Emergency Active Travel Fund - tranche 2 survey

1. General

1. What is your local transport authority name? *

Stoke-on-Trent City Council

2. Strategic case

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

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

SUMMARY

Strategic Fit

The proposals are based around two main strategic corridors together with four local schemes and a number of complementary measures.

Whilst we do not have a completed LCWIP, as a unitary authority we have a good understanding of the existing and required cycling network. We do have informal liaison with representatives from groups such as Sustrans and Cycling UK, and we partner with Living Streets through their Access Fund - Walk To project.

The immediate benefit of our proposed package is that it will be delivered within the financial year and is focused on improvements to physical infrastructure using low cost items and methods. The new guidance on design standards will be used. The Shelton New Road corridor features high in the priority list of the Rapid Cycleway Prioritisation Tool and thus has an existing and latent demand. The College Road corridor links the rail station and city centre. They are both bus routes which will enable a direct switch of mode without a change of route. T

The longer term objectives of the fund are also noted. The city performs poorly in many metrics such as income and health. Cycling will provide affordable transport for thousands of residents, and we wish to work with our Public Health colleagues and other health professionals to embed cycling and walking into individual health plans. We will also look to ensure that the proposed schemes are included in our Bikeability training programme where schools are close to the facilities. We would like these proposed schemes to be used as locations where people can safely cycle to build their confidence and skillsets.

The city is also subject to a Ministerial Direction on air quality and thus improving cycling infrastructure on key corridors into major local destinations will support our air quality proposals. Our strategy of having a Balanced Approach to our transport network – which includes the key element of better use of the network (cycling and bus services) – will be supported by these proposals.

Transport problem

Stoke-on-Trent is a polycentric city located across a valley. There is a low population density and this together with the west-east valley topography has led to a limited number of cycle links in this direction. Key cycle routes are north-south including along the Trent and Mersey Canal (NCR 5/555) which sits in the valley. This creates a severance between sites on the east of the valley such as the city centre and rail station, and those in or to the west of the valley such as Newcastle-under-Lyme town centre, plus severance between the many residential and employment sites on either side.

The polycentric nature of the city makes it difficult to be served by the bus network which, whilst comprehensive, often requires interchange to complete a trip. Travel times by bus are significantly longer than by private vehicle. Thus a car-centric view has prevailed in the past.

A further problem is the approximate 1 mile distance between the main rail station and the city centre (Hanley). Whilst the route is well served by numerous bus services, current interchange is not ideal and the multitude of service bus numbers can confuse. Also, for a short journey the relatively flat fare scales can be seen as poor value for money.

The solution

To improve east-west connectivity a direct and flat route with currently varying levels of cycling infrastructure will be upgraded and revised to provide continuous on-street cycle routes. This links the city centre with Newcastle-under-Lyme and bisects the National Cycle Route555.

The other key corridor is between the rail station and city centre, and a bus and cycle route will be created. Cycle hire will also be provided at each end of this route, at the bus station and rail station respectively. Cycle counters will create awareness of the routes plus provide valuable data.

To support and encourage usage we wish to work with a partner to deliver an awareness and incentive programme, which we wish to link to our work with SMEs which we are undertaking through the Reopening High Streets Safely Fund.

By linking the existing north-south NCR and key destinations including public transport interchanges, we are providing the best possible opportunity for a linked sustainable travel network and for modal interchange, including a ‘last mile’ solution for those with longer or more complex journeys.

Delivery and Scheme Design

To enable the best design to be offered, to be safety checked and to be delivered as quickly as possible, we will need to appoint a framework consultant to undertake this. Costs will be minimised and in house staff will undertake as many functions as possible.

Promotion and marketing

The proposal is to have a short term enhancement to existing staff hours to fund direct promotion of the schemes both during the planning and post-installation phases, for a maximum12 month period.

