

Scheme Background and Description:

Scheme name

Northern Access Corridor Phase 1 - Cowgate to Osborne Road.

Scheme Description:

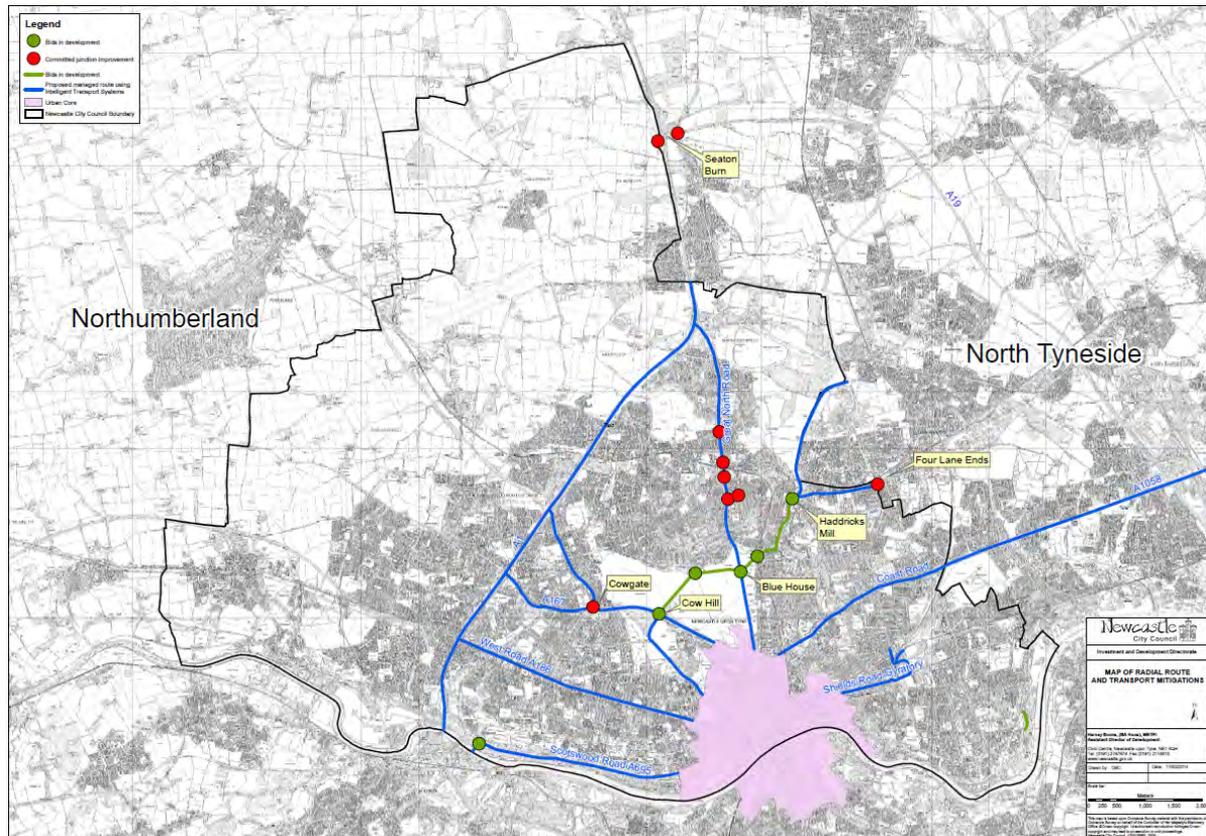
The scheme is a package of works that directly complements and adds value to existing investment from government. The 'Northern Access Corridor' (shown in green on Figure 1) will enhance and integrate the major routes into and through Newcastle in the north of the city. It is made up of two phases from 2015 and it effectively completes and creates an intelligent transport corridor that can handle the varied demand presented by the range of employment opportunities and services in the Newcastle and the North economic area (the largest functional economic area with the biggest travel to work catchment in the North East LEP area).

This corridor facilitates a similar number of journeys in all directions during peak hours – owing to it serving Newcastle City Centre, out of town business parks in North Tyneside (including Gosforth, Quorum and Balliol), an office park in the vicinity of a public transport interchange (Regent Centre), a local retail and employment centre (Gosforth High Street), and individual large employers (including the Freeman Hospital, Sage, and HM Revenue and Customs offices). While it is referred to as the Northern Access Corridor phase 1 – in practice the implementation of this scheme is the second phase in a series of investment and improvements facilitated by government.

At the western end of the corridor, Cowgate junction has received Local Pinch Points funding and will be delivered within this financial year. To the eastern end of the corridor, Four Lane Ends has received Local Pinch Points funding and will be delivered within this financial year. To the northern end of the corridor, a mixture of Section 106 funding and a Cycle Safety Grant from government has seen work already commence on the roads and intelligent infrastructure in the area. This has been complemented by the incorporation of Automatic Number Plate Recognition cameras on this route as part of the Better Bus Areas grant to Tyne and Wear (this area of the city carries a large number of public transport trips) to help support better information for users and more reliable journey times underpinned by our investment in the Urban Traffic Management Control centre.

This phase of the Northern Access Corridor will improve journey times from the Cowgate junction on the A167 through to the junction of Osborne Road with the A189 via Blue House roundabout. The scheme complements the Cowgate Junction scheme, which is funded through the DfT Local Pinch Point fund. The next phase of the corridor continues the improvements through to Four Lane Ends via Haddricks Mill and can be found on a separate pro-forma. The benefits of the schemes have been modelled as a package, the results of which can be found in the value for money section. Individual modelling of each element will continue.

Figure 1: Location of the Northern Access Corridor



The corridor is located approximately 1 km to the north of Newcastle City Centre.

Blue House roundabout is a mini roundabout junction that experiences congestion during the peak hours on all approaches, with extensive queues on the Great North Road and Jesmond Dene Road approaches. The layout of the approach roads to the junction are not well aligned and realignment of these is restricted by the presence of a residential property on the north west side of the junction and the proximity of heavily protected parkland. The approaches are laid out as avenues with protected trees; this all restricts the options for improving this roundabout.

Further along the corridor, the junction of Osborne Road and Jesmond Dene Road is constrained by residential properties and a railway bridge (over the Metro network). Figure 1 shows the location of the scheme in relation to Newcastle City Centre.

The corridor, particularly the Blue House Roundabout and the junction of Osborne Road and Jesmond Dene Road, experience substantial numbers of collisions due to their geometry and operating conditions. The junctions cause acute problems for public transport (delay), pedestrians and cyclists (accessibility, safety and security).

The scheme will create a SCOOT area, which is monitored and controlled by our upgraded UTC server. This network will be linked to the signal and corridor improvements to the north via the UTMC system which will provide strategic supervision and control of the corridor.

In addition, the scheme will signalise Blue House Roundabout and upgrade the junction to reduce levels of congestion for all road users and address issues of severance for non motorised modes.

This corridor will be further enhanced by the proposals to provide of a Red Route traffic management scheme from the City Centre north through Gosforth. The Red Route is backed up by Better Bus Area fund investment along this corridor that provides for enhanced journey time monitoring and control for public transport operations to ensure journey time reliability.

The proposed scheme forms part of a wider traffic management scheme in and along the Gosforth corridor, in development by the council since 2009.

The key objectives of the scheme are as follows:

- To assist in the reduction of congestion that occurs at the junction during the peak periods
- To provide the conditions for more reliable and punctual bus services;
- To increase the market share and competitiveness of public transport;
- To ensure that all existing and new developments of significance are easily accessible by bus;
- To remove barriers to integration between travel modes and services;
- To provide improved pedestrian and cycle access between adjacent housing and retail developments;
- To encourage modal shift;
- To provide road safety benefits at the junction; and
- To address transport-related social exclusion.

It is anticipated that this improvement will enhance access along a strategic economic corridor that links 4 major employment sites across 2 authorities. It will also enhance a large district shopping centre. This scheme will secure jobs by improving the accessibility of employment centres to and from the regional commercial and retail centre.

The preliminary design layout can be seen appended to this pro forma.

Policy Criteria:

Criterion 1: Will the scheme contribute to the creation of new jobs and retention of existing jobs in the North East LEP area?

Blue House junction provides a key connection between the residential areas to the north of Newcastle and from North Tyneside to the City Centre. These areas will benefit from improved accessibility by all modes to key private sector employment sites in the City Centre including Science Central, the Discovery Quarter and the Stephenson Quarter.

The proposed scheme will contribute substantially to the retention of existing jobs. The corridor is located in close proximity to key employment sites including the HM Revenues and Customs and the Freeman Hospital. The junction is also in close proximity to companies identified in the North East's Top 200 such as Virgin Money Plc, Home Group Ltd, Sage, and PD Parks Holdings Ltd. Analysis of the Tyne & Wear Transport Planning Model identifies that 9.48% of all vehicle trips to HM Revenues and Customs and the Freeman Hospital pass through Blue House Junction, which is located at the centre of the corridor.

The corridor is a key connection to development opportunities across the region and in particular to North Tyneside. The Local Development Frameworks for North Tyneside Council has identified a number of employment opportunities that would benefit from the proposed scheme. These include developments at Regent Centre, Balliol Business Park and Gosforth Business Park. Analysis of the Tyne & Wear Transport Planning Model identifies that 8.57% of all vehicle trips to Balliol Business Park and Gosforth Business Park pass through Blue House Junction.

In the city centre, major employers will benefit from the scheme including Newcastle City Council, The University of Newcastle and The University of Northumbria which cumulatively employ in the region of 25,000 staff. Analysis of the Tyne & Wear Transport Planning Model identifies that 5.99% of all vehicle trips to the City Centre pass through Blue House Junction.

At a very local level, the junction is located in the immediate vicinity of Gosforth District Centre which will benefit from improved access by all modes of transport.

Existing vehicular delay and following scheme implementation are outlined below:

Peak Hour	Practical Reserve Capacity	Delay PCU/Hr
Existing Vehicular Delay		
Morning	-37.7%	167
Evening	-23.4%	189
Proposed Scheme Vehicular Delay		
Morning	-9.6%	94.0
Evening	-6.3%	88.6

In addition, the proposed scheme will improve the journey times by 8058 vehicle minutes from and to the city centre, by decreasing the delays and by improving the capacity of the junction.

An additional analysis of the journey time savings as a result of the scheme in the peak hours, can be seen below:

Approach	Morning Peak		Evening Peak	
	07:00 – 08:00	08:00 – 09:00	16:00 – 17:00	17:00 – 18:00
Grandstand Road	0 minutes 48 seconds	0 minutes 1 seconds	0 minutes 4 seconds	0 minutes 0 seconds
GNR High Street	0 minutes 58 seconds	0 minutes 28 seconds	0 minutes 5 seconds	0 minutes 6 seconds
Jesmond Dene Road	0 minutes 0 seconds	0 minutes 0 seconds	1 minutes 9 seconds	0 minutes 34 seconds
GNR South	1 minutes 17 seconds	0 minutes 26 seconds	1 minutes 13 seconds	0 minutes 58 seconds

The following table summarises the locally significant employers:

Employer name	Evidence of significance	No. of Employees	Benefit of Scheme
HMRC	Staff numbers	10,000	Journey time and reliability, providing improved accessibility to jobs
Freeman Hospital	Staff numbers	6,500	Journey time and reliability, providing improved accessibility to jobs
Home Group	North East Top 200 Businesses	3,375	Journey time and reliability, providing improved accessibility to jobs
Technology Services Group	North East Top 200 Businesses	489	Journey time and reliability, providing improved accessibility to jobs
PD Parks Holdings Ltd	North East Top 200 Businesses	1,639	Journey time and reliability, providing improved accessibility to jobs
ISOS Housing Group	North East Top 200 Businesses	367	Journey time and reliability, providing improved accessibility to jobs
Virgin Money	North East Top 200 Businesses	2365	Journey time and reliability, providing improved accessibility to jobs
Grainger Games	North East Top 200 Businesses	362	Journey time and reliability, providing improved accessibility to jobs
The Sage Group plc	Included in the FTSE 100 index and North East Top 200 Businesses	13,193	Journey time and reliability, providing improved accessibility to jobs
Newcastle International Airport (on site)	Staff numbers	3,200	Journey time and reliability, providing improved accessibility to jobs

Criterion 2: Will the scheme support the North East LEP area gateways?

The scheme will support the North East LEP area gateways at national, regional and local level.

The corridor provides a key connection between residential areas to the north of Newcastle including North Tyneside and Northumberland, to Newcastle International Airport, and to Newcastle City Centre. The corridor therefore provides a key connection by all modes to Newcastle City Centre and will benefit accessibility by all modes connecting to Newcastle Central Station and the National Express Bus Terminal. The Draft North East Rail Strategy also identifies Newcastle Central as being the busiest railway station in the North East LEP area and acts as a key strategic rail connection for much of the area.

Newcastle is on the east Coast Mainline and provides direct connection between London and Scotland. Other key regional centres can be reached including Manchester, Birmingham and Leeds.

Analysis of the Tyne & Wear Transport Planning Model identifies that 5.99% of all vehicle trips to the City Centre pass through Blue House Junction.

The proximity to the City Centre also provides substantial connections to regional gateway connections. This includes the Tyne and Wear Metro, local regional rail stations and the main bus interchanges that provide connections across the north east region.

A large number of local buses pass through the junction at a frequency of approximately 121 buses per hour per hour during the daytime. These provide key local links across the region.

The A189 and B1318 which pass through the corridor are designated as part of the road freight network for Tyne and Wear. It is expected that drivers will use this network to access freight destinations within Tyne and Wear, wherever possible.

An analysis of 2010 Newcastle City Council cordon flows identifies the percentage of total traffic approaching the junction from the north that are goods vehicle are 7% in the Morning Peak and 4% in the Evening Peak.

Gateway(s) affected by scheme:	
Amount/proportion of gateway trips impacted by improvement	5.99% of all vehicle trips to the City Centre pass through Blue House roundabout junction
Amount/proportion of freight impacted by improvement (tonnage and value)	7% in the Morning Peak and 4% in the Evening Peak
Time savings for gateway trips or freight	5.99% of all vehicle trips to the City Centre will benefit from the time savings outlined above

Criterion 3: Will the scheme encourage the development or retention of skilled jobs (NVQ level 4 and above) and support sites that deliver the training for such skills?

The scheme will encourage the development and the retention of skilled jobs and support sites that deliver training for such skills.

The corridor is in close proximity to Newcastle City Centre and therefore will benefit accessibility by all modes to key private sector skilled employment sites including Newcastle Science City. Newcastle Science City is designated as one of six Science Cities in 2005 in recognition of the world class research being undertaken by its universities and the potential of its science industry base. The city has identified three main areas of excellence which include Ageing & Health, Sustainability and Stem Cells and Regenerative Medicine.

Science City consists of a number of sites including Science Central, Centre for Life, Campus for Ageing and Vitality at Newcastle University and the Newcastle University Business School.

The City Centre also contains key education facilities including the University of Newcastle, The University of Northumbria and Newcastle College.

The scheme will encourage the creation and retention of skilled jobs and the promotion of training opportunities by fulfilling the key objectives as outlined in the scheme description.

Apprenticeships and training opportunities are substantial in Newcastle City Centre. These include opportunities through the City Council and the Universities, Connexions, ETC Development Trust, Future Strategies, Job Centre Plus, UXL Consortium of Work Based Learning Providers, National Housing Federation, National Skill Academy.

The proposed scheme will improve the journey times by 8058 vehicle minutes from and to the city centre, by decreasing the delays and by improving the capacity of the junction by 10%.

Below is a list of the training centres in the area:

Name of employment sites or training centre	Nature and level of training provided	Benefit of the scheme
City Council and the Universities, Connexions, ETC Development Trust, Future Strategies, Job Centre Plus, UXL Consortium of Work Based Learning Providers, National Housing Federation, National Skill Academy	Apprenticeships and training opportunities	Journey time and reliability providing improved accessibility to training and educational opportunities.
Newcastle Science City	Retention of skilled jobs and opportunities	Journey time and reliability providing improved accessibility to training and educational opportunities.
University of Newcastle, University of Northumbria, Newcastle College	These institutions provide high level of education up to a masters and phd level in various sectors	Journey time and reliability providing improved accessibility to training and educational opportunities.

Criterion 4: Will the scheme provide sustainable access solutions to existing and growing development corridors, centres and sectors, or support housing growth?

The key objectives of the scheme include measures to promote sustainable access to existing and growing development corridors, centres and sectors and to support housing growth.

The junction is located in Gosforth and therefore will benefit accessibility by all modes to the Urban Core and key LEP growth sectors including creative and digital, life sciences and business professional services. Facilities developing these sectors include Newcastle Science City, the University of Newcastle, University of Northumbria and the vast number of businesses providing professional services in the City Centre.

The junction will provide key benefits to a number of key corridors and centres including Regents Centre, Balliol Business Park and Gosforth Business Park and Balliol West.

Analysis of the Tyne & Wear Transport Planning Model identifies that 8.57% of all vehicle trips to Balliol Business Park and Gosforth Business Park pass through Blue House Junction.

In addition, the proposed junction will provide benefits to Newcastle City Centre, the key centre for business in the North East. However, given the location of the junction in the local primary road network, the proposed scheme is considered to improve connections to key towns including Morpeth, Ashington, Cramlington and Blyth amongst others.

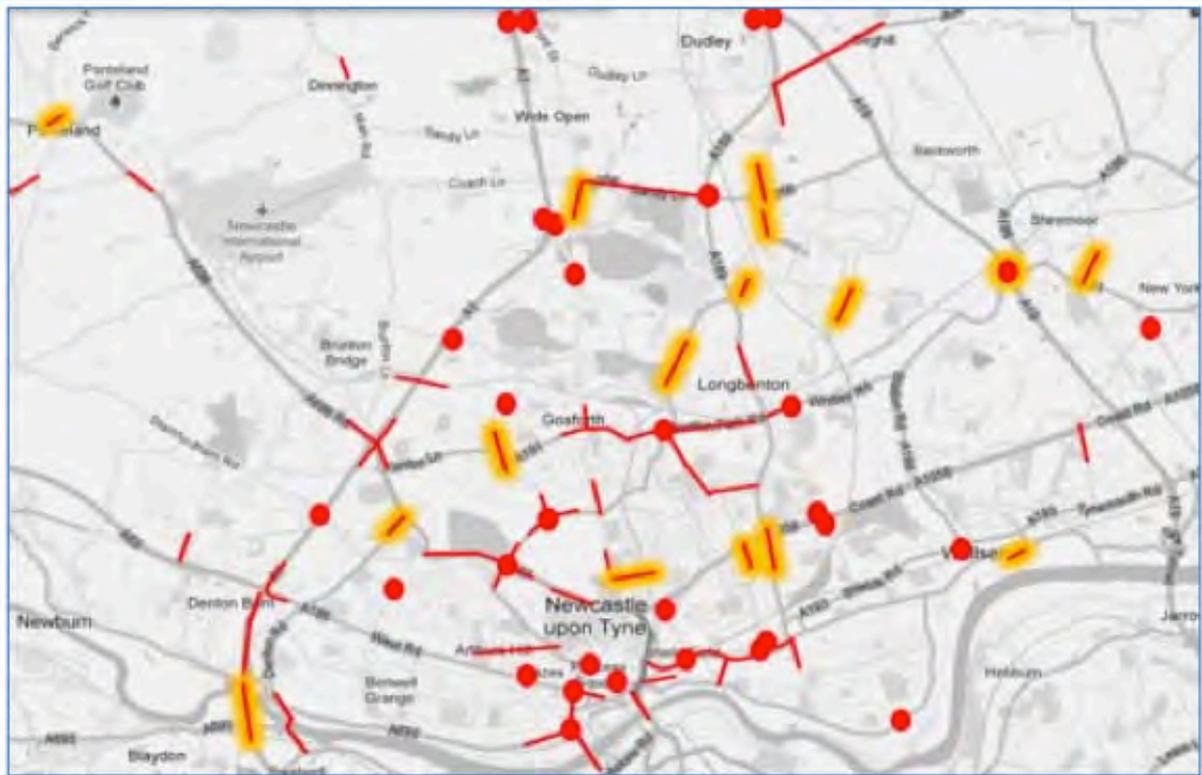
The two major schemes proposed for the A188/A189 corridor and Four Lane Ends/A188 major scheme in North Tyneside, will both support substantial improvements to journeys in this economically strategic corridor, which serves major employment sites both along its route and in central Newcastle, and the two schemes will act to facilitate further economic growth, hence realise synergistic benefits.

