



Reference: FOI2319

**Request:**

1) Please provide information on how much has been spent on cycling infrastructure in the area you're responsible for, broken down each year for the last 5 available financial years. Where cycling provision has been provided as part of wider improvement works, these should be listed as cost for the cycling-related improvements, not for the entire project.

2) Please also list the amount spent, sorted by Funding Type/Source (e.g. Capital, Section 106, Central Government funding initiatives), broken down each year for the last 5 available financial years.

**Combined answer to questions 1 and 2:**

Please see figures in the table below.

Year	LTP	S.106	S.278	Other external funding	Annual total
2015/16	£150k	0	0	Cycle Safety Fund (Broadway, Tynemouth Cycle Scheme) – £213.5k LSTF (Cobalt Cycle Scheme) – £67k	£ 430.5k
2016/17	£150k	0	0	CCAF (Coast Road Cycle Route) – £540.5k LSTF (Cobalt Cycle Scheme) – £498.2k	£1,188.7k
2017/18	£300k	0	£ 46k	CCAF (Coast Road Cycle Route) – £711.9k LSTF (Cobalt Cycle Scheme) – £84.8k	£1,142.7k
2018/19	£250k	£ 40k	£110k	NPIF (A189) – £1,586.5k	£1,986.5k
2019/20	£170k	£226.4k	0	CCAF (Coast Road Cycle Route) – £219.0k EMF – £350.0k LGF (North Bank of the Tyne) – £469.0k NPIF (A189) – £2,031.1k TCF – £914.6k	£4,380.1k

LTP – Local Transport Plan capital programme

S.106 – Section 106 developer funding

S.278 – Section 278 developer funding

CCAF – Cycle City Ambition Fund

EMF – Early Measures Fund

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LGF – Local Growth Fund

LSTF – Local Sustainable Transport Fund capital funding

NPIF – National Productivity Investment Fund: scheme involves construction of new two-way cycle track; whole costs shown for this scheme phase, including construction of associated bus lane

TCF – Transforming Cities Fund Tranche 1

*3) Please detail how much has been spent, broken down by year, on dedicated segregated cycling infrastructure (only dedicated cycle paths featuring light, full or kerb segregation away from motor vehicles, NOT included on-road painted cycle lanes, shared usage paths or existing re-purposed shared usage infrastructure such as canal towpaths or greenways).*

*For the avoidance of doubt, segregation refers to the physical separation of cyclists from motorised traffic, and can be provided by the following: Kerbs; Kerbed plinths AKA Armadillos; Bollards; Soft margins or verges; Crash barriers (Trunk roads)*

*4) Please detail how many miles of segregated infrastructure has been built in the last 5 years (only dedicated cycle paths featuring light, full or kerb segregation away from motor vehicles, NOT included on-road painted cycle lanes, shared usage paths or existing re-purposed shared usage infrastructure such as canal towpaths or greenways).*

*For the avoidance of doubt, segregation refers to the physical separation of cyclists from motorised traffic, and can be provided by the following: Kerbs; Kerbed plinths AKA Armadillos; Bollards; Soft margins or verges; Crash barriers (Trunk roads)*

**Combined answer to questions 3 and 4:**

2015/16 – £295.5k

### **Broadway, Tynemouth Cycle Scheme**

Estimated cost of full segregated scheme: £295.5k, delivered in 2015/16

Distance: 340m (0.21 miles) of segregated cycle tracks on each side of highway. Segregated from motor vehicles by kerb and pedestrians via grass verge.

2016/17 – £65k

### **Cobalt Cycle Scheme**

Estimated cost for segregated provision within scheme: £65k, delivered in 2016/17

Segregated provision: 4no parallel crossings

2017/18 – £367k

### **A1058 Coast Road Cycle Scheme**

Estimated cost of segregated section: £325k, delivered in 2017/18

Distance: 515m (0.32 miles) of segregated shared use route. Segregated from motor vehicles by kerb and pedestrians via white line.

**Other relevant infrastructure:**

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2no parallel crossings: total £42k

2018/19 – £1,613.5k

**A189 Salters Lane**

Estimated cost £1,586.5k for works within 2018/19 (scheme involves construction of new two-way cycle track; whole costs shown for this scheme phase, including construction of associated bus lane)

Distance: total 2,035m (1.37 miles), consisting of 250m (0.16 miles) of fluted channel segregation and 1,785m (1.11 miles) of white line segregation

**Other relevant infrastructure:**

1no parallel crossing: total £27k

2019/20 – £3,291.4k

**North Bank of the Tyne – A187 Hadrian Road**

Estimated cost £469k, delivered in 2019/20

Distance: total 520m (0.32 miles), consisting of 195m (0.12 miles) of splayed kerb segregation and 325m (0.20 miles) of white line segregation

**Tyneview Terrace**

Estimated cost £427k, delivered in 2019/20

Distance: 410m (0.25 miles) of white line segregation

**Northumberland Park to Cobalt**

Estimated cost £300.3k, delivered in 2019/20

Distance: 430m (0.27 miles) of new surfaced cycle track; new parallel crossing

**A189 Salters Lane**

Estimated cost £2,031.1k for works within 2019/20 (scheme involves construction of new two-way cycle track; whole costs shown for this scheme phase, including construction of associated bus lane)

Distance: total 2,035m (1.37 miles), consisting of 250m (0.16 miles) of fluted channel segregation and 1,785m (1.11 miles) of white line segregation

**Other relevant infrastructure:**

2no parallel crossings: total £64k