Monitoring and Evaluation

This proposal is for the provision of four large totem cycle counters to record usage data and also provide a promotion of the new schemes. It is proposed that these would be located at the segregated cycle lanes at Shelton New Road and the bus and cycle only route on College Road. The revenue funding includes an element for monitoring and evaluation

Reserve schemes

There are a number of smaller schemes which do not have the same strategic emphasis as those above, but nevertheless provide improved local connectivity. It should be noted that design and costs have not yet been ascertained for these schemes and thus should be held in reserve whilst value for money and affordability checks are undertaken on the key schemes.

Cleveland Road/Parkway - this expansive junction will be redesigned with spaces reallocated and segregated for cyclists and pedestrians. This provides a link to the College Road route via the park, and will complement other schemes being delivered adjacent to the site and creating a more pleasant route to the city centre

Little Chell Lane - this road is bisected by a traffic free cycle path which is a key connector between NCR5 and NCR55 in the north of the city. It is a key strategic route in our cycle network. There is a break in continuity at Little Chell Lane. The proposal is to provide a raised table with priority afforded to the cycle route and potential give-way build out feature to further improve the cycle lane continuity and safety.

Boothen Old Road - this road is just outside Stoke town centre and runs parallel to the busy Campbell Road, which links the rail station and town centre with the Sideway and Trentham Lakes employment sites. Part of the road is one-way which prevents it being used by cyclists as a two way alternative to Campbell Road. Separate proposals are in place through discussions with a housing developer and Highways England to link Boothen Old Road to a new River Trent alignment with adjacent path, to the north, and the existing River Trent path to the south. This will then provide a virtually traffic free route, with only a short stretch of Boothen Old Road having local residents' access maintained, and with links to the NCN.

Edensor Road - this road links Longton town centre in the south of the city with a crossing over the A50 (T) Stoke-M1 highway and to residential areas beyond. The road is one-way 'out' of town, and a contraflow cycle lane will provide a facility for two directional cycle trips.

3. *

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

All our proposed schemes are permanent measures which can be delivered within the required timeframe and will conform to the latest LTN1/20 guidance.

Key schemes			
Location	**Measures to be adopted**	**Addressing local challenges**	**Mitigating impacts**
College Road	Point closures (bus gates) to restrict through traffic to cycles and buses. ANPR enforced.	Busy road linking city centre and rail station. Narrow road making sharing space with general traffic unpleasant and some safety concerns.	Local access provided via alternative side streets and loading bays provided to maintain running lane space for cycles and buses
Shelton New Road-Shearer Street-Broad Street-Pyenest Street-Wellesley Street	Provision of continuous on carriageway segregated cycle route on Shelton New Road. Includes reallocating two sections of road to cycle-only facilities and reallocating traffic to an alternative route. Broad Street will upgrade advisory lanes to mandatory and segregate. Shearer Street and Pynest Street to be traffic free. Wellesley Street spur providing 'quiet street' link to College Road scheme	This will remove the barriers present at several points between NCR route 555 and the city centre, including being able to avoid two fast stretches of one way system and a busy roundabout	Currently the one way triangle adds time to east bound traffic including bus services. Converting to two-way creates a more direct route, whilst reducing speeds to the correct speed limit, enabling other sections to be traffic free. The small amount of frontage access required is maintained
Complementary Measures			
Location	**Measures to be adopted**	**Addressing local challenges**	**Mitigating impacts**
City Centre and Rail Station	Provision of **cycle hire** facility at city centre bus station to complement College Road and Shelton New Road schemes which link into city centre. Relocation of existing cycle hire facility from secure cycle storage room to main entrance/exit of rail station	There are currently no cycle hire facilities in the city. This pilot will enable the College Road route to be used to travel to/from the city centre bus station and/or the rail station – a distance of about one mile. Enables multi-modal trips for easy 'last mile' coverage	No impacts identified.