The proposed scheme will contribute substantially to supporting housing growth. The Strategic Housing Land Availability Assessment (SHLAA) for Newcastle City Council has identified a number of housing opportunities that would benefit from the proposed scheme. These include the strategic allocations in the Newcastle Urban Core. In addition to this junction supports the ongoing development of Newcastle Great Park and will help deliver the sustainable transport corridor improvements that will enhance the offer of these developments. These enhancements should assist in retaining families in Newcastle reducing the numbers and length of commuter trips.

The proposed junction also provides a key connection to development opportunities across the region and in particular to North Tyneside. The Strategic Housing Land Availability Assessment (SHLAA) for North Tyneside Council has identified a number of housing opportunities that would benefit from the proposed scheme. These include developments at Annitsford Farm and Whitehouse Farm.

In Newcastle the largest impacts of the LDF traffic include the Great North Road. Without mitigation, the spatial location of additional congestion through to 2030, incorporating background growth and the LDF is shown in Figure 2 below. Yellow shading shows additional congested junctions and links brought about by the Core Strategy Scenario. The area of the Northern Access Corridor can be seen to require mitigation.

Figure 2 LDF modelling: No Mitigation – Congestion locations AM and PM peak 2030



Sectors/Business Corridors/Key Centres	Evidence of significance	Benefit of the scheme
Business Sectors		
Business Professional Services	Newcastle City Centre as a sub-regional centre including Virgin Money, Newcastle Building Society, Dickenson Dees etc	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Life Sciences	Newcastle Science City including Centre for Life. Freeman Hospital and Northumbria University Coach Lane Campus located adjacent to junction	Journey time and reliability, providing improved accessibility to Newcastle City Centre, Freeman Hospital and Coach Lane Campus
Creative and Digital	Newcastle Science City and University Campuses	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Development Corridors		
Balliol Business Park East (North Tyneside preferred option)	North Tyneside Local Development Framework	Journey time and reliability, providing improved accessibility to jobs
Gosforth Business Park and Balliol West (North Tyneside preferred option)	North Tyneside Local Development Framework	Journey time and reliability, providing improved accessibility to jobs
Housing		
Annitsford Farm (406 dwellings)	North Tyneside SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Whitehouse Farm (366 dwellings)	North Tyneside SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre
St Joseph's Training Centre (24 dwellings)	North Tyneside SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre

Killingworth Leisure Centre (40 dwellings)	North Tyneside SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Meadway House (36 dwellings)	North Tyneside SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Land to the north of Amberley Primary School (35 dwellings)	North Tyneside SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Upper and Middle Callerton (2200 dwellings)	Newcastle City Council SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Kenton Bank Foot (800 dwellings)	Newcastle City Council SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre
Newcastle Great Park (additional 2500 dwellings)	Newcastle City Council SHLAA	Journey time and reliability, providing improved accessibility to Newcastle City Centre

Criterion 5: Will the scheme ensure capacity and speed of transport links to and within the North East LEP area are maintained and enhanced in order to increase the attractiveness of the North East LEP area as a place to do business, boosting inward investment and improving competitiveness of indigenous firms?

The junctions that make up the corridor provide key connections between residential areas to the north of Newcastle including North Tyneside and Northumberland, to Newcastle City Centre. The junction therefore provides a key connection by all modes to Newcastle City Centre and therefore will benefit accessibility by all modes connecting to Newcastle Central Station and the National Express Bus Terminal. The Draft North East Rail Strategy also identifies the Newcastle Central as the busiest railway station in the North East LEP area and acts as a key strategic rail connection for much of the area. Newcastle is on the east Coast Mainline and provides direct connection between London and Scotland. Other key regional centres can be reached including Manchester, Birmingham and Leeds.

The proximity to the City Centre also provides substantial connections to the public transport network. This includes the Tyne and Wear Metro, local regional rail stations and the main bus interchanges that provide connections across the north east region.

A large number of local buses pass through the junction at a frequency of approximately 121 buses per hour per hour during the daytime. These provide key local links across the region.

The proposed junction will provide regional cross boundary benefits given its proximity to North Tyneside and Northumberland.

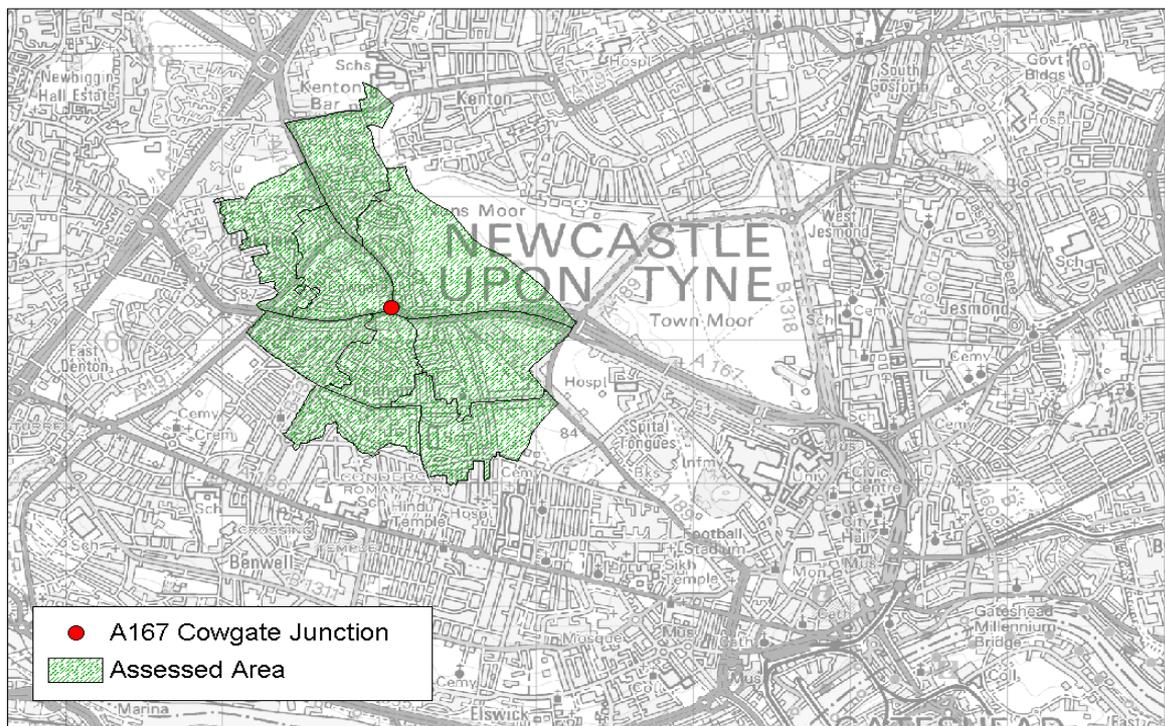
Clearly the junction will provide improvements at district and local level given its location within a developed residential area and its proximity to existing retail facilities.

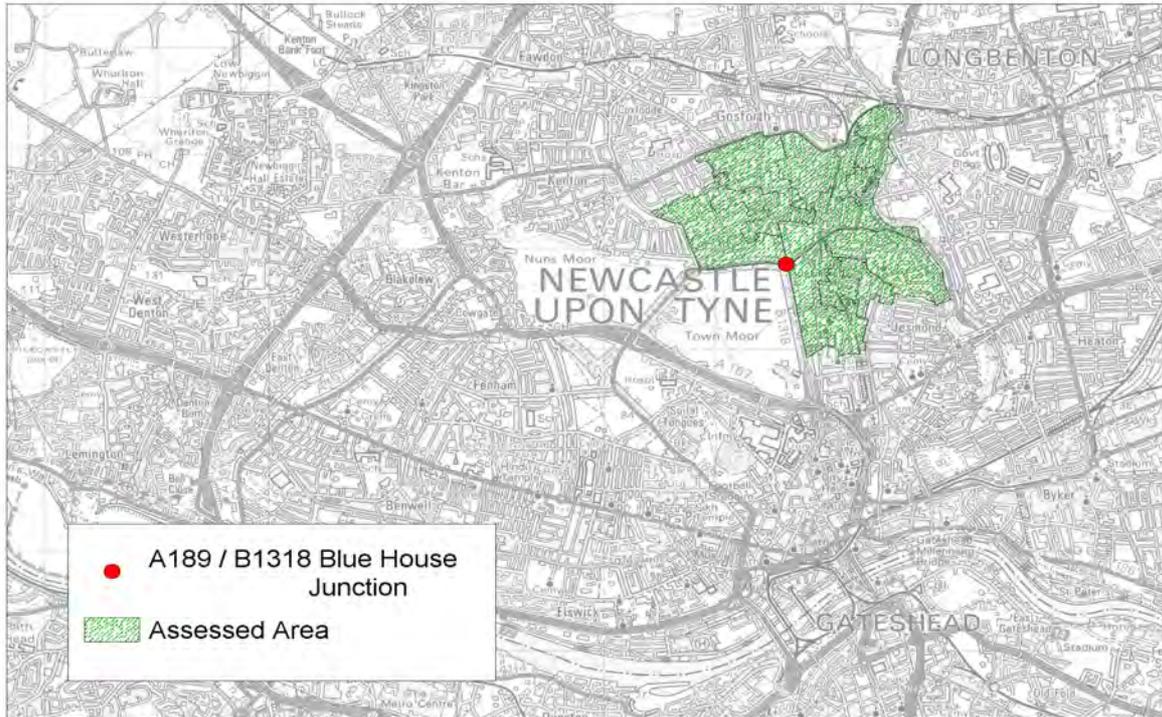
Criterion 6: Will the scheme deliver improved accessibility from residential areas to areas that have employment, education or other opportunities?

The junction is located in a developed residential area to the north of Newcastle City Centre. The proposed scheme includes improvements to the junction for travel by all modes. The scheme will therefore provide improved accessibility to the following sectors:

Sector	Establishments
Employment	Newcastle City Centre, Walker Riverside, Balliol Business Park, Gosforth Business Park, Newcastle International Airport, Science Central, the Discovery Quarter and the Stephenson Quarter.
Education	The University of Newcastle, The University of Northumbria, Newcastle College. Local schools
Health	Royal Victoria Infirmary, Freeman Hospital, Newcastle Dental Hospital, Northern Centre for Cancer Care, Great North Children's Hospital, Campus for Ageing and Vitality, Newcastle Fertility Centre, Northern Genetics Service. Local medical centres.
Skills	Science Central, Centre for Life, Campus for Ageing and Vitality at Newcastle University and the Newcastle University Business School
Leisure	Eldon leisure, Newcastle University Sports Centre, City Pool, Longbenton Sports Ground, David Lloyds Tennis Centre, Northumberland County Tennis Ground.
Retail	Newcastle City Centre, adjacent local shopping facilities, including WM Morrisons Supermarket, Aldi Supermarket, KFC.

An analysis of the residential areas within 1km of the scheme has been undertaken to ascertain the unemployment rate, skills level, health ranking and overall IMD rankings. There are 32482 Lower Super Output Areas (LSOA) within England. Therefore any LSOAs with a rating lower than 3249 are within the 10% most deprived LSOAs within England. The area covered by the analysis can be seen on the map below and the findings can be seen in the table below. Those within the 10% most deprived LSOAs within England have been highlighted in red:





Residential area name	1 km from the scheme	
Unemployment Rate	8.01 (from May08-Apr09) Wards: Kenton, Blakelaw, Dene, East Gosforth	
Skills levels	LSOA	Rank
	E01008300	1505
	E01008450	2817
	E01008451	5950
	E01008380	452
	E01008452	29299
	E01008346	7636
	E01008297	857
	E01008453	26147
	E01008379	9044
	E01008422	32390
	E01008373	30160
	E01008369	32397
	E01008420	32414
	E01008423	32389
	E01008372	30090
	E01008418	32356
E01008371	32452	
E01008419	32477	
E01008424	28681	
IMD (2007) Health Ranking	LSOA	Rank
	E01008300	2131
	E01008450	2943
	E01008451	8656
	E01008380	64
	E01008452	13138
	E01008346	7296
E01008297	624	

	E01008453	14151
	E01008379	5219
	E01008422	17704
	E01008373	11582
	E01008369	14870
	E01008420	18901
	E01008423	21660
	E01008372	4754
	E01008418	25500
	E01008371	24579
	E01008419	20077
	E01008424	9706
IMD (2007) Overall Ranking	LSOA	Rank
	E01008300	2725
	E01008450	5053
	E01008451	10435
	E01008380	87
	E01008452	18274
	E01008346	14474
	E01008297	1382
	E01008453	19961
	E01008379	8968
	E01008422	29487
	E01008373	27165
	E01008369	27360
	E01008420	28621
	E01008423	30440
	E01008372	22957
	E01008418	31612
E01008371	31911	
E01008419	30062	
Description of access to opportunity (employment/education /other opportunity)	Improvements to access for a variety of facilities as listed above will be achieved	
Benefit of the scheme	Journey time and reliability, providing improved accessibility to facilities for local residents	

Criterion 7: Will the scheme contribute to an improvement in the overall quality of journeys, particularly those providing links to employment and health or education opportunities?

The corridor is within close proximity to Newcastle City Centre and will provide accessibility benefits by all modes connecting to employment, health and education opportunities at the sites identified below:

Sector	Establishments
Employment	Newcastle City Centre, Walker Riverside, Balliol Business Park, Gosforth Business Park, Newcastle International Airport, Science Central, the Discovery Quarter and the Stephenson Quarter.
Education	The University of Newcastle, The University of Northumbria, Newcastle College. Local schools
Health	Royal Victoria Infirmary, Freeman Hospital, Newcastle Dental Hospital, Northern Centre for Cancer Care, Great North Children's Hospital, Campus for Ageing and Vitality, Newcastle Fertility Centre, Northern Genetics Service. Local medical centres.

The proximity to the City Centre also provides substantial connections to the public transport network. This includes the Tyne and Wear Metro, local regional rail stations and the main bus interchanges that provide connections across the north east region.

A large number of local buses pass through the junction at a frequency of approximately 121 buses per hour per hour during the daytime. These provide key local links across the region.

The scheme includes elements of bus priority and therefore journey times and importantly journey reliability through the junction will be improved.

The new scheme will improve the quality of the journeys as it will improve the journey time reliability. The daily journey time will be reduced and the combination of improved reliability and speed will significantly enhance the utility of public transport through this key junction. This should help retain modal share and encourage modal shift towards public transport.

Modal shift will also be achieved through the provision of bus priority measures such as using Automatic Vehicle Location (AVL) to identify late running buses, improvements to the pedestrian infrastructure and removing barriers to integration between travel modes.

The proposed improvements also have a significant focus towards reducing the prevalence of road accidents in the area. Benefits realised from this improvement have been, and will continue to be measured as part of the value for money exercise.

Criterion 8: Will the scheme contribute to an overall improvement in the local environment including improving local air quality or reducing the noise impact of transport corridors?

Local Air Quality

The schemes' key objectives include encouraging modal shift and improving traffic flows. During peak hours the use of SCOOT, UTC and UTMC is expected to enhance the air quality. It should be noted that Blue House is a designated Air Quality Management Area. The scheme will reduce delay on the corridor, although not quantified at this time, reducing queuing traffic will improve local air quality.

The junction is in close proximity to Newcastle City Centre and therefore will benefit accessibility by all modes connecting to Newcastle Central Station and the National Express Bus Terminal.

The proximity to the City Centre also provides substantial connections to the public transport network. This includes the Tyne and Wear Metro, local regional rail stations and the main bus interchanges that provide connections across the north east region.

A large number of local buses pass through the junction at a frequency of approximately 67 buses per hour per hour during the daytime. These provide key local links across the region and therefore journey times and importantly journey reliability through the junction will be improved.

The junction will benefit from enhanced intelligent signals that will form a traffic management zone with neighbouring junctions and the CME. The benefit of linking these junctions together allows for a district level of co-ordination between junctions and ultimately through Urban Traffic Management and Control the junctions can be used to manage strategic issues for the city's network. This level of control should optimise the flow of vehicles and minimise the impact of disruption. This will reduce emissions locally and contribute to city wide improvements to air quality.

Noise Impact

The impact on overall background noise levels will be a benefit. With the new scheme the average speed in the area will be increased by 10.2% and it will reach the present off-peak average speed. This will contribute to the decrease of the noise impact as there will be less congestion and queuing and consequently less acceleration of the cars. This is considered to benefit 1616 existing residential dwellings that are located within 500 metres around the scheme.

The table below summarises the assessment by factor.

Noise – nature and quantification of change or impact	Increase of average speed by 19.4% during peak periods
No. Dwellings affected by noise:	1616 existing dwellings
Air quality – nature and quantification of change or impact	Delay and queuing reduced at the junction resulting in reduction in emissions
AQMAs or sites of concern affected:	Blue house is a designated AQMA area.
Environmental or cultural significance – nature of change or impact	Localised benefit to air quality and noise impact
Area of environmental or cultural significance (name and designation)	None
Magnitude of impact on area of environmental and cultural significance	N/A

Criterion 9: Will the scheme contribute to an overall reduction in carbon emissions relative to the existing situation?

The schemes key objectives include encouraging modal shift which will target an overall reduction in carbon emissions.

The junction will benefit from enhanced intelligent signals and UTC/UTMC enhancements that will form a traffic management zone with neighbouring junctions and the CME. This level of control should optimise the flow of vehicles and minimise the impact of disruption. This will reduce emissions locally and contribute to city wide improvements to carbon emissions.

The junction is in close proximity to Newcastle City Centre and therefore will benefit accessibility by all modes connecting to Newcastle Central Station and the National Express Bus Terminal. Newcastle is on the east Coast Mainline and provides direct connection between London and Scotland. Other key regional centres can be reached including Manchester, Birmingham and Leeds. The Draft Transport Strategy also identifies the Newcastle Central as the busiest railway station in the North Eastern LEP area and acts as a key strategic rail connection for much of the area.

The proximity to the City Centre also provides substantial connections to the public transport network. This includes the Tyne and Wear Metro, local regional rail stations and the main bus interchanges that provide connections across the north east region.

A large number of local buses pass through the junction at a frequency of approximately 121 buses per hour per hour during the daytime. These provide key local links across the region and therefore journey times and importantly journey reliability through the junction will be improved.

With the new scheme the average speed in the area will be increased by 19.4% and it will reach the present off-peak average speed. This will contribute to the reduction of carbon emissions as there will be less congestion and queuing and consequently less acceleration of the cars.

Many other initiatives currently being implemented on this route, on which the junction is located, will also reduce carbon emissions and support and enhance this proposal, including Better Bus Area corridor treatments and LSTF funded travel planning in the city centre.

