

Reference: EIR-1277

Request:

Please can you tell me how much has been spent on cycle schemes in the last 10 years and what future spending is planned for such schemes going forward?

Response:

Capital expenditure on cycling schemes by financial year:

2013/14: £146.4k
2014/15: £341.2k
2015/16: £430.5k
2016/17: £1,188.7k
2017/18: £1,142.7k
2018/19: £1,986.5k¹
2019/20: £4,380.1k¹
2020/21: £386.3k¹
2021/22: £1,214.2k^{1,2}
2022/23: £2,426.3k²

¹ Includes delivery of a scheme at A189 Salters Lane, funded by the National Productivity Investment Fund, which involved construction of new two-way cycle track: the figure for whole scheme costs has been used, including construction of the associated bus lane.

² Includes delivery of developer-funded works at A189 West Moor and Weetslade-Great Lime Road junctions: the figure which has been used includes provision of traffic signals.

With regard to future spending, the Authority will soon commence delivery of the first phase of the Sea Front Sustainable Route, to deliver a permanent, segregated, two-way safe space for cycling along North Tyneside's coast. The

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total scheme cost is approximately £10m, to be delivered with funding from the Department for Transport's Active Travel Fund (tranche 3) and from the cycling and walking charity Sustrans. For further information, please see the Authority's website: <https://my.northtyneside.gov.uk/page/28916/seafront-sustainable-route>

'An Ambition for Wallsend', the masterplan for the regeneration of the town, was approved in July 2023 and a delivery plan is to be produced. It is anticipated that, subject to appropriate funding being secured, improved links to local destinations for people cycling will form part of the elements of the delivery plan.

The Authority will continue to seek external funding for cycling improvements, e.g. to deliver sections of the Strategic Cycling Routes identified as a 'tube map' in the North Tyneside Cycling Strategy, which includes the Local Cycling and Walking Infrastructure Plan (LCWIP) for the borough.

Subject to appropriate funding being secured, smaller-scale improvements for cycling, such as new crossings, will continue to be brought forward from sources such as the Authority's transport budgets and developer funding.