plans are subject to minor changes following consultation.

16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (permanent)
Installing segregation to make an existing route safer
Point closures of main roads to through traffic, apart from buses, access and disabled (making temporary measures permanent)
Widening existing footway
Selective road closures using planters, cones or similar
Provision for monitoring and evaluation of schemes
Other: improved pedestrian crossings

17. For corridor schemes, please provide the route length in miles

1.86 miles

18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

6. Scheme 3

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 3 schemes, please skip this page and the following 2 pages.

19. Scheme name *

A183 Whitburn Cycle Lane, Sunderland

20. Total scheme cost *

£1,187,500 capital through EATF tranche 2 (supported by £62,500 matched funding)

21. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

The A183 Whitburn Road scheme, which is Phase 1 of a Super Cycle route from Seaburn Tram shelter to Bungalow Café, is located in the Seaburn and Roker coastal areas of Sunderland to the north of the city centre.

The A183 is a single carriageway road providing a strategic route into Sunderland from South Tyneside and linking the city's principal coastal locations with the city centre and beyond.

The scheme will deliver 1.24km (0.77 miles) of new permanent cycle lane which will be created through reallocating existing road space, providing segregated on-road cycle lanes. Moving cyclists off the existing shared surface, which can become congested at peak times, and onto their own segregated area will give pedestrians confidence to walk and maintain social distancing. The scheme will remove bus laybys and bus stops will be relocated to stop on the carriageway.

The scheme will have no impact on junctions as the works will be carried out on the eastern side of the carriageway, which runs adjacent to the North Sea.

Modal filters are being currently being considered at an identified pinch point on Roker Ravine bridge and there are longer term plans to address this issue.

The scheme will create improved strategic links between residential areas and Sunderland city centre. This scheme will be linked to another planned scheme in our programme on A183 St Peter's/Dame Dorothy St (Phase 2 of the A183 Cycle Super Route), which will continue the segregated cycle route for another 1.65km from the Bungalow café in Roker to the northern bridgehead of the Wearmouth Bridge. This will create a 2.9km "super route" from the City Centre to Seaburn beach, a key route for commuting and leisure cycling.

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The separation measures delivered as part of this scheme will be permanent in nature. They are planned to be pre-cast concrete kerbs throughout. In areas where this may not be appropriate (drainage and consultation) temporary measures such as wands will be considered.

A location map can be found in the pack of maps and plans made available to DfT, along with a proposed cycle lane and cross sections plan and kerbs, footways and paved areas plans.

22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (permanent)
Installing segregation to make an existing cycle route safer
Widening existing footway
Provision of secure cycle parking facilities – being considered
Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
Park and cycle/stride/scooter facilities
Provision for monitoring and evaluation of schemes

23. For corridor schemes, please provide the route length in miles

0.77 miles

24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

7. Scheme 4

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 4 schemes, please skip this and the following page.

25. Scheme name *

Royal Victoria Infirmary Active Travel Corridor, Newcastle

26. Total scheme cost *

£1m capital, £0.3m revenue, supported by £1m matched funding

27. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

The scheme is on Queen Victoria Road and Claremont Road in Newcastle city centre, located in the vicinity of Newcastle Royal Victoria Infirmary and Newcastle University. It will build upon a Tranche 1 scheme in this location, making measures permanent and more formal.

Newcastle Hospitals have welcomed the Tranche 1 improvements, seeing that these changes will help the public access healthcare services as well as accessibility for hospital staff, many of whom have taken to walking and cycling to work and are keen to maintain that. They would also like to see these measures made permanent.

Dr Julie Hall, Consultant Neuroradiologist and chair of Newcastle Hospitals' Active & Sustainable Travel Group mentioned that *"making neighbourhoods and our city's transport network more focused on active ways of getting around will facilitate social distancing while going about our daily lives. It will also help to improve air quality, reduce carbon emissions and improve staff and patients' health and wellbeing. The temporary proposals, particularly the plans to improve cycling infrastructure on the roads leading to the RVI, are very welcome. In order to support ongoing pressures on NHS staff & patients we would like to see these temporary changes become permanent. Public health is multi-faceted but a transport network that prioritises active and sustainable ways of getting around, and makes them safe and easy, is a great place to start."*

The first phase removed 32 car parking spaces temporarily. Through this Tranche 2 scheme the removal of these car parking spaces will be made permanent.