College Road, Shelton New Road,	Provision of four large totem **cycle counters** on key upgrade routes	As well as providing evaluation data, the signs will promote the new cycle corridor schemes and will be branded as per our existing wayfinding totem network	No impacts identified. The counters will be situated where they do not impact on adequate footway space.
Delivery resource			
Focused on all schemes	Scheme design and delivery project management	A lack of existing resource will require a short term strengthening of the team to enable good quality design and quick delivery.	No impacts identified.
Focused on all scheme locations	Engagement and promotional package for 12 months. This will include with schools and businesses along the upgraded facilities/routes.	There is often lack of awareness, confidence or interest to use new cycling infrastructure	No impacts identified. Rewards will be focussed on local SMEs to support the reopening of the local economy
Reserve Schemes			
Location	**Measures to be adopted**	**Addressing local challenges**	**Mitigating impacts**
Cleveland Road/Parkway	Remodelling very wide but lightly used junction to create segregated cycle path and urban realm for pedestrians	Pedestrians and cyclists are offered a route between the city centre and rail station that utilises good quality paths in Hanley Park. However, the exit from the park is uninviting with a large expanse of tarmac and over-engineered junction, impacting on the wayfinding / continuity of journeys.	The junction is in a residential area and will be less used as a result of the College Road scheme. The junction and residents parking will be rationalised and no amenity lost.

Boothen Old Road	Provision of segregated contraflow cycle lane on one-way street	A short section of this road is one-way preventing an end to end two way cycle route which avoids a busy, narrow parallel road	Utilises available road space. Carriageway width reduction will prevent cars parking by school gate, but the school is engaged in active travel initiatives such as Bikeability with the LHA
Edensor Road	Provision of segregated contraflow cycle lane on one-way street	There is no direct route for cyclists to enter Longton town centre after crossing the A50. A contraflow lane will link directly with the A50 crossing point	Utilising available carriageway space. To maintain space for large vehicles to exit Edensor Road, the initial 2-3 metres of the contraflow lane may be required to be on shared footway, which would be a good safety measure
Chell Heath Road	Provision of priority cycle crossing – build out and/or give way markings to give priority to cyclists and thus a continuous route	Currently a cycle path either side of the road stops at the road with no crossing facility. The scheme will remove the need to dismount.	The road is a lightly used, local road, so no delays to general journey times are predicted.

Whilst we see the value of the cycle counters and cycle hire on the strategic corridors, we would welcome early dialogue with DfT as to whether there is a view that preference would be for these to be replaced with some of the local infrastructure schemes.

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

☐ Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)

☐ Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis

☐ Scheme(s) identified in Local Transport Plan

✓ Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (https://www.cyipt.bike/rapid/)

☐ Scheme(s) identified using the Propensity to Cycle Tool (https://www.pct.bike/)

☐ Scheme(s) identified through consultation with stakeholders

✓ Other (please specify):

Whilst we do not have a completed LCWIP we understand where the gaps are in our cycle network and where conditions are right for measures to have the best chance of being used. The two main routes chosen are strategic, providing a vital east-west link that also serves the NCR and also creating a cycle friendly link between rail station and the city centre, which is the hub of the local bus network and a focus of our economic renewal delivery.

3. LCWIPs (if appropriate)

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

We do not currently have an LCWIP.

6. Please provide a URL to the LCWIP if available

n/a

4. Scheme 1

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

7. Scheme name *

Shelton New Road

8. Total scheme cost *

£430,000

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

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

A map should be provided if possible.

The provision of a continuous on-street cycle route on Shelton New Road will provide a strategic link between the city boundary with Newcastle-under-Lyme, NCR5 and the city centre, on one of the few west-east routes that is flat. Through Staffordshire County Council's LCWIP there is a focus on improving cycling infrastructure into Newcastle-under-Lyme town centre, which could link to our proposals to the local authority boundary, some ¾ mile from Newcastle town centre.

Currently there are sporadic advisory cycle lanes which do not provide a pleasant, continuous or even identifiable route. The proposal will convert existing advisory lanes into segregated, mandatory lanes and widened where possible. A key element will be the provision of a much more direct route through removal of traffic from Shearer Street and a priority or toucan crossing over Bedford Street to Havelock Place, which is currently a dead

end, through removal of a wall. Due to on-street parking on the terraced-housed Havelock Place, this will be marked and signed as a Quiet Street, and will still be very lightly used for residents' access only. This will enable the busy Snow Hill roundabout to be avoided.

