



Department
for Transport

Emergency Active Travel Fund - tranche 2 survey

1. General

1. What is your local transport authority name? *

Northamptonshire County 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.*

Northamptonshire has long been a growing county. Northampton and Corby were both New Towns, Daventry and Wellingborough were expanding towns. The Milton Keynes & South Midlands Strategy highlighted local plans for growth, which have been continued in more recent years. The consequence has been that Northamptonshire sees some of the fastest traffic growth of any county in England. This pace of development is likely to continue, and potentially increase, with Northamptonshire located at the heart of the Oxford to Cambridge growth area and with considerable amounts of consented development already underway or allocated in plans.

In the 1970s and 1980s the county saw extensive road building, which almost certainly accelerated the growth of car traffic, and the decline of other modes, including cycling. While initiatives since saw useful increases in cycle and bus use, they have been insufficient to reverse the long-term historic trend. This is now starting to be tackled with ambition and drive, coupled with strong political support. There is a growing desire that this growth is green and clean. Last year saw the County Council grasp the Climate Change agenda. This included setting a target for the county to be carbon neutral by 2030. Indeed, earlier this year the Council made the decision to source all its energy from renewable sources.

The Council has also been working closely with public health professionals to understand the importance of transport and planning, the impact it can have on health and the environment, and what more can be achieved by working in collaboration. An important part of this work is harnessing technology to help tackle local transport problems and in particular the challenges associated with increased car use and the reliance on this mode. This involves capturing live real-time data through sensors, analysing this and using it to manage the network more effectively to encourage and promote smart, green and active travel, including through the use of various communication channels such as interactive digital totems, variable message signs (VMS), an augmented reality app and social media. For example, the County Council was the first to use VMS displays to show journey times by cycle to key destinations. Current work also includes the INNOVATE UK-sponsored VPACH2 on-street charging project with Northamptonshire targeting the deployment of over 100 charging points within six months, and an e-scooter trial submission which is planned to be fully integrated with other clean and active travel modes providing seamless choices for users. These activities are being brought together, and delivered, through the Smart Move Northamptonshire initiative www.smartmovenorthamptonshire.net

Data captured during the COVID-19 lockdown illustrated an increase in the number of people walking and cycling and there is growing local support for policies that will embed the change that has already happened and lead to further increases in cycling and walking in future delivering significant health, environmental and congestion benefits. This was reinforced through a Safer Streets engagement exercise, via the Commonplace platform during the summer, which saw almost 2,000 suggestions and comments received in a matter of a few weeks. As such, the most recent developments in government policy and financial support for walking and cycling are welcomed as enablers of real change showing a strong longer-term commitment.

However, while many people embrace this change, there are many others who do not and who remain sceptical, especially with the return to work seeing an increase in the amount of car travel and this potentially making cycling in particular a less attractive option without suitable well-designed provision and the reallocation of safe space. The County Council therefore welcomes the opportunity offered by Tranche 2, building on what is already being delivered through Tranche 1, to deliver a comprehensive and integrated package of schemes which, while in themselves are only part of the eventual longer-term solution, offer in different ways the opportunity to demonstrate at the local level the benefits of higher-quality cycling and walking infrastructure.

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. *

The County Council has learnt from its involvement with the Local Cycling and Walking Investment Plan pilots, analysed responses to its Safer Streets engagement exercise during the summer and is now looking to be even more ambitious in taking the Government's Cycling and Walking Plan for England forward through Tranche 2 and looking further ahead. The four schemes comprising its Tranche 2 package are:

- Billing Road, Northampton
- Cottingham Road, Corby
- LCWIP 'quick-win' package
- Monitoring, evaluation and discovery through harnessing data and technology

The two strategic corridors selected, Billing Road in Northampton and Cottingham Road in Corby, are important routes in their respective town with real potential to produce a step change in the quality of cycle journeys and provide the basis on which further schemes can be delivered in future.

Billing Road is a radial route into Northampton town centre, which also serves Northampton General Hospital and Northampton School for Boys. The focus is conversion of a key section of Billing Road to one-way westbound for motor traffic, with the other lane to become a segregated two-way cycle lane. Eastbound motor traffic (including buses) would be diverted to parallel routes. We have included an extension with lighter segregation to attract cycle traffic from the Wellingborough Road, for which the Billing Road can offer a quieter more pleasant route of similar length. This strategic corridor was identified as a priority in the Northampton LCWIP.

Cottingham Road in Corby is both a main radial route towards Corby town centre and the route from traffic to the industrial areas in the east of the town. The proposal here, while less radical, is to create segregated cycle lanes on either side of wide 40mph single carriageway road. The Cottingham Road links the town centre, via a primary school and secondary school, to new 4,000 home development West of Corby.