Using matched funding the road will be resurfaced. Space will be reallocated away from vehicles by the removal of parking but also by narrowing traffic lanes in order to install protected cycleways. The Tranche 1 scheme has protected these cycleways by cylinders and this Tranche 2

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scheme would see changes upgraded to provide either permanent kerb protected space or a similar treatment.

The roundabout junction at the end of Queen Victoria Road will also be upgraded to either a 'dutch-style' roundabout with protected cycling facilities on it, or to a signalised junction. This will be determined through consultation with the NHS Trust, the University of Newcastle upon Tyne and Urban Green (the parks trust).

The road link west from the junction will see protected cycling links installed up to the junction with the Central Motorway bridge that leads directly onto the Town Moor cycle path, which is a traffic free route and one of the most used routes by cyclists in the North East.

A minimum of two new Toucan crossings will be provided, one that upgrades an official crossing island to a fully signalised crossing point on Queen Victoria Road, the other installed on a crossing on Claremont Road where no crossing facility currently exists. When installed the latter crossing point will provide a safe crossing point to a nursery.

28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (permanent)

Restriction or reduction of parking availability

Other: Dutch style roundabout or signalised junction. Minimum two toucan crossings.

29. For corridor schemes, please provide the route length in miles

750 metres (0.47 miles)

30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

8. Scheme 5

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 5 schemes, please move onto the next page.

31. Scheme name *

North Tyneside Strategic Corridors

32. Total scheme cost *

£1,750,000 capital through EATF tranche 2

33. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

This is a package of cycling improvements at eleven locations that together will deliver six sections of on-road segregation, three sections of footway widening (1.3km), a speed management measure, improved signage, a toucan crossing, a temporary crossing, six sections of road remarking and a high street treatment with traffic calming, crossings and a bus gate.

The eleven proposals focus on linking residential areas to strategic corridors, such as the A1058 Coast Road corridor cycle route, which would link to business parks, town and district centres and Newcastle city centre.

Taken together the eleven proposals it would deliver approximately 11km of segregated cycle provision, much of which will be through the reallocation of carriageway space to cyclists.

They would run in parallel to public transport corridors for the Tyne and Wear Metro and the bus which link to major employment destinations. It will therefore assist in preventing overcrowding on public transport and provide a viable alternative.

The scheme will create an environment that is safer for both walking and cycling. Over the medium-longer term it will create the infrastructure to encourage sustained cycling and walking growth in accordance with the North Tyneside Council's policy objectives and the Government's 'Gear Change' strategy.

A representative example of the proposals in North Tyneside the A191 Rake Lane scheme, which will provide on-road segregation with road remarking. It will result in two way 1.5m wide cycle lanes through the reallocation of road space for 2.4km as well as removing an existing pedestrian

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refuge and upgrading this to a toucan crossing. An overhead plan of this proposed element of the scheme is provided in the pack of maps and plans provided to DfT.

The eleven scheme locations are identified in the North Tyneside Cycling Strategy, whose development has involved significant levels of public consultation.

34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Provision of secure cycle parking facilities
- Provision for monitoring and evaluation of schemes

35. For corridor schemes, please provide the route length in miles

6.84 miles across the eleven proposals.

36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

9. Finance case

37. Total DfT funding sought (£) *

£15,678,840

38. Total DfT capital funding sought (£) *

£14,880,840

39. Total DfT revenue funding sought (£) *

£798,000

40. Total local authority contribution, if applicable, (£)

£2,750,000

10. Management case

41. When do you expect to commence construction? (DD/MM/YY) *

01/09/20

Most schemes will commence construction on receipt of the funding from DfT, provided necessary consultations and searches have been completed at that point in time. All schemes will be on site by the end of the 2020 calendar year.

42. When do you expect to have completed the work? (DD/MM/YY) *

31/03/21

The majority of schemes will be completed on site by the end of the 2020/21 financial year, a few schemes may still be reaching completion at that time and will be completed in the opening weeks of the 2021/22 financial year.