	Promoted Scheme	Comparator Scheme: (name)
Potential mode shift	Nominal	Nominal
Potential change in average speed	31 km/h	18 km/h (existing layout including queuing traffic)

Criterion 10: Will the scheme provide the opportunity to improve health, reduce levels of obesity among the population or improve road safety within the area?

Severance

The scheme also includes the provision of pedestrian crossing facilities across all arms. The current junction is considered to provide deterrent for some people, particularly children and old people are likely to be dissuaded from making journeys on foot. For others, pedestrian journeys will be longer or less attractive. This is considered to result in moderate severance. The proposed scheme is considered to remove severance and will result in little or no hindrance to pedestrian movement.

Road Safety

An analysis has been undertaken to ascertain the road safety benefits that will be realised as a result of the proposed scheme.

It is assumed that as a consequence of the introduction of traffic signals there will be 30% reduction in the average number of casualties within 5 years. In monetary terms this means that at the first year of the scheme the benefit will be £146,412 and the overall scheme benefit will be £3,513,900.

Sector	Description
Active travel	
Potential mode shift	Nominal mode shift anticipated
IMD health ranking or obesity levels	The IMD Ranking analysis can be seen within Criterion 6
Severance	
Location of severance	Blue House junction approaches
Level of severance now	Moderate
Estimated level of severance post scheme implementation	None
Number of people affected by severance	1616 existing dwellings within 1 km
Road safety	
Location of accident cluster	Blue House junction approaches
Number of KSIs	3 Serious
Potential reduction in KSIs	30%

Value for Money Criteria

Using the value for money section of the *Guidance on Evidence*, scheme promoters should present below an estimate of the Benefit Cost Ratio (BCR) of the scheme being promoted. This should include a narrative giving a description of how the estimated BCR has been calculated or derived and why it is judged to be appropriate. Information should be provided on the nature of any comparator scheme used or alternatively any other case study information used. Any information used to inform the estimation of BCR should be referenced, or if the information is not available online, it should be appended with the submission of this pro forma.

Value for Money Assessment:

The total cost of the scheme is £8.1million the Local Growth Fund Contribution is £4.09million. The funding profile is as follows:

- 2015/16 £3.50million
- 2016/17 £0.59million

	Promoted scheme	Comparator scheme	
Scheme Name	Blue House Improvement Scheme	Gosforth Transport Improvement MSBC	
BCR	5.5 (From GTI Scheme Average)	5.5 (Scheme Average)	
Brief scheme overview	Blue House Roundabout Forms part of a corridor package of works along the Great North Road and Gosforth High St. It includes improvements to Blue House Roundabout and the Junction of Jesmond Dene Road and Osborne Road		
Objectives of the scheme	It is anticipated that this improvement will enhance access along a strategic economic corridor that links 4 major employment sites across 2 authorities. It will also enhance a large district shopping centre. This scheme will secure jobs by improving the accessibility of employment centres to and from the regional commercial and retail centre		
Monetised benefits	No isolated TUBA/COBA assessment, however peak journey time savings are significant. The improvement at Blue House only would provide collision cost savings of £688,575 per year.		44% Optimism Bias
		TEE Benefits	
		Consumer User Benefits	£15.048m
		Business User Benefits	£16.910m
		Private Sector Provider Benefits	£0.000m
		Carbon Benefits	£-0.178m
		Sub-Total (TEE Benefits)	£31.780m
		Accident Benefits*	£2.149m
	Present Value of Benefits	£33.929m	

		(PVB) ¹	
		Local Government Funding	
		Investment Costs	£0.000m
		Central Government Funding	
		Investment Costs	£7.055m
		Indirect Tax Revenues	£-0.897m
		Present Value of Costs (PVC)²	£6.158m
		Overall Impact	
		Net Present Value (NPV)³	£27.771m
		Benefit Cost Ratio (BCR)⁴	5.510
		*Accident benefits not from TUBA	
		2002 prices and values	
Non monetised benefits	As table below	See table below.	
Operating costs	Adopted Highway		
Profile of journey time savings	As relevant Section in attached GTI MSBC	See Below	
Less than – 5 minutes		See Below	
-5 to -2 minutes		See Below	
-2 to 0 minutes		See Below	
0 to 2 minutes		See Below	
2 to 5 minutes		See Below	
Greater than 5 minutes		See Below	
Split between:			
Business users and transport providers	50% of benefits	50% of benefits	
Commuting and other users	50% of benefits	50% of benefits	

2008 Journey Time Savings Gosforth Transport Improvement MSBC

Route Direction	Preferred Option Journey Time Comparison			
	Observed		Base	
	AM	PM	AM	PM
NB – Blue House to Brunton Lane	- 4 Secs	+ 1 Min 5 Secs	+ 47 Secs	+ 29 Secs
SB – Brunton Lane to Blue House	+ 3 Min 55 Secs	+ 1 Min 18 Secs	+ 1 Min 20 Secs	+ 37 Secs
EB – Salters Road to Four Lane Ends	+ 2 Min 18 Secs	+ 4 Mins 42 Secs	+ 2 Mins 20 Secs	+ 1 Min 38 Secs
WB – Four Lane Ends to Church Road	+ 2 Min 43 Secs	+ 3 Mins 45 Secs	+ 1 Min 27 Secs	+ 1 Min 17 Secs
NEB – Blue House to Salters Bridge	+ 1 Min 31 Secs	+ 3 Mins 10 Secs	+ 3 Mins 26 Secs	+ 56 Secs
SWB – Salters Bridge to Blue House	+ 5 Min 36 Secs	+ 1 Min 22 Secs	+ 1 Mins 59 Secs	+ 1 Min 1 Sec

Non-monetised benefits.

Sub-Objective	Qualitative Impact	Quantitative Assessment	Overall Assessment
Noise	Smoothing of traffic flows through changes to signals and bus priority in arrangements will cause a small reduction in noise levels on the corridor. This is likely to be insignificant, however.	No assessment	Neutral
Local Air Quality	The proposal will not change air quality significantly in the area.	No assessment	Neutral
Greenhouse Gases	The proposal will not change CO2 emissions significantly in the area.	No assessment	Neutral
Landscape	Not relevant to this appraisal.	No assessment	Neutral
Townscape	The proposal will improve the amenity of the Gosforth and Haddricks Mill corridor through improved street design.	No assessment	Moderate Benefit
Heritage of Historic Resources	Not relevant to this appraisal.	No assessment	Neutral
Biodiversity	Not relevant to this appraisal.	No assessment	Neutral
Water Environment	Not relevant to this appraisal.	No assessment	Neutral
Physical Fitness	The proposal will encourage greater pedestrian, cycle and bus journeys, which will in turn encourage mode shift from car. Personal fitness levels will be improved through drivers walking to bus stops to begin their journey by bus.	No assessment	Slight Benefit
Journey Ambience	The proposal will improve journey ambience by smoothing traffic flows along the Gosforth/ Haddricks Mill corridor. This will benefit both car users and bus users, particularly during the peaks.	No assessment	Moderate Benefit

Deliverability Criteria

Using the guidance scheme promoters should complete the tables below to provide evidence on deliverability.

Costs

What is the latest estimated cost of the scheme?				
Total Scheme Cost:		£8.1 million		
LGF Contribution:		£4.09 million (51%)		
Local Contribution:		£4.01 million (49%)		
Please provide the <u>total</u> outturn cost and a <u>breakdown</u> of the outturn cost by forecast future years.				
2015/16	2016/17	2017/18	2018/19	Total
£6.93m	£1.17m	0	0	£8.1m
When were the costs of the scheme last updated?		31/1/13		
Have costs been independently checked?		Civil and construction - Yes		
Have scheme costs included an adjustment for risk?		44% Optimism Bias has been applied - Yes		
What price base was the original cost was developed in?		2002 – updated to 2012		
What inflation assumptions have been made to the present day and for the forecasting of future years?		3.5%		

What is the level of funding you are requesting from the LTB?				
2015/16	2016/17	2017/18	2018/19	Total
£3.5m	£0.59m	0	0	£4.09m

What is the funding gap between the latest outturn cost and the cost to the LTB?				
2015/16	2016/17	2017/18	2018/19	Total
£3.43m	£0.58m	0	0	£4.01m

What is the potential for Local Authority contributions?				
2015/16	2016/17	2017/18	2018/19	Total
£3.43	£0.58m	0	0	£4.01m

What is the potential for developer contributions?

Incorporated within LA contributions given S106 funding already held. Additional funding secured through the planning process to mitigate in this area will be aligned.

2015/16	2016/17	2017/18	2018/19	Total

What is the potential for funding from other funding pots and budgets?

2015/16	2016/17	2017/18	2018/19	Total

Operating costs

What are the likely operating costs of the scheme?

Adopted Highway

Level of design

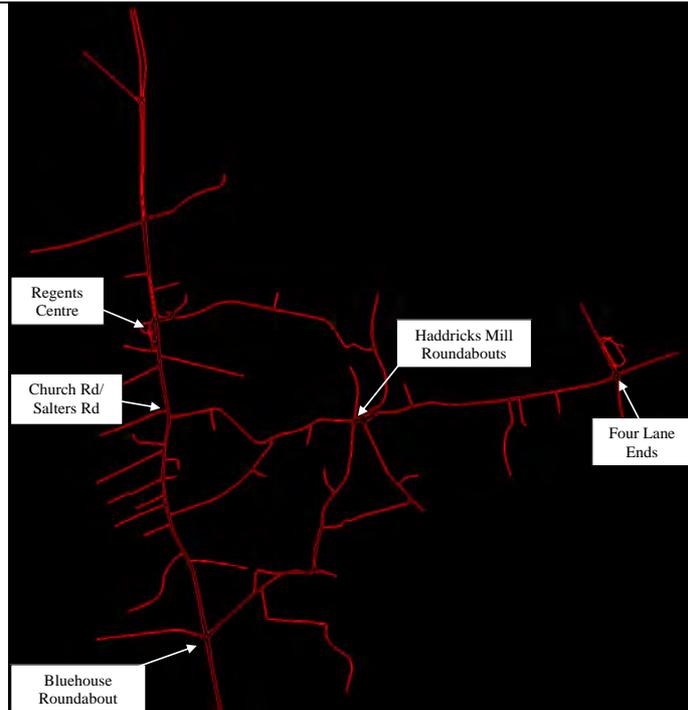
Include a narrative on what work to date has been undertaken on the scheme design

Initial designs have been undertaken on the component parts of this scheme. We have a complete package of preferred measures for the scheme, drawn to 1:1000 scale or better, made available in a range of electronic formats including PDF files.

For the large elements of the work full geomatic surveys have been undertaken as well as an audit of the consultant generated cost schedule.

We developed and validated a base model of the Gosforth High Street and Haddricks Mill corridors using the micro-simulation software, S-Paramics. The validated base model was then used to develop and test a range of options prior to the final development of the preferred option. The base model was built using traffic and queue data collected specifically for this project, other available data held by the Tyne & Wear Traffic Data and Accident Unit (TADU) and site observations/surveys.

Figure 3 Extents of the Model



The model was developed for two assessment periods, namely the morning and evening weekday peak periods. For the morning peak period the model was developed for the time period 0700 – 1000, with 0730 – 0900 representing the peak period. In the evening peak period the time period 1500 – 1900 was modelled with 1630 – 1800 representing the peak period.

A full LMVR is available.

Please tick as appropriate

<i>Options testing</i>	✓	<i>Preliminary/outline design</i>	✓	<i>Detailed design</i>	
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Funding compliance

Funding will be compliant with **Managing Public Money** (May 2012 HMT)

What risks have been identified with regard to this option?

A risk register is appended – having been submitted to the North East Local Transport Body following allocation of funding from the devolved local majors process.

Risk	Risk rating <i>1 (low risk) to 5 (high risk)</i>	How will this risk be managed or mitigated?
Consultation	1	Scheme already received Council approval. Localised consultation will be required during design process
Cost	3	Outline costs only calculated at this stage. The scheme is subject to detailed design. Contingency costs will be included within the cost estimate
Utilities	3	The need for statutory undertakers' plant diversion will pose risks to the

		programme. The need for mitigation will be considered as part of detailed design although allowance has been made within the cost estimate It must be stressed that almost all of the works will take place inside existing highway boundaries which will limit the risk
Delivery	2	The scheme will be designed and constructed using in-house resources. Any procurement that needs to take place will be for externally manufactured equipment and materials. Procurement arrangements to be reviewed. Consideration will be given to how schemes will be delivered and the need to avoid over-reliance on single source supply chain
Legal Issues	1	No legal powers / statutory processes required. All works are to be undertaken within the existing highway boundary land or land owned by Newcastle City Council

Programme/Implementation timetable

Provide a plan with key milestones and progress including critical path.

Appended.

Milestone	Expected completion date
Development of the supporting scheme documentation including Strategic Case and Value for Money Assessment	Monday 28 July 2014
Award Tender Contract	Monday 01 December 2014
Undertake surveys: Topographical and geo-technical surveys	Monday 02 March 2015
Construction	Monday 04 January 2016
Scheme Opening	Monday 04 July 2016

Practical

Blue House Roundabout

The Baseline report highlights Blue House roundabout as having a number of problems including congestion and inadequate facilities for public transport, pedestrians and cyclists. It was also highlighted as having particular problems with collisions and is one of the cluster sites.

The roundabout is located within the northeast corner of the Town Moor, the Blue House building on the northwest corner and allotments to the east. There are a number of mature trees in the verges on the approaches to the roundabout which may need to be removed depending on the final design.

Pedestrian Facilities

Extensive pedestrian guard rail has been installed to discourage pedestrians crossing the carriageway at the roundabout and to guide them to informal crossing points. These crossing points are subject to busy traffic lanes and high vehicle approach speeds proving a significant barrier for pedestrians.

Cycling Facilities

The informal crossing points were initially intended for pedestrian use only at the junction and no improvements have been undertaken to cater for shared use.

Cycling on road through the Blue House roundabout is very intimidating due to the high volume of traffic and the layout of the junction, on all the approaches and the circulatory carriageway.

Accidents

There were 32 collisions at this location in the three year study period. The proportion of conflicts at the roundabout, in relation to the corridor length, is significantly higher than the national average for a similar length of urban road.

Three collisions involved vulnerable road users:

two collisions involved pedestrians crossing Jesmond Dene Road; and
one collision involved a pedal cyclist approaching on Grandstand Road.

Operational performance

During the morning and evening peak periods there is extensive queuing on all approaches to the roundabout. This is exacerbated by eastbound queues at the Jesmond Dene Road/Osborne Road junction which can extend back through the Blue House roundabout, causing the blocking on the roundabout circulatory carriageway. This causes extensive queues on the approaches to Blue House and significantly increases vehicle delay.

There are currently no provisions for buses on the immediate approaches to the roundabout and services can therefore be delayed by the general congestion at the junction.

Existing Vehicle Delay at Blue House Roundabout

	Practical reserve capacity	Delay PCU/Hr
Morning	-37.7%	167
Evening	-23.4%	189

It is clear that the junction is currently operating in excess of capacity, thus creating the significant delays shown in table above.

Blue House roundabout – preferred option

The aim of this option is to provide significant reductions in congestion with a minimal of land take.

The benefits of the option include:

the additional lanes significantly reduces vehicle delay at the junction; although it does not quite bring the junction within capacity; and

bus priority at the traffic signals which could be implemented to reduce delay to late running buses.

Preferred Option Vehicle Delay at Blue House Roundabout

	Practical reserve capacity	Delay PCU/Hr
Morning	-9.6%	94.0
Evening	-6.3%	88.6

Changes to Osborne Road/Jesmond Dean Road junction in support of Blue House Junction.

Jesmond Dene Road/Osborne Road junction is an existing signalised junction located 350m to the

east of Blue House roundabout. It is constrained on the northern side by a bridge which crosses the Metro line.

On the same approach just before the bridge there is a priority side road giving entry/exit to Ilford Road.

There is another signalised junction at Jesmond Dene Road/Moorfield Road located 150m away to the east of the junction. This junction has not been highlighted as a cause for concern but it has been included and modelled as part of a small Jesmond Dene Road network that also includes the pedestrian crossing located 60m to the East.

During both the morning and evening peak periods it was observed that the eastbound traffic can queue back into Blue House roundabout causing significant delays along this section of corridor. During the evening peak, queues were also experienced on the Osborne Road approach.

There is no traffic signal coordination with the pedestrian crossing to the west approach which is called randomly and has a significant impact on the throughput of traffic at the junction as available green time here can be under used when vehicles are held at the crossing.

The two lane approach from Blue House roundabout is not marked with the offside lane being for right turning traffic until reaching the junction. Here queuing traffic in the offside lane wishing to proceed straight ahead merges back into the nearside lane, thus reducing the saturation flow of this approach to the junction.

Traffic turning left from Ilford Rd into the right turn lane for Osborne Rd can conflict with ahead traffic until the right turn filter operates.

There is no congestion directly associated with the Moorfield Road junction although westbound queues can queue block back from the Jesmond Dene/Osborne Road junction. The lack of coordination between the junctions reduces the overall capacity of this localised network.

Existing Vehicle Delay at Jesmond Dene Road/Osborne Road

	Practical reserve capacity	Delay PCU/Hr
Morning	+14.7%	63.3
Evening	-10.5%	61.5

Jesmond Dene Road/Osborne Rd – Preferred Option

This option signalises the Ilford Road approach which currently has a negative effect on the operation of the junction. By signalising the Ilford Road approach traffic can be controlled more effectively and improves throughput of traffic through the bottleneck created by the bridge structure.

- The introduction of additional pedestrian facilities resulted in a significant increase in vehicle delay.
- The benefits of the option include:
- It provides increased capacity at the junction.
- It allows better control and management of traffic turning movements.

Preferred Option Vehicle Delay at Jesmond Dene Road/Osborne Road

	Practical reserve capacity	Delay PCU/Hr
Morning	4.2%	35.2
Evening	-2.9%	39.7

Technology

It is expected that the signals introduced as part of this will be SCOOT enabled. In addition they will form part of a Gosforth signal corridor. Tactical control of this SCOOT region will be undertaken by

Newcastle's UTC server. Full strategic control will come from Newcastle's UTMC controller via Siemens RMS and existing UTC control protocols. This corridor forms part of better bus corridor work which undertakes to use the UTMC system to improve PT operations along this corridor to ensure journey time reliability.

Utilising the UTMC system bus priority can enhance using roster and AVL information from the operators AVL servers. A SIRI interface for this purpose has already been installed on the UTMC server.

Legal powers

How certain are you of the legal feasibility of the option?

Include a narrative on the legal feasibility of the option including any issues around statutory powers, planning permissions and land ownership

We do not anticipate any significant legal impediments.

Have the required statutory powers been granted?	Yes
Are there planning implications?	Yes, pre-application advice has been sought, however it is probable that no planning permission is required as the scheme falls within adopted highway. S106 monies are subject to planning permission but currently have support of City Council
Is all the land within scheme promoter ownership?	Yes

Quality of supporting evidence for the scheme

Major Scheme Business Case (developed in 2009)
 Sustrans Bid for Cycle Safety Grant funding
 Local Pinch Point bid for Cowgate junction
 S106 Agreements – Local Development Framework Modelling report

GRIP Stage (if appropriate)

Not a rail scheme.

Resource availability/governance, organisational structure and roles

Summarise the overall approach for project management at this stage of the project.

Describe the key roles, lines of accountability and how they are resourced.

The Project management system is as follows:

Gate 1 Mandate:

The appropriate Programme Board must take 'ownership' of a project idea, confirming that it is inline with their objectives and current priorities, and commissioning the next stage of project development work.