To complement this, a street with very little active frontage – Pyenest Street – will be a cycle only route for much of its length, with the final 30m retained for local business access and at which point the road will be provided by mandatory cycle lanes. This in turn will enable a route to be provided across Stoke Road and through to Wellesley Street, connecting with the proposed College Road scheme.

Map will be provided.

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

- [x] New segregated cycleway (permanent)
- [ ] New segregated cycleway (temporary)
- [x] Installing segregation to make an existing cycle route safer
- [ ] Point closures of main roads to through traffic, apart from buses, access and disabled
- [ ] New permanent footway
- [ ] New temporary footway
- [ ] Widening existing footway
- [ ] Provision of secure cycle parking facilities
- [x] Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- [ ] Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- [ ] Park and cycle/stride/scooter facilities
- [ ] Selective road closures using planters, cones or similar
- [x] Provision for monitoring and evaluation of schemes
- [ ] Other (please specify):

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

1.37

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

n/a

5. Scheme 2

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

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

13. Scheme name

College Road

14. Total scheme cost

£135,000

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

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

A map should be provided if possible.

The area around the rail station also hosts two further education colleges and Staffordshire University campus. There are three roads between the rail station and city centre, and our proposal is for the central route, College Road, to be virtually traffic free except for cycles and buses. This is aimed to tie in with our Transforming Cities fund bid which will improve the public realm outside the station, improve bus and rail interchange and significantly reduce the traffic outside the station, which links to College Road. These proposals will fast track the de-trafficking of College Road which, subject to engagement with local traders, will consist of bus gates at both ends with local access and egress via side streets, plus a rationalisation of loading

facilities with suitable enforcement. College Road is a narrow road with active frontages and is a very busy bus route.

Scheme details

Our TCF bid proposes bus gates on College Road at two locations, either side of Avenue Road. This will remove through traffic whilst still enabling access to local shops and residents via a number of side roads. To further reduce traffic levels a bus lane will be provided on the southern lane, limiting access traffic to one way northbound direction.

The northern part of College Road has no active frontage. Southbound traffic is current proposed to be retained and the cycle lane will be retained. Depending on feedback and also on the final outcome of our Transforming Cities Fund application – which is proposing a dedicated cycle lane adjacent to the carriageway – there is an option to provide a bus lane from Wellesley Street to Avenue Road in both directions. It is only the use of the route as a main bus corridor that prevents the carriageway being solely for the use of cyclists. The spur from Shelton New Road and Pyenest Street will join College Road at this upper section.

To complement the College Road proposals, we propose to provide a new cycle hire facility at the city centre bus station, which lies at the end of the College Road corridor, and relocate the current facility at the rail station to on-street; visible and alongside the improved public realm and start of the cycle route to the city centre.

Map will be provided.

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

- [ ] New segregated cycleway (permanent)
- [ ] New segregated cycleway (temporary)
- [ ] Installing segregation to make an existing cycle route safer
- [x] Point closures of main roads to through traffic, apart from buses, access and disabled
- [ ] New permanent footway
- [ ] New temporary footway
- [ ] Widening existing footway
- [ ] Provision of secure cycle parking facilities

- [ ] Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- [ ] Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- [ ] Park and cycle/stride/scooter facilities
- [ ] Selective road closures using planters, cones or similar
- [ ] Provision for monitoring and evaluation of schemes
- [ ] Other (please specify):

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

0.60

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

n/a

6. Scheme 3

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

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

19. Scheme name

Cycle Counters

20. Total scheme cost

£150,000

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

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

A map should be provided if possible.

Four large totem cycle counters are proposed for each direction on the two main corridors. These will have a practical role in collecting disaggregated data by date, time, direction etc. They will also promote the new facilities. We have an offer available at a discounted price due to an unfulfilled order.