43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met *

We will deploy our regional Transport Assurance Framework to guide the approval of schemes for funding. This framework provides a flexible way to ensure the Fund's objectives and our regional and local objectives are met, and to ensure that the schemes deliver good value for public money. Some steps of the assurance framework have already been completed or are ongoing during the bid submission stage: notably the production of a simple business cases for each proposal using a pro forma approach; and development of necessary AMAT and value for money assessments. The assurance framework process can therefore be completed quickly, for those schemes that comply with requirements, and enable rapid progress towards construction.

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The assurance framework will also be used to provide checks that suitable monitoring and evaluation plans are embedded in each scheme, and to ensure that scheme designs are broadly compliant with the Government's new Gear Change cycling and walking strategy.

The programme will be administered by Transport North East, with schemes delivered on the ground by the relevant local highway authority. We have existing governance structures in place, which culminate in final decisions on scheme funding being made by the North East Joint Transport Committee (which comprises the leaders of our seven local authorities and our elected mayor for North of Tyne Combined Authority). Suitable delegation arrangements will be put in place as necessary to ensure that these funding decisions can be made in a timely manner and allow the programme to progress at pace.

Decisions regarding the preceding assurance framework gateways are made by our Transport Strategy Board (executive officer group for our seven local authorities) and for this programme most assurance framework decisions will be made by this Board.

44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators *

The North East local authorities that will deliver our programme of cycling and walking road space reallocation schemes have already undertaken a significant level of stakeholder and community engagement, as befits an ambitious programme proposed by the region. In several cases the schemes in our programme benefit from the positive (and negative) responses that have been received during implementation of Tranche 1 schemes.

For example in North Tyneside a temporary reallocation of road space along the coast between Whitley Bay and Tynemouth was implemented during the early stages of release from COVID19 lockdown and has already attracted significant use from cyclists – ranging from existing cyclists travelling more by bike, to lapsed cyclists getting back on two wheels and people giving cycling a try for the first time. A considerable amount of feedback on temporary schemes has been received during Tranche 1 scheme consultations and some very positive lessons have been learnt, which have been taken on board by local authorities and will be taken forward across the region into the implementation of Tranche 2.

Meanwhile in Newcastle the iconic nature of Grey Street and the Council's proposals for radical reconfiguration of the entire streetscape have been consulted on as part of the LCWIP process, and will be subject of further rigorous and inclusive engagement over the coming months with frontagers, bus companies, business forums, disability groups and other key stakeholders. This scheme has already been featured in local press and media and we anticipate that it will come to national attention in due course, given the national high profile of the street in question.

Some of our schemes are continuation of ongoing programmes to implement national and regional cycle routes enshrined in LCWIPs and other cycling and walking strategies. Some engagement has therefore already been progressed and is being built upon as we seek to increase the level of ambition and road space reallocation proposed.

In Gateshead, community engagement and workshops are currently under way following the implementation of Gateshead Town Centre temporary measures through Tranche 1, and this will continue apace in the coming months before the final designs for the scheme are produced later in the calendar year. The Council is also engaging with communities via social media.

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In Durham a 'Street Space County Durham' consultation exercise was carried out between June and July 2020 which has informed the development of the Council's scheme. Community engagement for the Newton Aycliffe LCWIP has also been used to determine three locations which the Tranche 2 scheme will link up to. It is anticipated that 'Commonplace' will be used to share design proposals which can be shared through stakeholder forums such as the Disability Forum, AAPs, Business Durham, Durham Constabulary, local members, parish and town councils and Durham County Council Road Safety Audit.

In summary, the importance of stakeholder and community engagement is always paramount in our thinking when developing and designing major capital transport investments in the North East, and such inclusive engagement is especially crucial for this programme of Active Travel works given the scale of ambition being proposed. We will work sensitively and inclusively with all stakeholders to develop schemes that meet local approval and deliver on national as well as regional strategies for cycling and walking.

45. Please state which design standards have been followed in developing your scheme(s) *

Schemes will seek to meet the recently released LTN 01/20, CD143 Designing for walking cycling and horse riding, regional walking and cycling design principles as well as the local authority's individual design guidance.

46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants? *

We are not proposing to enter into any new arrangements with consultants during the delivery of this programme. Any consultancy tasks that we may require in relation to discharging the assurance framework can be covered using existing established arrangements.