For this scheme, the Programme Board is called the Highways ,Transport and Traffic Management Board. It is Chaired by the Assistant Director of Development – Harvey Emms. It is vice-chaired by the Head of Highways and Maintenance Operations – Peter Gray.

Gate 2 Proposal:

The Board must confirm they are satisfied with:

- strategic fit;
- other options (is the proposed project the best way to meet objectives);
- the level of risk likely to be associated with the project; and
- satisfaction that all possible implications for the Council are being investigated.

Gate 3 Business Case

The Board must consider and sign off the Business Case – ensuring that the project has been properly thought through and planned. The Business Case includes the following key elements:

Options Appraisal

- Clear, measurable objectives
- Weighted evaluation criteria
- Options for intervention
- Robust cost estimates (including whole life costs)
- Value for money analysis

Delivery Planning

- Confirm scope and exclusions
- Product / output definition
- Timescales and stages
- Resource requirements (capital and revenue)
- Funding plan
- Project team / structure
- Risk log

Consultation and Engagement

- Stakeholder analysis
- Member involvement
- Partnership arrangements
- Governance, reporting and approvals

Gate 4 Start up

Gate 5 Delivery and monitoring

Gate 6 Close.

The key roles at this point relate to the Project Board specifically established to oversee the development of the scheme and report through the appropriate internal .major projects governance (included as an Appendix) The role of the project board will be to oversee the delivery of the project, to monitor costs and risks and to ensure that it meets the objectives of the delivery partners.

A Project Manager for the development of the scheme has been appointed and it will be their job to report progress, issues, risks and the financial position to the project board on a monthly basis. Any

additional specialist support will be sourced externally if required.

The primary responsibilities of the Project Board will be to:

- provide the overall strategic direction and vision for the project;
- commit and retain the required resources to deliver the project;
- be accountable for the overall success and delivery of the project;
- approve project plans and authorise specific deliverables and commencement and sign-off of project stages;
- resolve any conflicts or issues that are escalated to Project Board level;
- consider any diversions/exceptions to the project plan and approve any change requests once they have been approved by the designated change approval board;
- monitor the progress and the organisational impacts of the project;
- empower the core project team to make decisions;
- generate timely decisions, supporting the Project Manager to accomplish the project goals; and
- monitor communications and provide appropriate advice on disseminating information about the project internally and externally.

The role of the Board will change in emphasis over the course of the project during three key phases:

Pre-construction

In the initial bidding and preparatory stage, the Board's role is limited to general oversight, as substantive work will not have started. Approval of the bid submission and of the Council's acceptance of its responsibilities will pass through the Board, although it will not be the ultimate source of responsibility for signing-off these aspects.

The pre-construction stage is the point where true project inception takes place. The Board will:

- formally approve the project organisation, as set out in this document;
- formally approve the project controls, tolerances and quality plan;
- formally approve project budgets;
- approve all subcontract arrangements as may be needed;
- approve the Project Initiation Document; and
- commence its regular cycle of meetings.

Delivery

The ongoing work of the Board will encompass:

- provision of overall direction to the project, referring to its progress against programme;
- end stage reviews and approval of progress to the next stage;
- review and approval of any Exception Plans;
- approval of new contract arrangements as may be necessary;
- conflict resolution;
- reporting any departures from agreed programme, scope or cost ; and
- formal approval of changes to key documents and processes.

Project closedown

Once the project is complete, the Board will:

- confirm that all products have been delivered satisfactorily and that the expected benefits can

be realised;

- provide assurance that all Acceptance Criteria have been met;
- approve final project budgets and determine any remedial strategy (if needed);
- approve the End of Project report to the Council;
- determine the need for follow-on actions and the passage of these to the appropriate Council decision makers;
- initiation of the Benefits Evaluation strategy;
- approves any formal opening arrangements; and
- formally accepts the scheme on behalf of the Council.

The Project Manager will ensure that the project team meets on a regular basis and will be responsible for the day to day management of the site works. This will facilitate progress monitoring and rapid delivery of the scheme. Decision making will be delegated to the lowest level appropriate, e.g. the majority of the construction contracts Project Manager powers would be delegated to the site supervisor.

Stakeholders and Public Acceptability

Include a narrative on public and stakeholder acceptability including discussion of any consultation that has taken place to date, issues around stakeholder acceptability, issues around public acceptability and what further public consultation is likely to be required.

A significant program of consultation has taken place involving all households in the affected wards. We have contacted over 40,000 homes in the Gosforth area and held drop in sessions and ward committee information sessions. We have also carried out extensive stated preference street surveys and revealed preference surveys. A report on public consultation is available on request.

Statutory Consultees (HA, Env Agency, Natural England)

Include a narrative on specific engagement or discussions with statutory consultees, identifying any issues noted around acceptability and what further consultation is likely to be required with the statutory consultees.

All local stakeholders will be engaged with and formal consultation will take place at the appropriate stages in scheme development.

Our comprehensive list of stakeholders will continue to be refined and developed as the engagement plan unfolds but as a starting point we will seek to establish clear lines of communication with:

- MP's and elected members
- Relevant Project Boards and officer working groups
- Strategic Partners – NE1, Chamber of Commerce, Federation of Small Businesses, public service providers.
- Individual businesses

- The travelling public
- Taxi operators
- Bus operators
- Pedestrian groups like Living Streets
- Cyclists – individuals and organised lobby groups
- Disability / accessibility groups
- Communities of Interest and identity – Elders Council etc
- Shoppers
- Residents of the City Centre
- Experts and thinkers
- Students
- Workers
- Large Employers
- Leisure users
- Freight handlers
- Refuse collectors and other building service companies
- Utility providers
- Emergency services.

In each case, we will establish the view they currently hold, we will decide on a procedure to engage them or exploit an existing procedure for engaging them and select an appropriate method depending on why we contacting them – we will also prepare a method for collecting, managing and interpreting their feedback alongside that.

Value for money

BCR 5.5

We believe that this scheme conforms with the average BCR for the full package of works outlined in the 2009/10 bid documents. There were significant elements of the whole bid that were not generating travel time savings whereas this stripped out element contains significant potential travel time savings for all road users.

In accordance with the DfT Guidance on Value for Money, the Gosforth High Street and Haddricks Mill environmental, transit and road safety scheme proposals can be classified as VERY HIGH value for money with a BCR greater than 2 of 5.5

Evaluation

Summarise outline arrangements for monitoring and evaluating the intervention

Benefit evaluation

An outline process for evaluating the benefits of the scheme is set out below. Defining and locking-in the benefits is a vital part of the development.

The underlying logic of evaluation is based on the answers to these questions:

1. Why the benefit was identified (how does it relate to local policy and targets)?
2. How the success of the implemented measure in achieving the desired benefit can be measured and reviewed?

3. What overlaps are there between the desired benefits and any sequence/dependencies between them?
4. What are the risks associated with realising the benefit?

An evaluation framework can be developed.

A five stage process will be adopted:

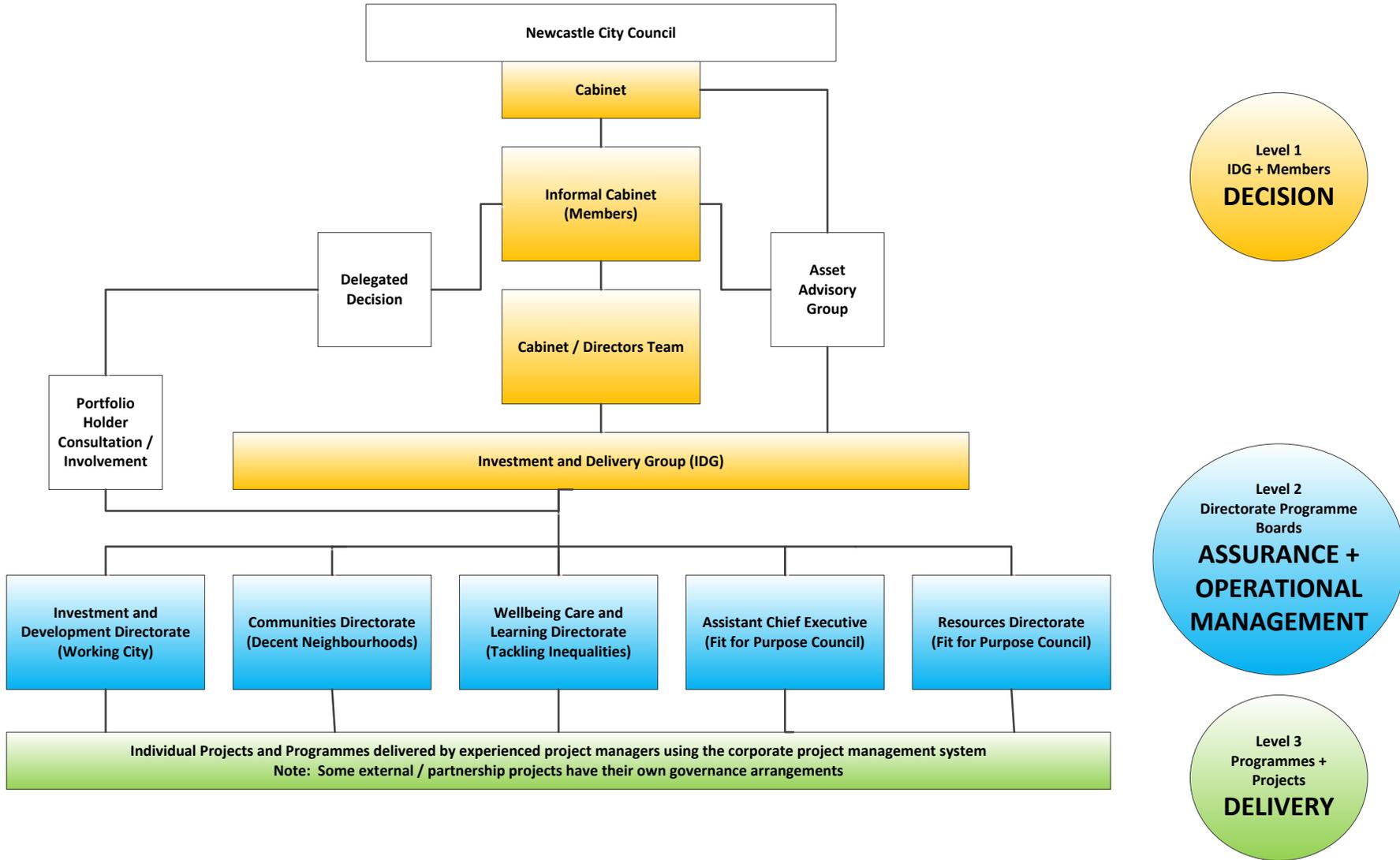
- based on the overall vision for the scheme, the key outcomes that should be realised from the transport interventions will be identified. These will be expressed as either targets or trends, related to a specified timescale. The principle of SMART objectives will be used to guide this process;
- the elements of the strategy will be related to the key outcomes. Successful delivery of the desired benefits will be essential if the overall vision is to be realised;
- the targets and indicators for the scheme will then be defined. Not all scheme elements may need to have a related target, with only the establishment of a satisfactory 'direction of travel' being the desired and satisfactory effect. Where interdependency exists between scheme elements, cross-cutting indicators will be developed;
- a programme of data collection will take place to support the evaluation strategy; and
- the final stage of benefit evaluation concerns the key issue of placing values against the monitoring data as related back to the scheme objectives. This is a matter of deciding whether the desired trend was established or target met (a simple binary judgement, either 'yes' or 'no'), followed by interpretation of situations where no clear picture develops, or where the 'goalposts moved' changing the whole nature of the evaluation exercise.

In practical terms each sequence will be as follows:

1. Data gathering; this will be the use of data from signals and ATC units placed at strategic points in the network.
2. Determination of trends; the recording of traffic data sets, i.e. ADT AADT etc.
3. Determination of progress, i.e. trend against programme or trend against target; monitoring flow levels at peak and inter peak in the temporal domain.
4. Comparison with data from similar junctions in Tyne and Wear without the benefits of improvement.

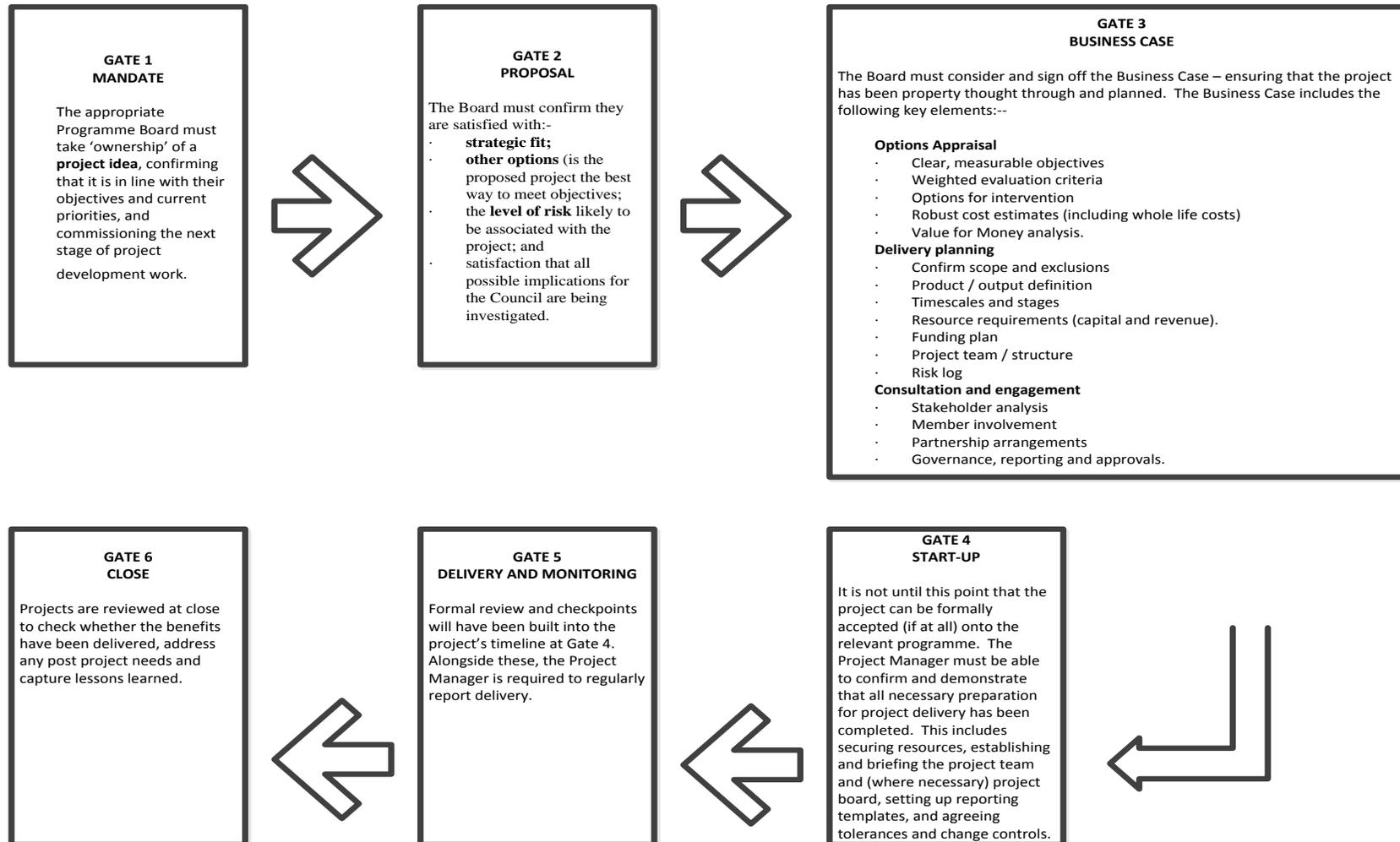
Conclude evaluation; and report annually through LTP monitoring

Appendix 1 - Major Projects Governance



Project Management System Gateways

APPENDIX 1 - PROJECT MANAGEMENT SYSTEM (PMS) – PROJECT LIFECYCLE AND GATES



PMS Gateway Activity Details

Stages and Gateways

Processes	Uncommitted			Committed		
	1 Mandate	2 Proposal	3 Business Case	4 Start-Up	5 Delivery	6 Close
Project planning	Objectives & targets	Outcomes Outputs Outline timetable	Options appraisal Scope & activities Stages/milestones	Project Plan	(implement) Project Plan	Follow-on actions
Resource management		Resource requirements Funding options	Project Budget(s) Funding plan	Cost Codes Project team	Budget monitoring	Budget reconciliation
Risk management		High level risk review	Risk identification & description	Risk analysis → Risk register	Risk control & monitoring	Residual risks
Stakeholder management		Stakeholder identification	Stakeholder analysis	Communications plan	(implement) Communications plan	Review and feedback
Project controls		Corporate considerations	Lessons learned	Project Initiation Document (PID)	Issues log Change requests	Lessons (to be) learned
Governance and Reporting		Risk & Impact Assessment → Project category	Project structure and approvals (inc. Members)	Project Board, DPB, IDG, Members	Traffic light reports	End project report

Appendix 2 – Risk Register

Risk & Issues

A risk is something that might happen and an issue is something that will happen/ is happening.
Briefly identify any risks/issues that could/will affect the project and describe the current status of these. Describe how these risks/issues will be managed.