Both corridors, and especially the Billing Road in Northampton, involve a bold and ambitious reallocation of road space and therefore have considerable potential to be attractive to those who may have been cycling for leisure/fitness purposes during lockdown and who will be prepared to continue cycling for more utilitarian purposes such as work or education in future.

The County Council was closely involved the development of pilot LCWIPs. This included the preparation of LCWIPs for Northampton and Rushden & Higham Ferrers. A third LCWIP was produced for the A4500 corridor linking Northampton to Wellingborough. Each of these LCWIPs are different in their focus with Northampton a rapidly growing regional centre with a population of c.250,000, Rushden & Higham Ferrers two much smaller and

adjoining towns, and the A4500 an inter-urban former dual carriageway linking Northampton and the town of Wellingborough. The third scheme in the County Council's package involves a programme of 'quick wins' on key corridors identified in the LCWIPs for Northampton and Rushden & Higham Ferrers.

The fourth scheme acknowledges the importance of monitoring and evaluation, discovery and the role that technology and data insights can play in the support of active travel. Pivotal to this is understanding data and what it tells us about what is working, what is not, and why and how interventions can be improved. Also the importance of providing live, real time information to residents to encourage them to choose cycling or walking, or other green modes, for their journeys and the significant health, environmental and congestion benefits this can bring, not just in the short-term as an alternative to public transport and overcrowding, but also as part of a longer-term lifestyle choice especially for first-mile last-mile journeys. This scheme includes working closely with academics and researchers at the University of Northampton.

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):

3. LCWIPs (if appropriate)

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

Billing Road falls under the Northampton LCWIP

Work has not yet started on an LCWIP for Corby

The LCWIP 'quick win' scheme includes measures from both the Northampton and Rushden & Higham Ferrers LCWIPs

The monitoring, evaluation and harnessing data and technology scheme again draws on the Northampton and Rushden & Higham Ferrers LCWIPs

6. Please provide a URL to the LCWIP if available

Not applicable. LCWIPs are available as pdfs and will be published imminently. Copies can be provided to the DfT if required.

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 *

Billing Road Corridor, Northampton

8. Total scheme cost *

£1.392m

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 focus of this bold and ambitious scheme is the provision of a high quality cycling route into Northampton town centre from the eastern area of the town. While identified as a key desire line within the Northampton LCWIP, this corridor was not highlighted for attention when the LCWIP was drafted, as there was existing historic cycle provision. However, with the increased focus on segregated provision, this corridor is seen as ideal for the creation of a local demonstration project.

Billing Road is one of three main radial routes approaching Northampton town centre from the east. Bedford Road, to the south of Billing Road, is the main route to the A45 trunk road and Brackmills industrial area. Wellingborough Road, to the north, is a vibrant shopping area, containing not only

local shopping facilities for the 'suburban' area, but also the concentration of Northampton's niche high-value low-volume retail establishments. By contrast with those routes, Billing Road is relatively lightly trafficked, with limited active street frontage or on-street parking. It provides direct access to Northampton General Hospital, St Andrew's Hospital and Northampton School for Boys. For these reasons, there is already moderate levels of cycling on the Billing Road, but the existing cycle lanes are viewed as poor. Strong support was given via our Commonplace consultation for improvements on the route.

The proposal is to create a new permanent segregated two-way cycle route along Billing Road between York Road (where it links to an existing cycle route through the town centre) and Rushmere Road. Along this section one half of the existing single carriageway road will become a dedicated cycle route, with the remainder of the road providing for one-way motor traffic inbound to the town centre. It is expected that segregation will be achieved via wands.

The geography of the area means that the Billing Road is only a slightly longer route into the town centre for much of the developments off Wellingborough Road. To increase its attractiveness, it is proposed as part of this scheme to include permanent on-road cycle provision along Wellingborough Road (east of The Trumpet public house), Abington Park Crescent and Park Avenue South. The intention is to create a mandatory cycle lane within the existing carriageway; the number of driveways makes physical segregation challenging, and the best means of achieving this/ and determining the extent to which it is possible will be determined as part of detailed design. This will significantly increase the attractiveness of cycling as an option for two Primary Schools immediately adjacent to this route. Due to time constraints, the cycle lane will be provided in the eastbound/southbound direction only, as the appropriate solution for the other direction will require more consultation/engineering than is possible in the timescale for this funding. (This new cycle lane will also link with a segregated cycle lane which has been provided along Rushmere Road using Tranche 1 funding).

This ambitious scheme was formulated based on observations of best practice at home and abroad, and it is expected that it will be very close to the standard outlined in LTN 1/20.

An allowance is included within the cost of the scheme for the installation of a number of permanent cycle monitoring sites to assess the impacts of the scheme, together with traffic monitoring to assess the knock-on effects of displaced motor traffic.