11. Commercial case

47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? *

We have spoken directly to all local authorities in the North East and confirmed that all schemes can be progressed through the consultation/engagement, design, procurement and construction stages within the timescales set out in Tranche 2 guidance.

We are fortunate that we have arrangements in place to ensure the timescales are met. All our local highway authorities have in-house direct labour organisations that are skilled in designing and implementing highway reconfiguration schemes, plus some authorities having term consultancies in place that can rapidly mobilise design and supervision resources. We also have our regional purchasing organisation (NEPO – North East Purchasing Organisation) that can use the collective power of our region’s authorities to procure services and materials as required.

We are aware that there is a possibility that some materials and equipment could be in high demand once the construction of Tranche 2 programmes commences across England. The purchasing power of NEPO means we can mitigate this risk, and we have already opened discussions with suppliers of key traffic and public realm materials in order to ensure we are able to move quickly to implementation once engagement and design tasks are complete.

We are therefore very confident that we have all necessary arrangements in place to deliver our programme efficiently and in a timely manner once funding has been awarded.

12. Monitoring and Evaluation

48. Has monitoring and evaluation been considered for all scheme(s)? *

Yes.

We are proposing a collaborative region-wide approach to monitoring and evaluation that will provide data for each scheme on a consistent basis in line with DfT’s guidance.

We already have a large number of active travel counting sites across the region, these will be supplemented with new sites to ensure that active travel volumes on our Tranche 2 schemes are directly measured. For schemes where more significant and complex pedestrian movement patterns will be seen once schemes are implemented, we will install remote sensing camera technologies that will measure volumes, movement patterns and social distancing behaviours.

The cost of these new installations has been included in our capital and revenue bid costs.

We will bring together information gathered at our Tranche 2 schemes into a single, continuously updated online reporting tool that will show the trends and successes at each scheme in the region, as well as provide an overall summary of the impact of the whole programme. Our regional Data Unit already produces similar tools for its existing datasets – see <https://www.northeast-tadu.gov.uk/> for examples. This tool will be updated regularly, daily at

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many sites, with new information so that trends and impacts can be visualised in real-time. Data from other sources, such as general traffic counts and public transport counts, will be used to evaluate the beneficial impact of our schemes on other travel modes.

We will set regional and scheme-specific targets based on the key intended outcomes for each scheme in the programme. We will consider making use of existing monitoring frameworks, such as the TfL Healthy Streets Indicators, to guide the monitoring and evaluation work.

Regular reports will be prepared that monitor the impact of each scheme on active travel activity and summarises the overall impact of the programme on active travel, motorised travel and public transport across the region. These reports will not only be invaluable in monitoring and evaluating the impact of this EATF programme, it will also be used to guide our work on further active travel programmes planned for the region that will deliver our LCWIPs and contribute to the Government's national strategy.

49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") *

For schemes over £2m in our programme, the approach set out for Q48 will be adopted. We will install counting equipment to monitor the impacts of the schemes on cycling volumes and general traffic volumes. We are currently working with providers of remote sensing technologies that make use of CCTV images to monitor pedestrian and cycle volumes, and also measure social distancing behaviour. The purchase of such equipment has been allowed for in our programme costs.

These sources of volumetric data will be matched with existing data about public transport volumes collected by Nexus and bus operators in the improved corridor or city centre, and adjacent corridors where that is instructive. Bringing these data sets together, we will be able to prepare a rich data resource that shows the impacts of our major investments on active travel activity and on other transport modes, and demonstrate how we have met our scheme-specific targets.

13. Declaration

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s);
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;
- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the scheme(s) and costs therein.

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| 50. Reporting Officer details * |
| Mike Scott, Transport North East mike.scott@northeastca.gov.uk |

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| 51. Senior Responsible Officer details * |
| Philip Meikle, Transport North East philip.meikle@nexus.org.uk |

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| 52. Section 151 Officer (or equivalent) details * |
| John Hewitt, North East Combined Authority john.hewitt@northeastca.gov.uk |

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| 53. Please add further details or clarification |
| We will provide the necessary confirmation of Value for Money for our programme before the end of August 2020. |