Status:
Red- significant impact on project
Amber - potential impact on project
Green - little/minimal impact on project

Risk or Issue	Risk or issue Description	Status	Impact	How is the risk/issue being managed?	Who identified the risk?	Risk owner	RAG Status
Loss of support	Loss of bus operator support based on change in strategy or impact of bus quality contracts	open	Difficulty in progressing required TRO's and potentially loss of public support.	Constant engagement	Nexus/Council	Nexus/Council	G
1. Content of MSBC fails to meet DfT requirements. 2. MSBC contains statements and calculations that require clarification.	Additional work required post-submission to develop scheme to DfT requirements	open	1. Delay in DfT decision, 2. Cost or re-work	Ensure submission is robust Maintain good working relationship with the DfT Timely response to DfT queries	Council	Council	G
Any planning and/or highways approvals requested may be refused.	Failure to get Statutory Powers once scheme gains programme entry	open	Re-scoping exercise of MSBC submission.	Identified as part of programme entry submission to be managed throughout the detailed design process.	Council	Council	G
Financial shortfall	Uncertainty around the rate of inflation	open	Increased costs	Optimism bias and contract conditions	Council	Council	G
Financial shortfall	Discovery of unexpected utilities during construction	open		Extensive review of existing utilities and trial trenching	Council	Council	G
Financial shortfall	Contractor default/bankruptcy	open		Tendering process to be used to eliminate risk	Council	Council	G
Financial shortfall	Contractor costs exceed budgets	open	Failure to complete all works	Management within contracts to define the upper costs of the scheme through shared liability.	Council	Council	G
Financial shortfall	Weather implications affect the programme	open	1. Delay to progress, 2. Programme loses focus	Programming and contracts to take weather implications into account.	Council	Council	G
Government policy may be subject to change	DfT change Webtag guidance	open	1. Further work and expense, 2. Cost of re-work	Re-evaluate government guidance as part of submission for full approval.	Council	Council	G
Insufficient allocation within LEP	Scheme does not get funding due to total cost of programme exceeding funding allocated through LEP	open	Unable to meet all projects as proposed by LA's	Joint working to reach agreement on recommendation to LEP Review alternative funding options	LEP/Council	LEP/Council	G
Legal issues	Failure to obtain necessary TRO's (traffic regulation orders)	open	1. Delay to progress, 2. Programme loses focus	TROs fully consulted on throughout process. Delegated powers held by the LA.	Council	Council	G
Loss of support	Uncertainty of the statutory undertakers	open	Cost of rectification, watching brief, delay to the delivery	Early engagement	Council	Council	G
Loss of support	Potential future public opposition to the scheme based on the detailed design	open		Public engagement - responsive design changes Good and early promotion of the scheme	Council	Council	G
Loss of support	Loss of local political support to the scheme	open		Make clear to politicians requirement for scheme Maintain existing dialogue	Council	Council	G
Loss of support	If consultation is planned after scheme submission, any or all elements of the scheme could fail to get support pending the result of public consultations	open	Re-scoping exercise of MSBC submission.	Considerable consultation already taken place. Considerable buy-in from political leads. Ongoing engagement and inclusion of engagement workstream.	Council	Council	G
Loss of support	Partnership relationship (Nexus, LAs, Bus operators) breaks down * (CHECK WITH OTHER SCHEMES)	open	1. Collapse of partnership resulting in delay to Programme	Continual engagement and effective management throughout.	All	All	G
Loss of support	Lack of support from Highways Agency Programme may have an adverse effect on trunk roads by increasing traffic levels	open	Programme will not proceed without support from the HA	Consultation pre-submission and letters of support prior to submission to DfT.	Council	Council	G
Management issues	Poor coordination with other surrounding works	open	1. Delay to progress, 2. Programme loses focus	Co-ordination with scheduled maintenance and utilisation of Traffic Management Act to ensure compatability.	Council	Council	G
Management issues	1. City council unable to deploy sufficient management resource. Lack of council management resource to control scheme delivery	open	1. Delay to progress, 2. Programme loses focus	Utilisation of framework partners where necessary.	Council	Council	G

Management issues	Potential resource implications of gaining funding on the two schemes	open	1. Delay to progress, 2. Programme loses focus	Utilisation of framework partners where necessary.	Council	Council	G
Management issues	Industrial action	open	1. Delay to progress, 2. Programme loses focus	Engagement with contractors and stakeholders.	Council	Council	G
Technical difficulties	Incompatibility with UTMC system & AVL system	open		Pre-commissioning investigations, system design and fallback of sietag compatability	Council	Council	G
Technical difficulties	Unforeseen ground conditions	open		Full desk based study and trial trenches in advance of work	Council	Council	G
Technical difficulties	Unforeseen ecological or archaeological	open		Full desk based study and trial trenches in advance of work	Council	Council	G
Technical difficulties	Changes in design as a result of statutory undertakers	open		Detailed design to be responsive to statutory undertakings. Trial trenches to be used to discover locations of apparatus.	Council	Council	G
Technical difficulties	Delays in work by the statutory undertakers	open	Doesn't fit into the project programme, delays	Early consideration during full approval process and inclusion of generous time programming in detailed programming.	Council	Council	G
Technical difficulties	Wireless linkage of traffic lights - may not be able to install the wireless node points	open		Various means of maintaining wireless links and various opportunities to place them along the route. Fallback of 3G technology if recent trials continue to show good results.	Council	Council	G
Technical difficulties	Failure to adequately specify requirements in tender documents	open		Full procurement process undertaken and OJEU requirements met. Third party and legal audit of documentation before release.	Council	Council	G
Technical difficulties	Change in design as a result of the road safety/quality audits	open		Safety audits to take place throughout the process and be integrated into detailed design. ISO 9000 1&2 compliant organisation.	Council	Council	G
Technical difficulties	Drainage/flooding issues	open		Full desk based study and on-site mitigations where necessary plus engagement with Environment Agency and utilisation of public consultation responses.			G
Technical difficulties	Changes required to design based on operator fleet changes	open	To be managed through the detailed design process. Monitor scheme benefits.	Continual engagement with operators to ensure compliance with design - addressed as part of programme entry submission.	Council	Council	G
Technical difficulties	Land survey information is inaccurate or inadequate	open	Delay to progress until agreement reached.	Full survey via the land registry as part of programme entry and detailed design.	Council	Council	G
Technical difficulties	3rd party claims on the Gosforth scheme	open	Financial implication to Council	Audit of potential claims in advance of the scheme taking place.	Council	Council	G
Technical difficulties	Emergency services may object to the proposals	open	Delay to progress until agreement reached.	Consultation throughout the detailed design process.	Council	Council	G
Technical difficulties	Changes in the design standards adopted	open	1. Delay to progress, 2. Programme loses focus	Continual engagement with partners throughout the design process.	Council	Council	G
Technical difficulties	Impact on the Blue House & Town Moor - environmental impacts	open	1. Delay to progress, 2. Programme loses focus	Environmental issues to be fully evaluated as part of detailed design and programme entry.	Council	Council	G
Technical difficulties	Failure to meet the air quality management area requirements	open	1. Delay to progress, 2. Programme loses focus	Environmental issues to be fully evaluated as part of detailed design and programme entry.	Council	Council	G
Technical difficulties	Design fails to meet the expectations of the key stakeholders	open	1. Delay to progress, 2. Programme loses focus	Continual engagement with stakeholders throughout the scheme.	Council	Council	G
Technical difficulties	Failure to build to the brief	open	1. Delay to progress, 2. Programme loses focus	Governance arrangements for contracts to manage this risk.	Council	Council	G
Technical difficulties	Inaccurate traffic forecasts	open	1. Delay to progress, 2. Programme loses focus	Validated with long term ATC information.	Council	Council	G
Technical difficulties	Objectives of the scheme are not met	open	1. Delay to progress, 2. Programme loses focus	To be managed through the detailed design process. Monitor scheme benefits.	Council	Council	G
Technical difficulties	Nexus bus network design changes	open	1. Delay to progress, 2. Programme loses focus	Bus network only for marginal routes. High frequency routes unlikely to be affected.	Council	Council	G
Technical difficulties	Changes in design as a result of public consultation	open	1. Delay to progress, 2. Programme loses focus	To be managed through the detailed design process. Monitor scheme benefits.	Council	Council	G
Technical difficulties	Incompatibility with AVL systems fitted on the buses	open	1. Delay to progress, 2. Programme loses focus	To be managed through the detailed design process.	Council	Council	G
Technical difficulties	Potential for MOVA on the traffic signals	open	1. Delay to progress, 2. Programme loses focus	To be assessed at design stage	Council	Council	G
	Over optimistic on the overall delivery programme	open		Effective partnership engagement and programme management in line with NPMF2 frameworks.	Council	Council	G

Appendix 3 – Consultation report

Report on public consultation responses

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1. Introduction

- 1.1. This paper reports on the consultation results for the proposed Gosforth transport improvements. This includes responses on the importance of improvements to Gosforth High Street, Haddricks Mill roundabouts, Blue House roundabout and the Church Road - Salters Road junction. The paper presents the results from responses received by 13 October (see paragraph 2.5) and provides a breakdown of responses by Ward.

2. Consultation Overview

- 2.1 Key lessons were learnt from the West Road / Westgate Road consultation that occurred in late April to June 2009. This consultation exercise informed the scope and detail of the Gosforth improvements consultation.
- 2.2 The consultation for the Gosforth transport improvements started on 1 September with consultation events continuing throughout September. In total 11 consultation events have taken place giving residents and interested parties the opportunity to discuss the changes with transport officers and provide their comments.
- 2.3 The consultation events included three main drop-in events at locations in Gosforth and sessions in advance of local ward committee meetings for Dene, East Gosforth, Fawdon, Kenton, North Jesmond, Parklands and West Gosforth. A further session for businesses took place on the evening of 19 October.
- 2.4 The consultation events were advertised in the local press and by delivering circa 30,000 leaflets to residents. Further information was made available online on the NCC website.
- 2.5 To date, a total of 740 questionnaires have been received by Council officers; however this report reflects the results from 718 questionnaires received as at 9am Tuesday 13 October. Responses received after this date have been added to the database but are not reflected in this report. This cut off date is 13 days after the published deadline for consultation responses and is to allow Council officers to meet scheduled deadlines. At the time of publication of this document a further 22 responses have been received. On examination it was found that these additional comments would not materially affect the results and conclusions drawn from the report.
- 2.6 Of the 718 questionnaires analysed there were: 140 from East Gosforth Ward; 133 from West Gosforth Ward; 106 from Parklands Ward; 82 respondents from Dene Ward; 54 from Kenton Ward, 43 from North Jesmond Ward; 42 from Fawdon Ward; and 118 did not have a ward stated.
- 2.7 Total consultation responses number around 1,000. These include notes taken during discussions with officers about the scheme, completed questionnaires and further comments completed online or by telephone. It should be noted that members of the public may have attended consultation events but not provided a completed questionnaire or a comment form. Further, it should be noted that this report does not aggregate results to ward population – it illustrates the responses we have received.

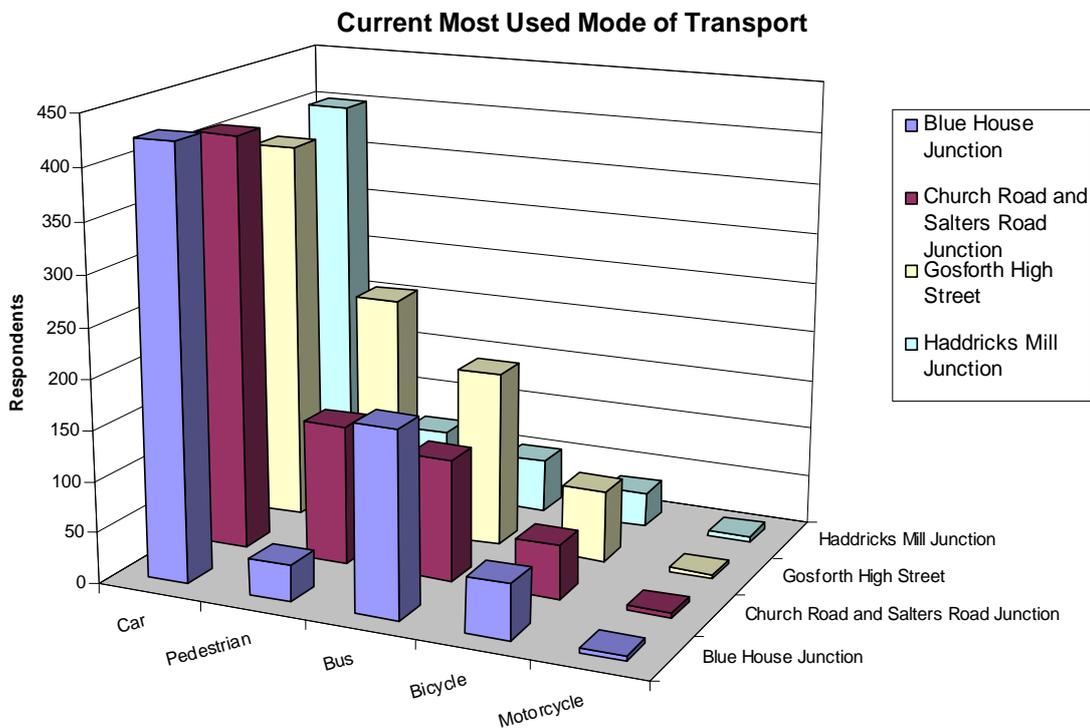
2.8 The most frequently occurring theme amongst respondents was to ensure there is a free flow of traffic through the named junctions and Gosforth High Street.

2.9 People were asked to categorise the improvements as being: high importance, medium importance and low importance. These “rankings” have been provided with “scores” for graphical representation purposes. The “scores” are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The “score” for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the “score” the more important people perceive the improvements to be.

3. Consultation Summary

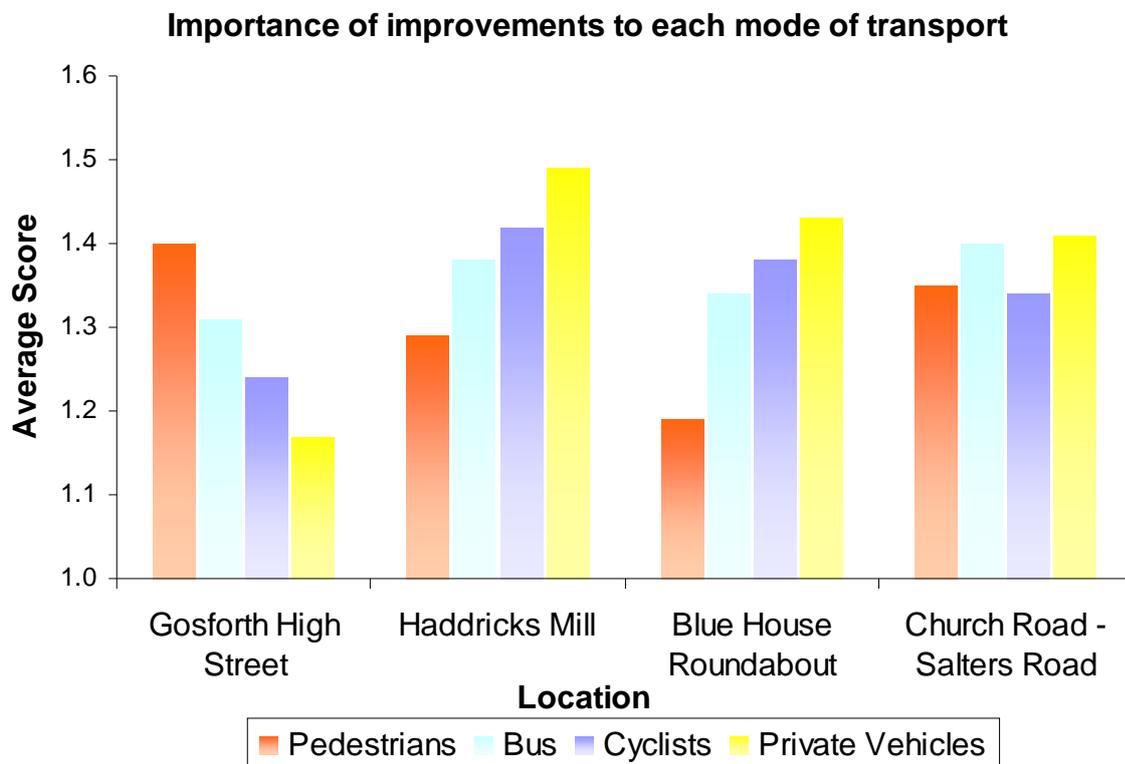
3.1 At present the majority of people who responded to the consultation travel mainly by private vehicles through the different locations. This was followed by bus and walking as the most common modes of transport. There was a more limited response to travelling by bicycle and motorcycle.

3.2 It should be noted that the numbers of people walking, using the bus or cycling as a mode of transport was greatest for Gosforth High Street. The number of people who stated that they mainly use the bus to travel through Gosforth High Street and Blue House Roundabout is similar and significantly more than the numbers of people using the bus at the Church Road – Salters Road junction, suggesting that many people get the bus on Gosforth High Street. This would appear to be in the order of one third of the total passenger figures. Please see the graph below and/or Table 14 in the appendix for a more detailed breakdown of the information.



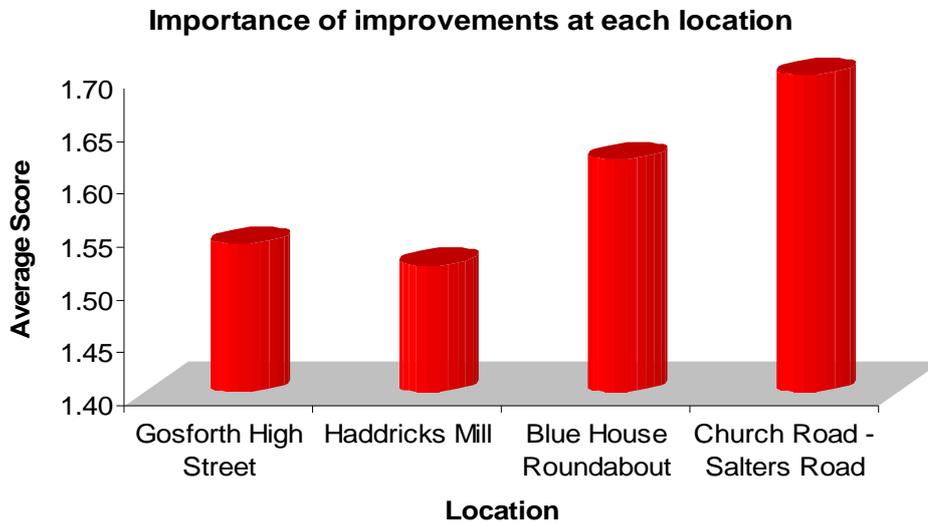
4. Importance of improvements to each mode of transport

- 4.1 Respondents were asked to state the importance of improvements at the different locations, for each mode of transport. For the three main junctions, respondents considered improvements to the flow of private vehicles as the most important.
- 4.2 Haddricks Mill roundabouts are seen as the most important location to improve the flow of private vehicle traffic with a “score” of 1.49. Improvements for cyclists and buses at this location also scored highly and are considered important by respondents.
- 4.3 Blue House Roundabout follows a similar trend to Haddricks Mill with improvements considered most important for private vehicles, cyclists and bus users.
- 4.4 For the Church Road - Salters Road junction the proposed improvements are felt to be important for all modes of transport, with all modes having a similar score.
- 4.5 Improvements for pedestrians, bus users and cyclists are considered more important on Gosforth High Street than improvements for private vehicle flows.
- 4.6 Please see the graph below for further information.

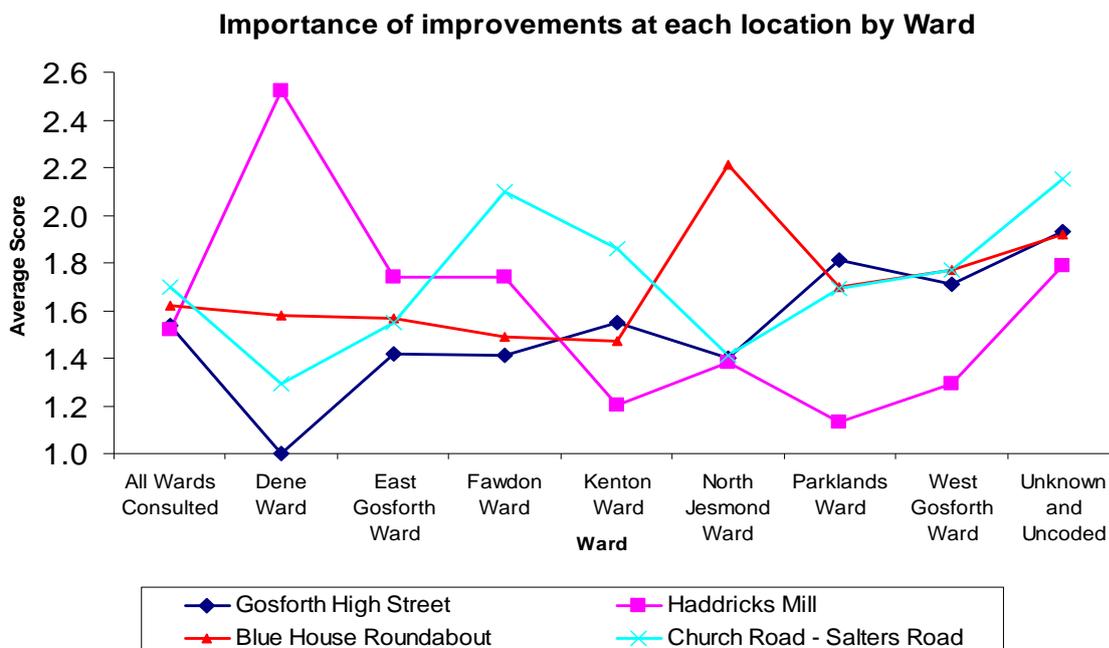


5. Importance of improvements at each location

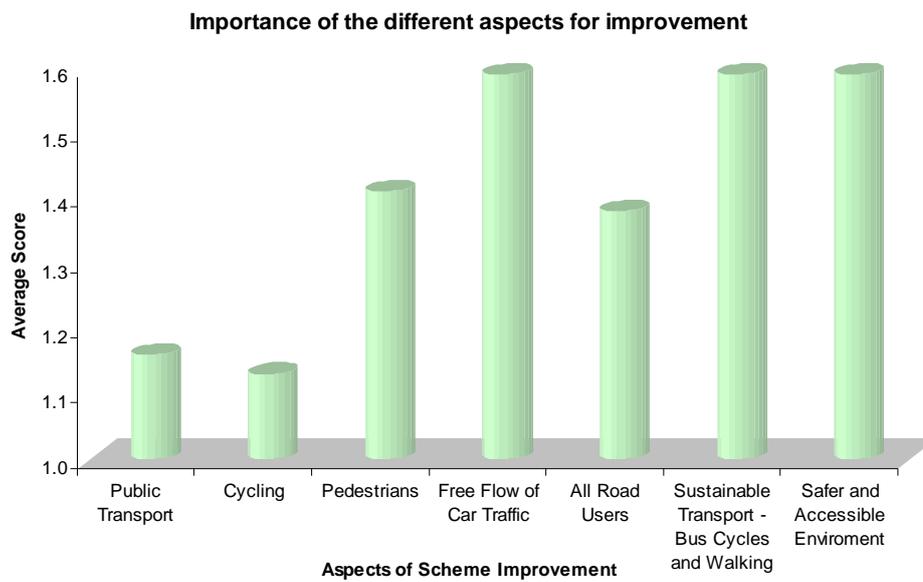
5.1 Residents were asked to rank the importance of improvements at the main junctions and Gosforth High Street. Overall, residents felt that improvements to the Church Road - Salters Road junction were most important with a score of 1.70. Haddricks Mill roundabouts had the lowest score of 1.52, this may be explained because only two wards border Haddricks Mill, especially when considered with paragraph 4.2.