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

- [ ] New segregated cycleway (permanent)
- [ ] New segregated cycleway (temporary)
- [ ] Installing segregation to make an existing cycle route safer
- [ ] Point closures of main roads to through traffic, apart from buses, access and disabled
- [ ] New permanent footway
- [ ] New temporary footway
- [ ] Widening existing footway
- [ ] Provision of secure cycle parking facilities
- [ ] Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- [ ] Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- [ ] Park and cycle/stride/scooter facilities
- [ ] Selective road closures using planters, cones or similar
- [x] Provision for monitoring and evaluation of schemes
- [ ] Other (please specify):

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

n/a

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

4

7. Scheme 4

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

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

25. Scheme name

Cycle Hire

26. Total scheme cost

£50,000

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

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

A map should be provided if possible.

The proposal is for the relocation of an existing Brompton Dock hire station from inside the rail station to a more prominent position outside the rail station, at the terminus of the College Road corridor. Additionally, a new Brompton Dock hire station will be provided in the city centre, adjacent to the bus station. This will offer users the benefits of the new College Road corridor and also facilitate multi-modal bus/train/bike trips. This will remove the barrier of people arriving by public transport and not having a bike for the ‘last mile’ trip

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

- [ ] New segregated cycleway (permanent)
- [ ] New segregated cycleway (temporary)
- [ ] Installing segregation to make an existing cycle route safer
- [ ] Point closures of main roads to through traffic, apart from buses, access and disabled
- [ ] New permanent footway
- [ ] New temporary footway
- [ ] Widening existing footway
- [x] Provision of secure cycle parking facilities
- [ ] Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- [ ] Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- [ ] Park and cycle/stride/scooter facilities
- [ ] Selective road closures using planters, cones or similar
- [x] Provision for monitoring and evaluation of schemes
- [ ] Other (please specify):

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

n/a

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

2

8. Scheme 5

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

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

31. Scheme name

32. Total scheme cost

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

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

A map should be provided if possible.

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

- [ ] New segregated cycleway (permanent)
- [ ] New segregated cycleway (temporary)

- [ ] Installing segregation to make an existing cycle route safer
- [ ] Point closures of main roads to through traffic, apart from buses, access and disabled
- [ ] New permanent footway
- [ ] New temporary footway
- [ ] Widening existing footway
- [ ] Provision of secure cycle parking facilities
- [ ] Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- [ ] Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- [ ] Park and cycle/stride/scooter facilities
- [ ] Selective road closures using planters, cones or similar
- [ ] Provision for monitoring and evaluation of schemes
- [ ] Other (please specify):

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

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

9. Finance case

37. Total DfT funding sought (£) *

£850,000

38. Total DfT capital funding sought (£) *

£765,000

39. Total DfT revenue funding sought (£) *

£85,000

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

10. Management case

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

1/10/2020

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

31/3/2021

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

We will work with our framework consultants to develop a robust project management process which will include regular reporting through the city council's processes, including Director and Cabinet Member overview. We will engage as standard practice with stakeholders such as disability groups and follow new design guidance to meet our Public Sector Equality Duty.

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

A stakeholder list is being established in line with all highway schemes undertaken by the authority. Dependent on opportunities available for face to face meetings, full details of each proposed scheme will be provided to each relevant stakeholder. Full records will be kept of responses and, if required, amendments made to scheme design.

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

Detailed design will follow the new Local Transport Note (LTN) 1/20: Cycle Infrastructure Design Guidance standards for cycle infrastructure.

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

✓ Yes

☐ No

If yes, please provide details

We will use an existing framework consultant to undertake detailed design and further value for money work, and to assist in project management. The consultant is familiar with these proposed schemes and is working with us on other schemes which are being proposed / delivered and which will complement these proposals.

11. Commercial case

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

- [x] Yes
- [ ] No

Please provide details

We will use our term contractor who has the proposal details and has sufficient capacity to deliver within the required timescales.

12. Monitoring and Evaluation

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

- [x] Yes
- [ ] No

If yes please provide details

We have read and are supportive of the Emergency Active Travel Fund Monitoring Guidance received in July.

Monitoring and evaluation will be led by the city council's Transport Policy and Planning Team, with support from our consultancy partners where required. The automated cycle counters will support the evaluation process. Part of the revenue funding request is to enable us to have th resource to undertake this function which we feel is vital to inform future schemes.

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

Not applicable.