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

- New segregated cycleway (permanent)

- 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):

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

2.4

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

6. Scheme 3

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

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

19. Scheme name

Cottingham Road, Corby

20. Total scheme cost

£1.110m

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

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

A map should be provided if possible.

The A427 Cottingham Road provides one of the main accesses into Corby town centre from the residential areas which are predominately located in the western part of the town. The road is a wide single carriageway (9m+) with a 40mph speed limit. Safety concerns have led to significant sections having the centre hatched to discourage overtaking.

While preparation of an LCWIP for Corby has not yet started, Cottingham Road has been identified as one of the key desire lines for cyclists, connecting large residential estates and the 4,400 dwelling sustainable urban extension with outline planning permission at Corby West with the town centre and the industrial area further east.

The proposal is to replace the current sub-standard shared use pedestrian/cycle facility with a permanent on-road segregated cycle lanes in each direction. This will be made possible by moving motor traffic towards the currently hatched-off road centre. Owing to the relatively high speed, the exact method of segregation remains to be determined following a detailed study of LTN 1/20. Because of the very limited number of accesses to the road this will produce a high standard continuous cycle way provision.

While the design for the scheme was formulated using LTN 2/08, it is anticipated that at detailed design stage it will be possible to incorporate many relevant elements of LTN 1/20.

An allowance is included within the cost of the scheme for the installation of a number of permanent cycle monitoring sites to assess the impacts of the scheme, and also to monitor any impacts on motor traffic.

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
- Provision for monitoring and evaluation of schemes**
- Other (please specify):

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

0.5

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

7. 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 4 schemes, please skip this and the following page.

25. Scheme name

LCWIP 'Quick wins'

26. Total scheme cost

£0.965m

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 Northampton and Rushden & Higham Ferrers LCWIPs identified a series of improvements which could be delivered to significantly increase levels of cycling and walking. This was based on thorough analysis using the DfT's LCWIP methodology. Some of the improvements involve more significant work and would be difficult to deliver in the timescales available for Tranche 2. However, there are a series of interventions which could be delivered, subject to funding availability, and would help to address key barriers on the strategic routes which were identified through the LCWIP as part of a longer-term approach. The key corridors and interventions which would be addressed through this scheme in the Tranche 2 window include:

Northampton

- Kettering Road Strategic Corridor – upgrade to two Toucan crossings and creation of a new shared-use facility on south side of Kettering Road between Spinney Hill Road and Highlands Avenue addressing a gap in the existing network
- Towcester Road Strategic Corridor – creation of new shared-use facilities from St Peters Way to Bridge Street addressing gap on this corridor

Rushden & Higham Ferrers

- Northampton Road and Wellingborough Road Strategic Corridor (linking Rushden Lakes retail and leisure hub with Rushden and the town centre) – involving creation of new shared use facilities addressing existing gaps and improving both local and strategic connectivity to Wellingborough and Stanton Cross development

As outlined these measures include a mix of some segregation as proposed in the new Cycling and Walking Plan for England recently published by the DfT, increased shared spaces addressing gaps in provision, benefitting both pedestrians and cyclists, and junction/crossing improvements at key problem sites on strategic corridors. These measures also take account of comments received through the recent Safer Streets engagement exercise. It is unlikely that all the interventions listed could be delivered. This is mindful of Northamptonshire's indicative allocation and the other schemes proposed by the Council. What could be delivered through this scheme would be dependent on the funding available (as the scheme could be scaled-up), deliverability in the time available and the outcome of more detailed design work. In part to mitigate these risks, the Council proposes to shortly start detailed design work on a number of schemes. It is intended that future measures on these corridors, beyond Tranche 2 'Quick Wins' and the boost they provide, would follow closely the approach outlined in the new guidance and prioritise additional segregated links along these routes.

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
- 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):

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

1.5

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

8. 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 5 schemes, please move onto the next page.

31. Scheme name

Monitoring, evaluation and discovery through harnessing technology

32. Total scheme cost

£0.375m

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.

The scheme includes the following elements:

Installation of four smart digital cycle counters and displays. Each would be located on strategic radial corridors, including the Billing Road in Northampton and Cottingham Road, Corby, and Rushmere Road in Northampton (to complement improvements introduced as part of Tranche 1). This would enhance the network of nine displays which have already been implemented. These counters, involving loop detection, not only capture valuable data to help evaluate the effectiveness of any physical improvements which have been introduced, they also raise awareness, through the prominent display, of the popularity of cycling, and its availability as an attractive option, to motorists who are caught up in congestion on these busy routes.

Dashboard displays showing live cycle counts and comparisons across different sites by location, time and date.