5.2 The graph below illustrates the importance of improvements at the locations to residents within each ward. For Dene Ward the Haddricks Mill scheme is most important with a score of 2.52. North Jesmond respondents feel the Blue House Junction is most important. Fawdon Ward respondents feel the Church Road / Salters Road junction is the most important. Improvements to Gosforth High Street is most important for residents in Parklands Ward



6. Importance of different aspects for improvement

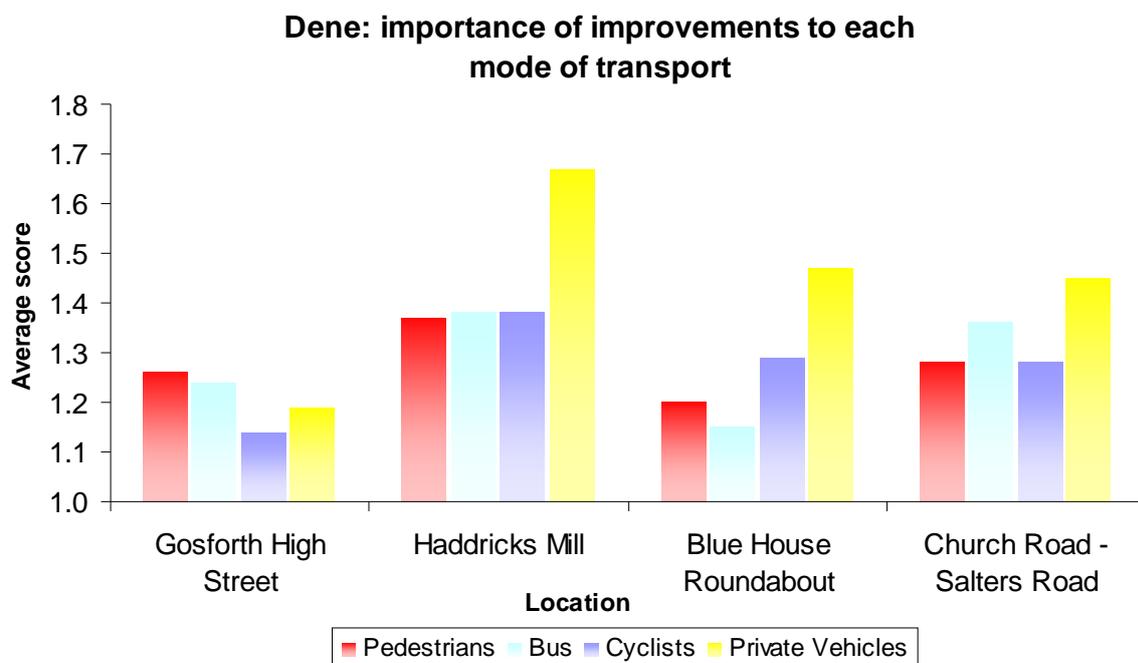


6.1 The graph above illustrates that free flowing traffic; a safer and more accessible environment; and investment in sustainable modes of transport by the Council, are the most important aspects of any proposals, all having a score of 1.59.

7. Dene Ward

- 7.1. A total of 82 questionnaires have been received by Council officers from residents and interested parties from Dene Ward.
- 7.2. Most respondents from Dene Ward travel through all the proposed scheme areas by private vehicle, (Table 7A).
- 7.3. Haddricks Mill is the most important location for improvements. Improvements to the flow of private vehicles at this junction was especially important, (Graph 7A and 7B).
- 7.4. There are a significant number of respondents who mainly / also walk through Gosforth High Street and Haddricks Mill junction, (Table 7A).
- 7.5. Bus, bicycle and motorcycle use through the four proposed scheme areas was fairly consistent, (Table 7A).
- 7.6. People were asked to categorise the improvements as being: high importance, medium importance and low importance. These “rankings” have been provided with “scores” for graphical representation purposes. The “scores” are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The “score” for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the “score” the more important people perceive the improvements to be.

Graph 7A



Graph 7B

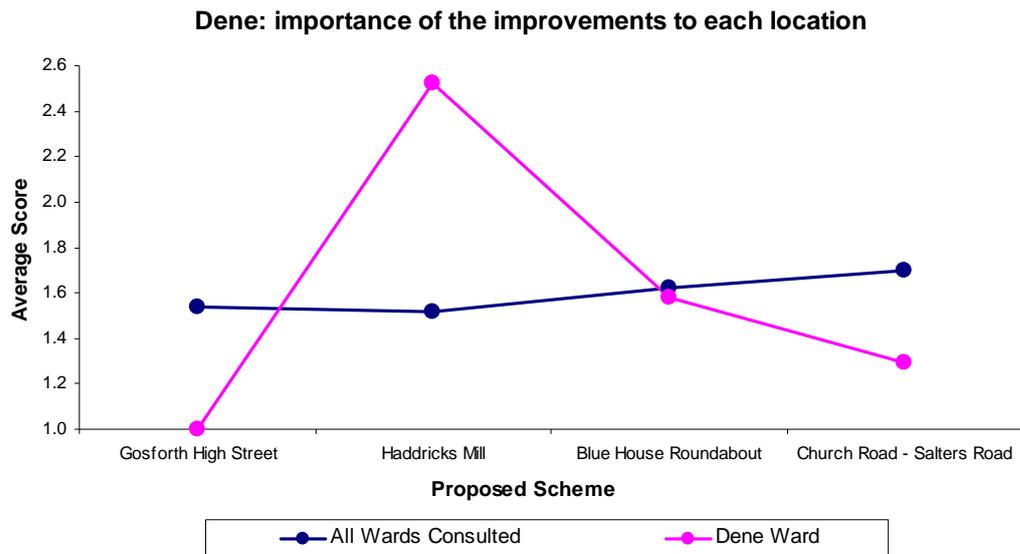


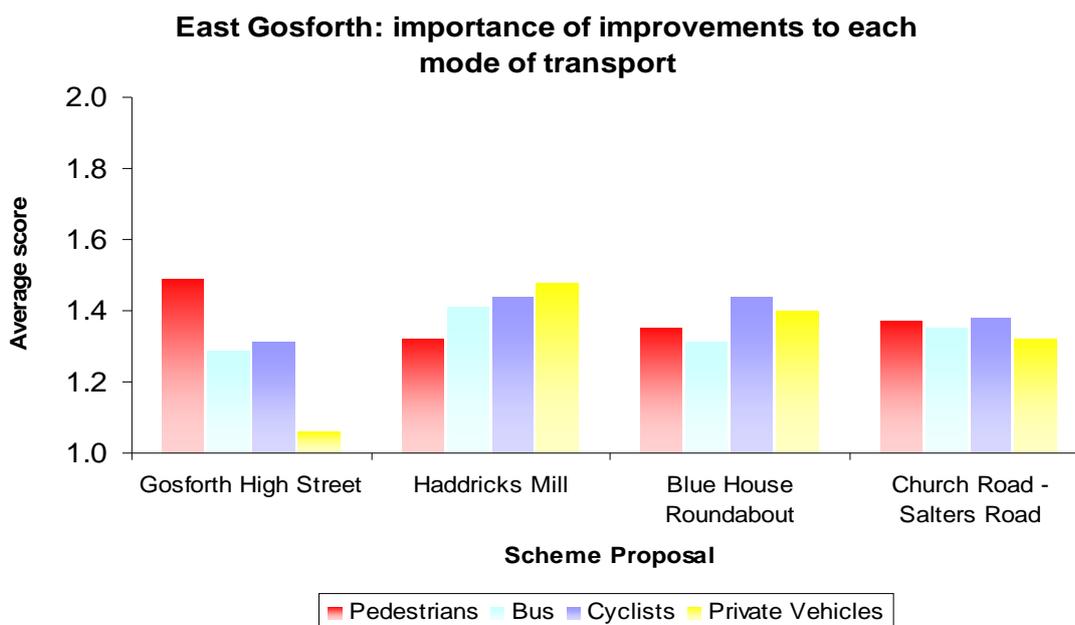
Table 7A

Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	3	3	2	4	18
	also used	1	0	1	4	
Bus	mainly used	11	10	10	8	64
	also used	5	5	6	9	
Car	mainly used	59	52	46	58	242
	also used	6	7	7	7	
Pedestrian	mainly used	1	6	17	20	75
	also used	4	8	10	9	
Motorcycle	mainly used	1	1	0	1	3
	also used	0	0	0	0	

8. East Gosforth

- 8.1. A total of 140 questionnaires have been received by Council officers from residents and interested parties from East Gosforth.
- 8.2. Most respondents from East Gosforth travel through Haddricks Mill, Blue House Roundabout and Church Road - Salters Road junctions by private vehicle, (Table 8A).
- 8.3. Improvements to Gosforth High Street are the most important. More people travel through Gosforth High Street by walking than private vehicle, (Table 8A) and pedestrian, cycle and bus improvements are considered important (Graph 8A).
- 8.4. The Church Road - Salters Road junction is the second most popular area to travel through by walking, (Table 8A). Cycling, pedestrian and bus improvements are considered important at the Church Road / Salter's Road (Graph 8A).
- 8.5. Gosforth High Street and the Blue House junction are where buses are used most to travel through (Table 8A).
- 8.6. People were asked to categorise the improvements as being: high importance, medium importance and low importance. These "rankings" have been provided with "scores" for graphical representation purposes. The "scores" are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The "score" for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the "score" the more important people perceive the improvements to be.

Graph 8A



Graph 8B

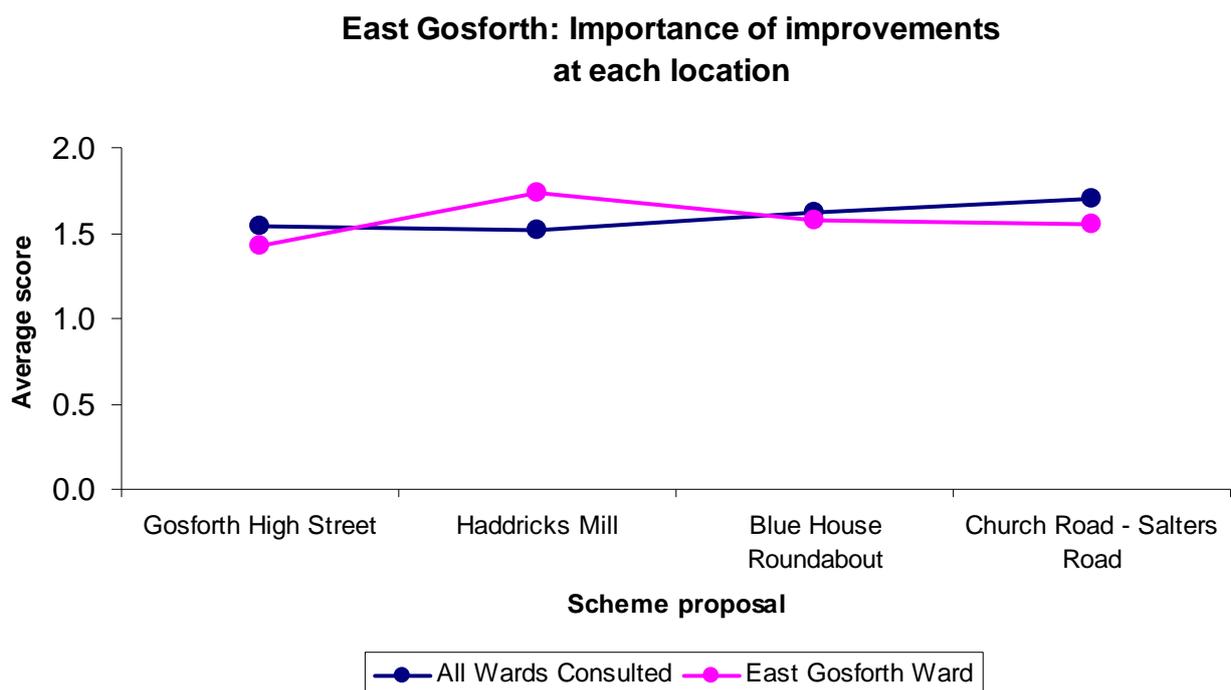


Table 8A

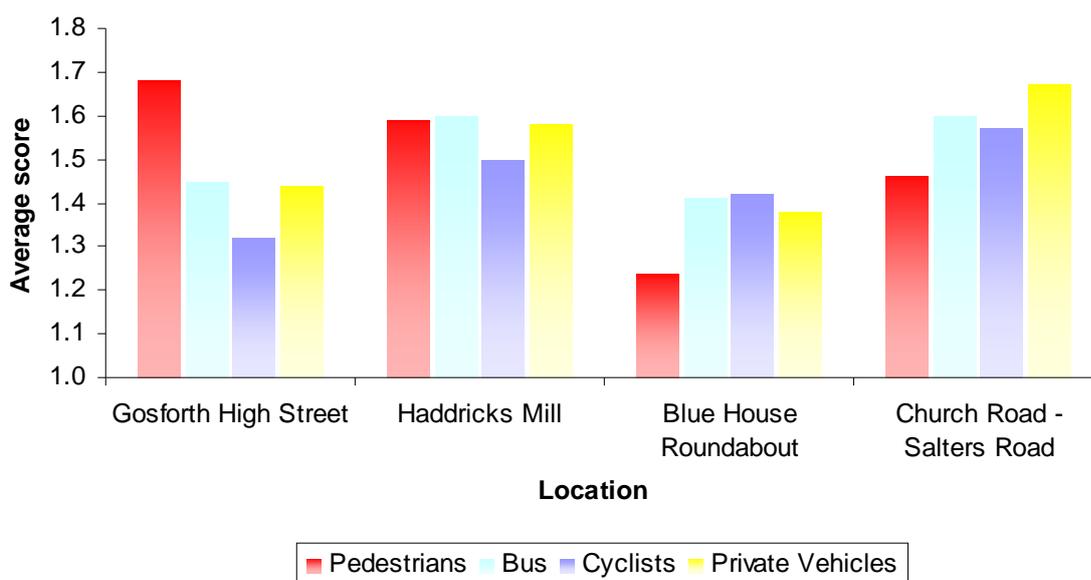
Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	17	16	18	12	89
	also used	5	6	11	4	
Bus	mainly used	25	15	25	9	129
	also used	19	10	23	3	
Car	mainly used	85	88	67	96	417
	also used	21	19	29	12	
Pedestrian	mainly used	14	44	73	27	242
	also used	8	29	34	13	
Motorcycle	mainly used	1	0	0	2	4
	also used	0	0	0	1	

9. Fawdon

- 9.1. A total of 42 questionnaires have been received by Council officers from residents and interested parties from Fawdon ward.
- 9.2. Gosforth High Street and Blue House Roundabout are the most important locations for improvements(Graph 9B). Currently, more people mainly use the bus to travel through these areas than any other mode of transport (Table 9A).
- 9.3. Pedestrian improvements to Gosforth High Street and traffic flow improvements for private cars at the Church Road - Salters Road junction are considered most important by Fawdon ward respondents (Graph 9A).
- 9.4. Improvements for bus passengers are relatively important for all the proposed scheme locations, but especially for the Haddricks Mill and Church Road – Salter’s Road junctions (Graph 1C).
- 9.5. People were asked to categorise the improvements as being: high importance, medium importance and low importance. These “rankings” have been provided with “scores” for graphical representation purposes. The “scores” are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The “score” for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the “score” the more important people perceive the improvements to be.

Graph 9A

Fawdon: importance of improvements to each mode of transport



Graph 9B

Fawdon: importance of improvements at each location

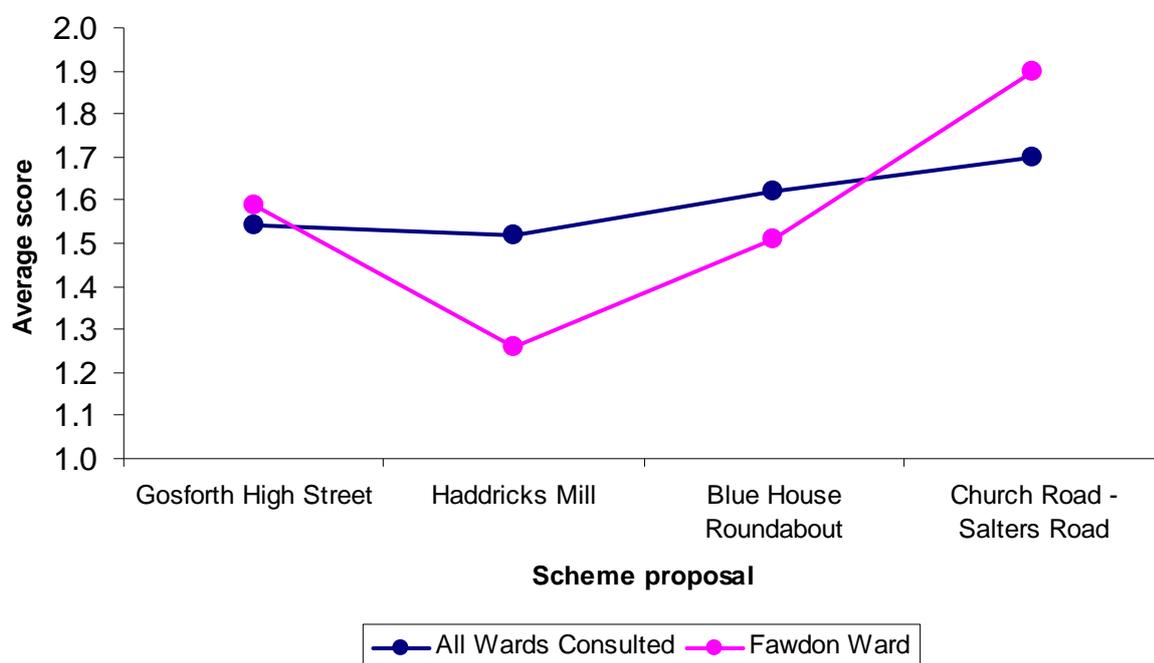


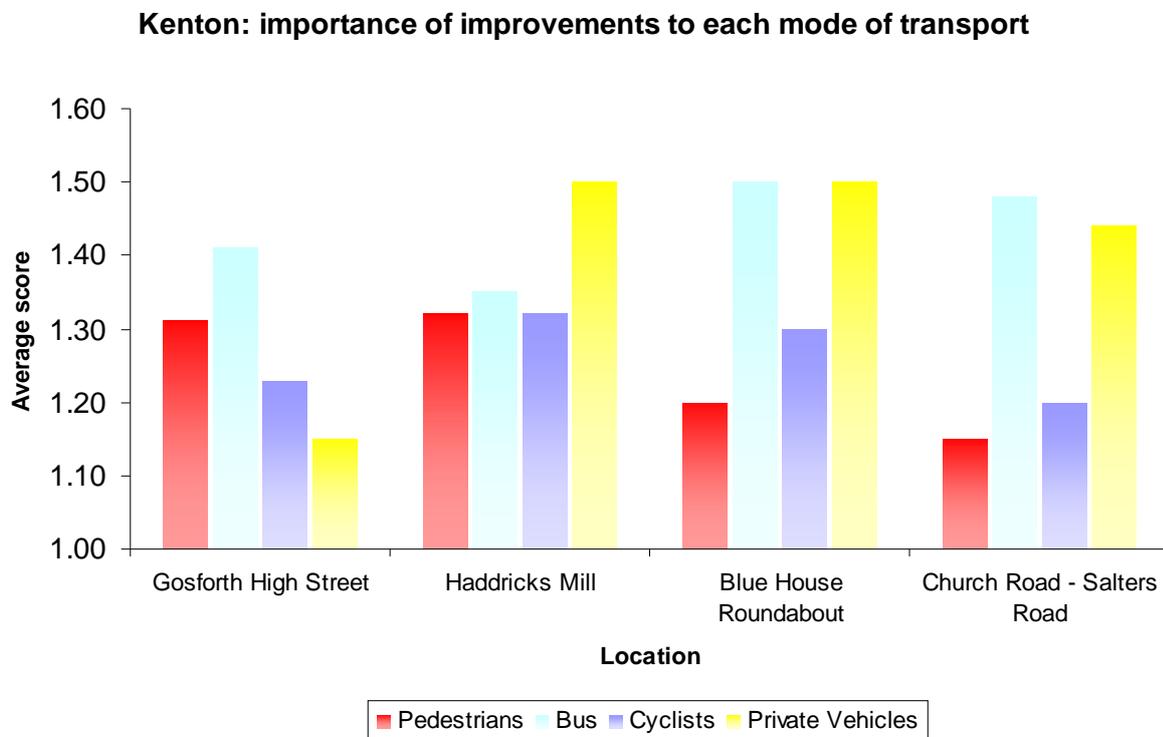
Table 9A

Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	3	3	2	1	11
	also used	0	0	2	0	
Bus	mainly used	18	16	21	7	74
	also used	3	5	2	2	
Car	mainly used	15	20	18	20	85
	also used	4	4	4	0	
Pedestrian	mainly used	1	6	11	2	36
	also used	2	4	9	1	
Motorcycle	mainly used	1	1	1	1	4
	also used	0	0	0	0	

10. Kenton

- 10.1. A total of 54 questionnaires have been received by Council officers from residents and other interested parties from Kenton.
- 10.2. Church Road – Salters Road is the most important location for improvement (Graph 10B).
- 10.3. Most respondents use a private vehicle to travel through all four locations (Table 10A).
- 10.4. Improvements to the flow of private vehicles are important at the three main junctions. Improvements for bus users are important at Church Road – Salters Road, Blue House Roundabout and Gosforth High Street (Graph 10A).
- 10.5. People were asked to categorise the improvements as being: high importance, medium importance and low importance. These “rankings” have been provided with “scores” for graphical representation purposes. The “scores” are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The “score” for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the “score” the more important people perceive the improvements to be.

Graph 10A



Graph 10B

Kenton: importance of improvements at each location

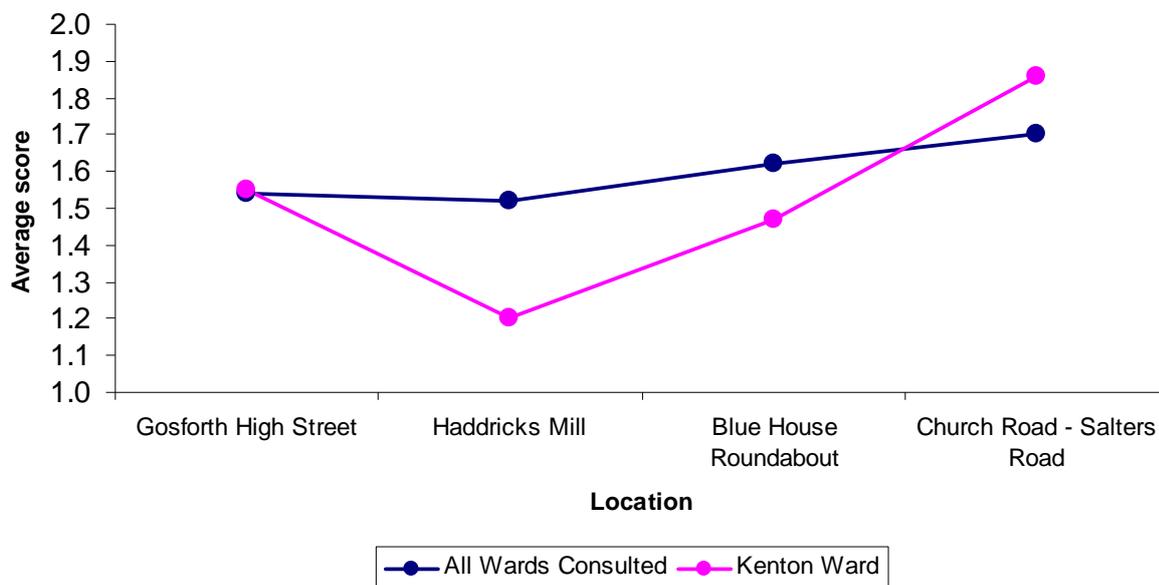


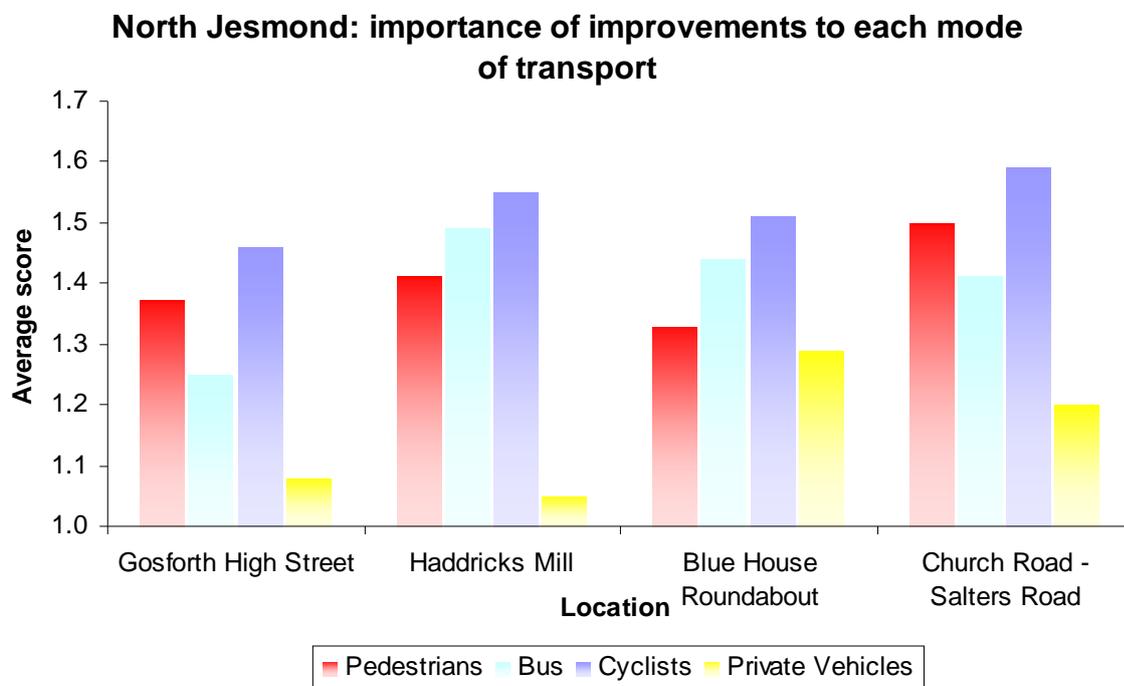
Table 10A

Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	3	6	8	1	23
	also used	2	1	1	1	
Bus	mainly used	20	19	22	4	89
	also used	5	6	11	2	
Car	mainly used	32	31	28	26	135
	also used	6	7	5	0	
Pedestrian	mainly used	3	13	19	1	56
	also used	2	6	12	0	
Do Not Use Areas		1			1	2

11. North Jesmond

- 11.1. A total of 43 questionnaires were received by Council officers from residents and other interested parties from North Jesmond.
- 11.2. Currently, respondents from North Jesmond mostly travel through the four locations using private vehicles (Table 11A).
- 11.3. Respondents from North Jesmond would most like to see improvements to Blue House Roundabout (Graph 11B).
- 11.4. For all four locations it was significantly more important to make pedestrian, bus and cycling improvements than to make improvements for the free flow of private vehicles. Respondents considered improvements to cycling the most important in all four locations (Graph 11A).
- 11.5. People were asked to categorise the improvements as being: high importance, medium importance and low importance. These “rankings” have been provided with “scores” for graphical representation purposes. The “scores” are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The “score” for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the “score” the more important people perceive the improvements to be.

Graph 11A



Graph 11B

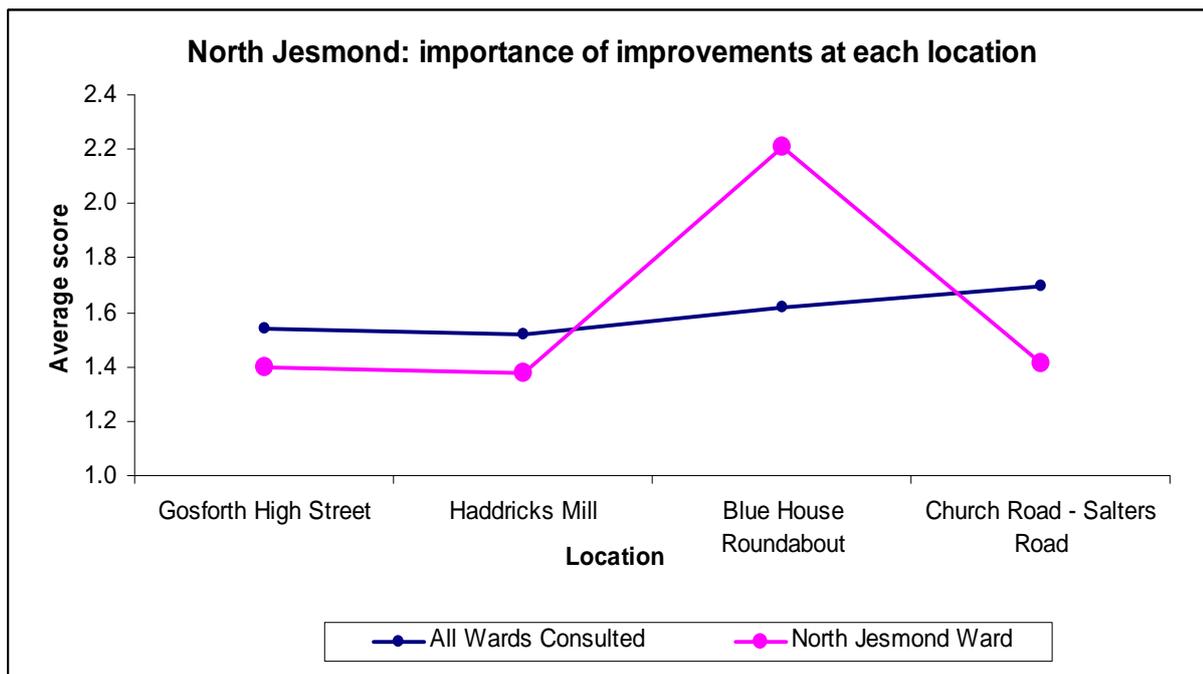


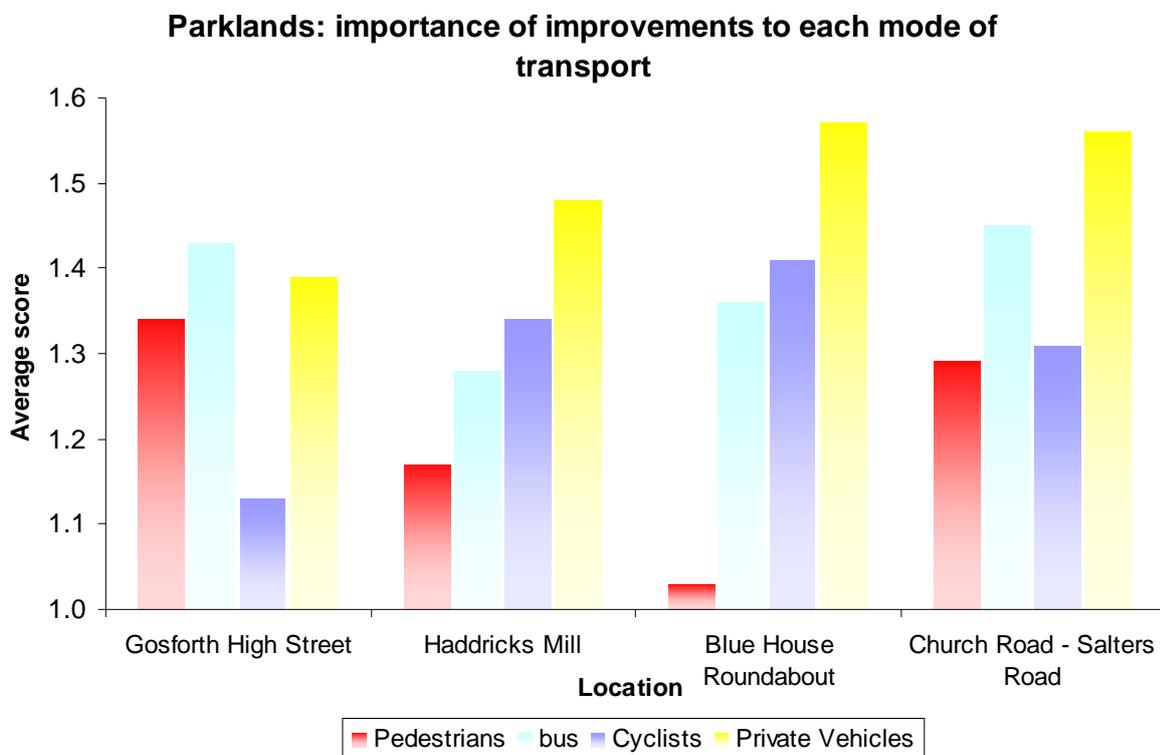
Table 11A

Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	2	1	3	1	19
	also used	5	1	5	1	
Bus	mainly used	3	1	1	0	11
	also used	3	0	3	0	
Car	mainly used	35	22	25	16	109
	also used	3	2	3	3	
Pedestrian	mainly used	1	2	9	3	21
	also used	2	1	2	1	
Motorcycle	mainly used	1	1	1	1	4
	also used	0	0	0	0	
Do Not Use Areas		0	0	0	2	2

12. Parklands

- 12.1. A total of 106 questionnaires were received by Council officers from residents and other interested parties from Parklands.
- 12.2. Currently, respondents mostly travel through the four locations using private vehicles (Table 12A).
- 12.3. Improvements to the free flow of private vehicles were the most important improvement for the three main junctions. Improvements for buses were most important at Gosforth High Street (Graph 12A).
- 12.4. Gosforth High Street, Blue House Roundabout and the Church Road – Salters Road junction are considered important by residents. Haddricks Mill is the least important improvement (Graph 12B).
- 12.5. People were asked to categorise the improvements as being: high importance, medium importance and low importance. These “rankings” have been provided with “scores” for graphical representation purposes. The “scores” are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The “score” for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the “score” the more important people perceive the improvements to be.