Digitisation of cycle information to identify key cycle to school, work and for leisure routes, linking with major trip generators, attractions and other points of interest and the availability of safe and secure parking. This will include exploiting social media and other channels to promote awareness for all of the benefits of cycling and active travel. It will also include crowd sourcing information on the quality of existing routes to inform planned and reactive highway maintenance works ensuring that the needs of cycle users are taken into account.

Data sharing and discovery agreement with the University of Northampton involving academics and researchers. This will enable and encourage analysis of data and trends to identify critical success factors, barriers and lessons to understand more about how to optimise existing infrastructure and technology to support cycling and active travel.

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)

Four digital cycle counters and displays, digitised cycle route map with recommended commuter and leisure routes, connecting attractions, major trip generators and other points of interest via Smart Move Northamptonshire map and actively promoting via social media and other channels.

9. Finance case

37. Total DfT funding sought (£) *

£3.842m

38. Total DfT capital funding sought (£) *

£3.792m

39. Total DfT revenue funding sought (£) *

£0.050m

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

10. Management case

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

30 November 2020

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

30 April 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 *

Northamptonshire County Council's constitution require all capital projects costing in excess of £500k to be subject of a separate cabinet report. This report, which for the Emergency Active Travel Fund Tranche 2 is programmed for September 2020, ensures that major capital project is subject to appropriate political and democratic scrutiny. The cabinet report process includes the preparation of an Equalities Impact Assessment, which ensures that the needs of relevant sections of the community, such as the disabled are taken into consideration.

The Project Team will have day to day responsibility for managing and delivering the project. The team includes the Project Manager, Project Director, Assistant Project Manager and Design Co-ordinator, drawing as required on appropriate specialisms such as procurement, legal and construction. Their responsibilities focus on the main project level matters which are elevated to the Project Board on exception basis. The Project Team support the Project Board in engagement with key stakeholders.

The Project Board meet monthly. The board includes the Head of Capital Programme Delivery Unit (CPDU), the Senior Supplier, the Senior Responsible Officer, Senior User, Project Manager, Programme Manager and Project Director.

The Project Manager and Programme Manager make monthly reports for consideration of issues on an exception basis to the Capital Project Board which is chaired by the Executive Director – Strategic Delivery and Transformation alongside the Executive Director for Finance (s151 Officer) and Head of Property Services. Where necessary, the Executive Directors can raise issues of concern with the Chief Executive and Cabinet.

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 *

Consultation and engagement with key stakeholders will be undertaken during September and October 2020. This will include local business and residents directly affected by the proposals. In the case of the Billing Road Corridor there will be a particular focus on the Emergency Services, Northampton General Hospital and Northampton School for Boys. Local Bus and Taxi operators and representatives of the freight operators will also be consulted about the proposals. Feedback from this consultation will be fed back into the developing design process.

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

As stated in the answers relevant to each scheme, the Cottingham Road scheme has been developed in accordance with the design standards for segregated cycle lanes in Local Transport Note 2/08, although an initial review of Local Transport Note 1/20 suggests that it should be possible to modify the design to incorporate key features of the new guidance at detailed design stage.

The Billing Road scheme has been developed partly from LTN 2/08, and partly from a review of wider best practice such as the Cycle Super Highways in London and observations in the Netherlands. An initial review of Local Transport Note 1/20 suggests that it should be possible to incorporate key elements of the new standard into the scheme at detailed design stage.

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

Design work and construction support will be undertaken by the County Council's existing highway services provider, KierWSP.

11. Commercial case

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

- Yes
- No

Please provide details

Alongside the consultation referred to in Q44, the schemes will require traffic orders to make the necessary changes. The timescale to process those orders and address any objections is built into the pre-construction period.

The value of these schemes falls within the thresholds of the County Council's highway services contract with KierWSP. KierWSP have access to appropriate specialist sub-contractors to undertake all the works required to deliver these schemes, with multiple providers for most activities, giving flexibility to react to peaks and troughs in demand.

12. Monitoring and Evaluation

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

- Yes
- No

If yes, please provide details

An allowance for the costs of monitoring and evaluation is included in both schemes. Both schemes will monitor cycle flows on both the improved sections of route, and adjacent/nearby unimproved routes. The Cottingham Road scheme will also include monitoring of traffic flows on Cottingham Road, whereas because of the wider effect of the Billing Road scheme there will be wider monitoring of motor vehicles to include the impact of displaced traffic.

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

13. Declaration

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

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

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

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

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

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

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

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

50. Reporting Officer details *

Name

*

Telephone number *

Email address

*

51. Senior Responsible Officer details *

Name

*

Telephone number

*

Email address

*

52. Section 151 Officer (or equivalent) details *

Name

*

Telephone number

*

Email address

*

53. Please add further details or clarification