Graph 12A



Graph 12B

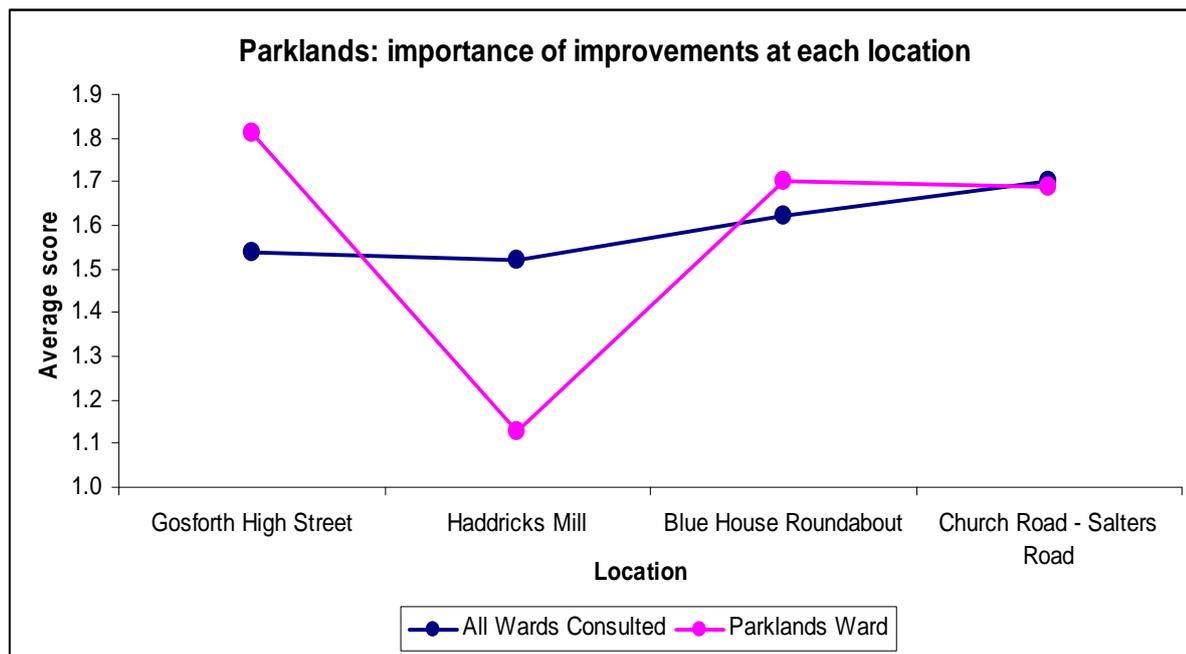


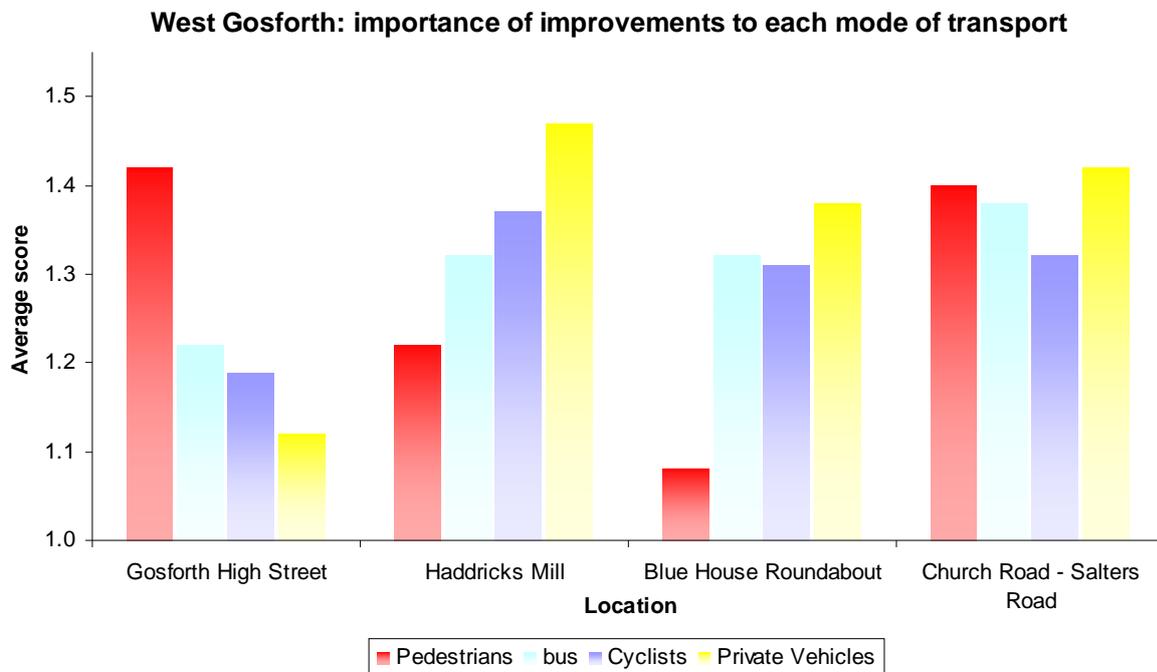
Table 12A

Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	3	5	6	1	38
	also used	4	7	6	6	
Bus	mainly used	39	23	35	6	171
	also used	18	18	30	2	
Car	mainly used	62	73	79	60	321
	also used	16	13	12	6	
Pedestrian	mainly used	3	19	21	4	102
	also used	3	17	31	4	
Motorcycle	mainly used	2	2	2	2	12
	also used	1	1	1	1	
Do Not Use Areas		1	1	2	1	5

13. West Gosforth

- 13.1. A total of 133 questionnaires were received by Council officers from residents and other interested parties from West Gosforth.
- 13.2. Currently, respondents mostly travel through the four locations using private vehicles (Table 13A).
- 13.3. Improvements to the free flow of private vehicles were the most important improvement for the three main junctions. Improvements for pedestrians were most important at Gosforth High Street (Graph 13A).
- 13.4. Gosforth High Street, Blue House Roundabout and the Church Road – Salters Road junction are considered important by residents. Haddricks Mill is the least important improvement (Graph 13B).
- 13.5. People were asked to categorise the improvements as being: high importance, medium importance and low importance. These “rankings” have been provided with “scores” for graphical representation purposes. The “scores” are usually between zero and two: with zero being low importance; one being medium importance; and two being high importance. The “score” for the importance of each location, however, is between zero and three to represent the four locations with: zero to one being low importance; one to two being medium importance; and two to three being high importance. To summarise, the higher the “score” the more important people perceive the improvements to be.

Graph 13A



Graph 13B

West Gosforth: importance of improvements at each location

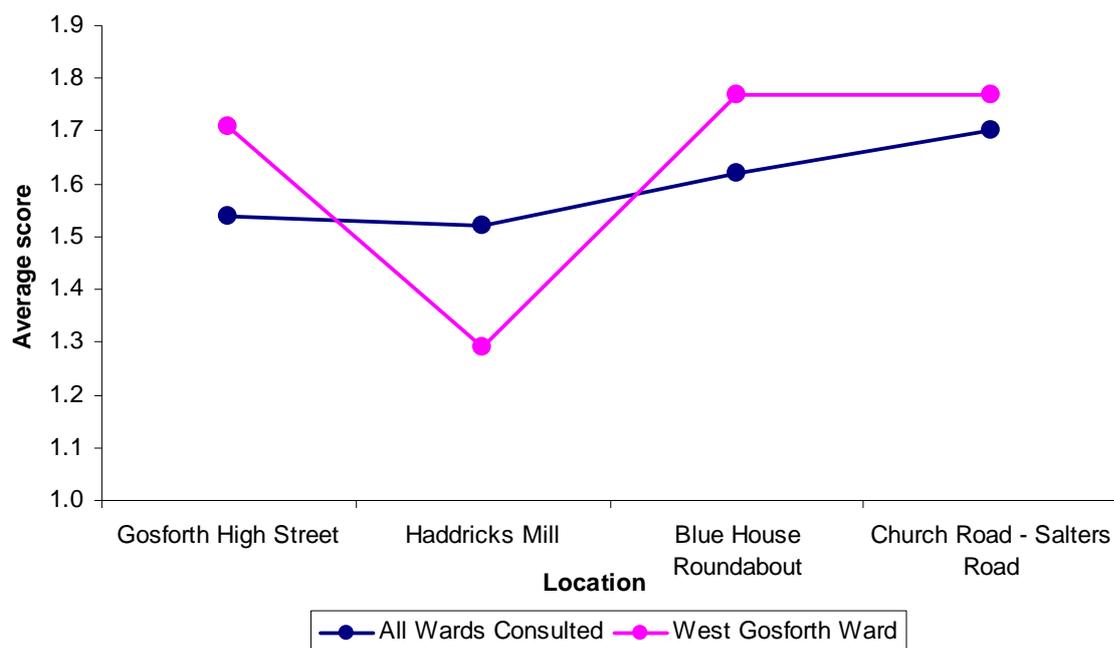


Table 13A

Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	7	9	10	4	70
	also used	8	10	15	7	
Bus	mainly used	35	14	30	3	155
	also used	23	16	26	8	
Car	mainly used	83	81	69	77	393
	also used	14	22	36	11	
Pedestrian	mainly used	7	31	53	9	185
	also used	10	30	37	8	
Motorcycle	mainly used	1	1	1	1	4
	also used	0	0	0	0	
Do Not Use Areas		0	0	0	3	3

14. Appendix

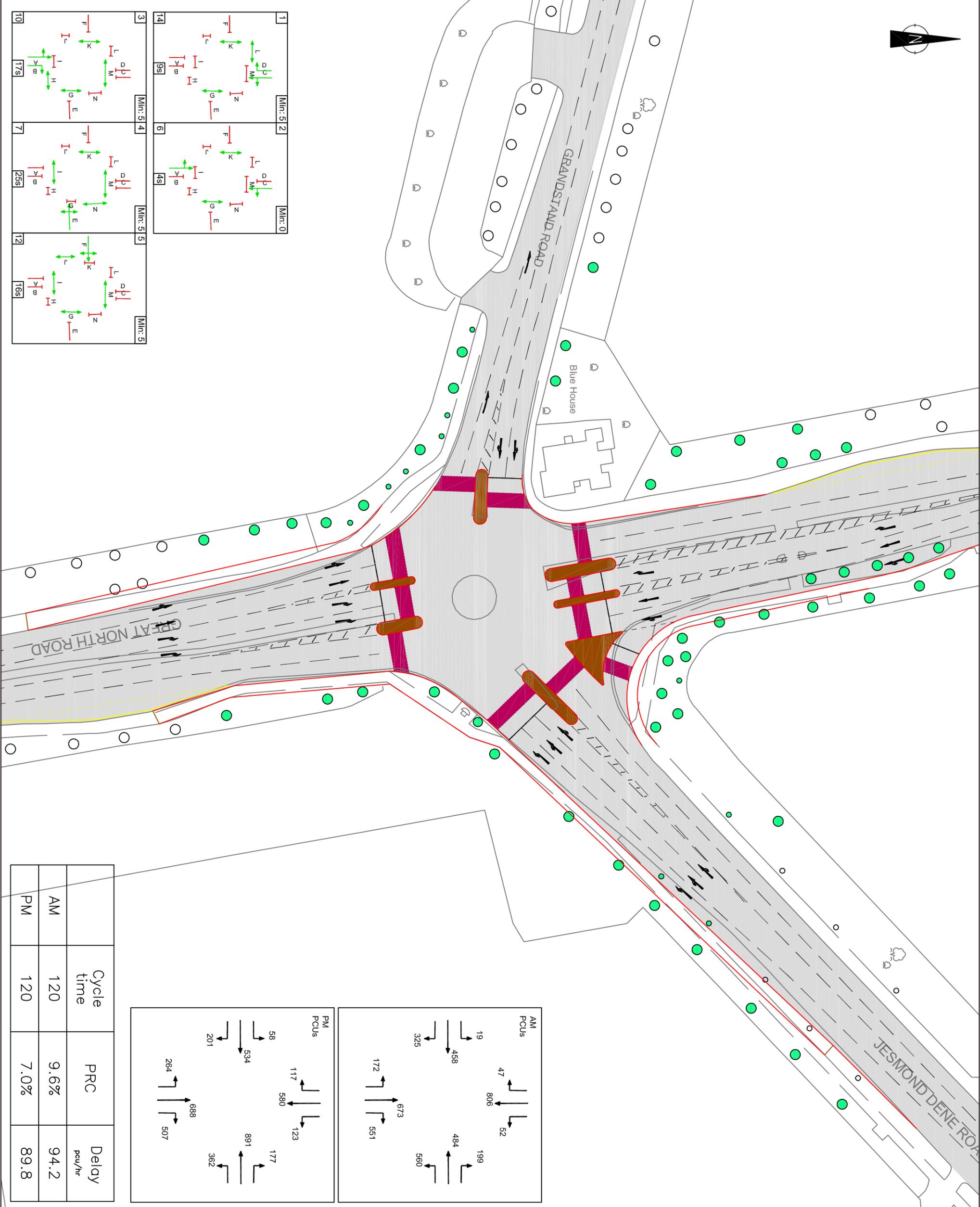
14.1. ALL Respondents to Question 1: This is an opportunity for the respondent to tell us which modes of transport they currently use for the areas of the proposed scheme.

Table 14

Mode of Transport		Blue House roundabout	Church Road and Salters Road junction	Gosforth High Street	Haddricks Mill roundabouts	Total Number of Responses
Bicycle	mainly used	54	53	70	34	383
	also used	39	41	58	34	
Bus	mainly used	183	120	174	53	846
	also used	94	71	122	29	
Car	mainly used	425	411	380	402	1989
	also used	91	99	126	55	
Pedestrian	mainly used	36	138	236	69	865
	also used	46	121	169	50	
Motorcycle	mainly used	5	5	4	6	40
	also used	4	6	5	5	
Do Not Use Areas		3	1	2	10	16

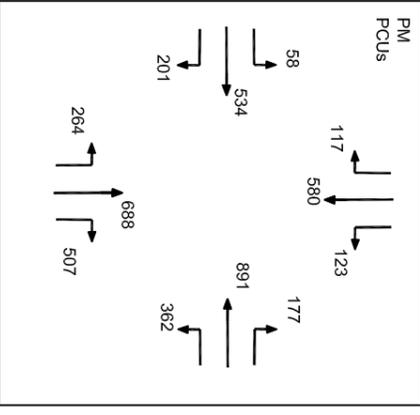
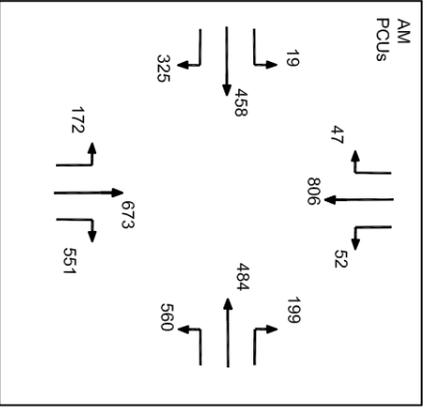
14.2. People were able to provide there “mainly used” method of transport for each location as well as providing information about “also used” methods of transport.

Appendix 4 – Indicative Scheme Designs



DO NOT SCALE

- KEY**
- TREES
 - PEDESTRIAN CROSSINGS
 - FOOTWAYS / PEDESTRIAN REFUGE ISLANDS
 - MAIN ROAD



	Cycle time	PRC	Delay pcu/hr
AM	120	9.6%	94.2
PM	120	7.0%	89.8

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 www.wspgroup.com

WSP
 Weymouth House, Hampshire Court, Newcastle Business Park,
 Newcastle upon Tyne, NE4 7YG
 Tel: +44 (0)191 233 4271 Fax: +44 (0)191 226 1791
 www.wspgroup.com

NEWCASTLE CITY COUNCIL

CLIENT: NEWCASTLE CITY COUNCIL

PROJECT: GOSFORTH AND HADDRICK MILL TRANSIT AND ROAD SAFETY ENHANCEMENT STUDY

TITLE: BLUEHOUSE SIGNALISATION PROPOSAL

SCALE @ A1: 1:1000

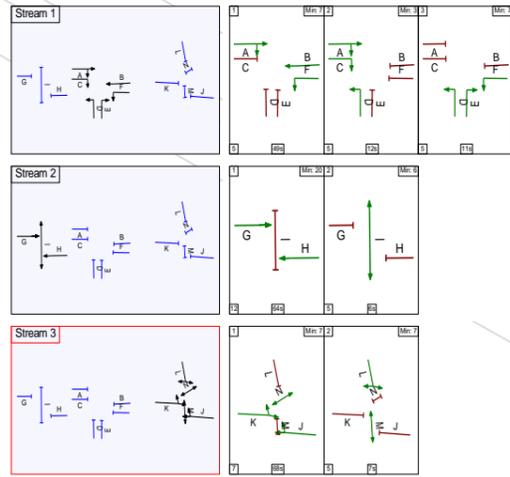
CHECKED: BH APPROVED: AK

DATE: MAY 2008

PROJECT No: 40531130 DRAWING No: 1130-GA-002 REV: A

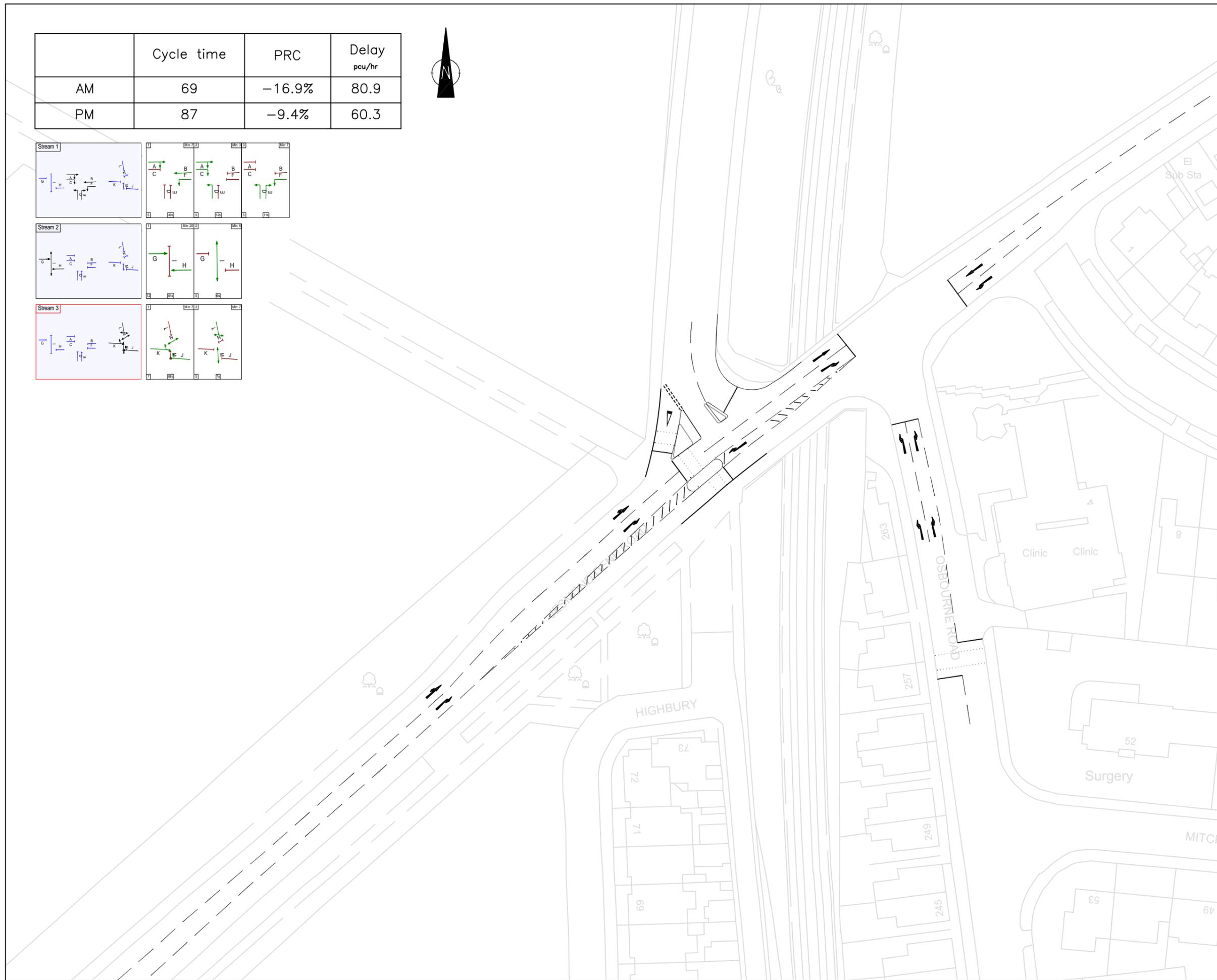
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	Cycle time	PRC	Delay pcu/hr
AM	69	-16.9%	80.9
PM	87	-9.4%	60.3



DO NOT SCALE

- KEY**
- OPEN SPACE
 - PEDESTRIAN CROSSINGS
 - FOOTWAYS / PEDESTRIAN REFUGE ISLANDS
 - MAIN ROAD
 - POTENTIAL PARKING LOCATIONS



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REV	DATE	BY	DESCRIPTION	CHK	APP
A	August 2009	CT	Final Issue	BH	MH

DRAWING STATUS: **DRAFT**



Weymouth House, Hampshire Court, Newcastle Business Park,
Newcastle upon Tyne, NE4 7YG
Tel: +44 (0)191 298 1000 Fax: +44 (0)191 298 1149
www.wspgroup.com

CLIENT: **NEWCASTLE CITY COUNCIL**

ARCHITECT:

PROJECT: **GOSFORTH AND HADRICK MILL TRANSIT AND ROAD SAFETY ENHANCEMENT STUDY**

TITLE: **OUTLINE PROPOSALS OSBOURNE ROAD JUNCTION WITH JESMOND DENE ROAD**

SCALE @ A1: 1:1000	CHECKED: BH	APPROVED: MH
CAD FILE: Proposals.dwg	DESIGN/DRAWN: CT	DATE: AUGUST 2009

PROJECT No: 40531130	DRAWING No: 1130 - GA - 006	REV: A
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