

**Title:** Active Travel Fund – Remaining Schemes  
**Report of:** Tobyn Hughes, Director of Transport  
**Portfolio:** Transport

### Report Summary

The purpose of the report is to provide an update on the remaining schemes to be contracted through the Active Travel Fund (ATF) Tranches 3, 4 and 4E and to request approval to enter into Grant Funding Agreements (GFAs) with the following two schemes which have received their final assurance statements:

- ATF4 – North Shields Public Realm Phase 2 (Bedford Street)
- ATF4E – Lambton Street (a sub-element of the Tyne Bridge Sustainable Access Scheme)

The report was considered by Technical Officers Group and Finance and Investment Board on 3 February 2025 and 17 February 2025 respectively; and was recommended for approval.

### Recommendations

The Chief Executive in agreement with the Monitoring Officer and the Director of Finance and Investment and in consultation with the Mayor and the relevant Cabinet Member is recommended to:

- I. Approve the entry into grant funding agreements for the following two schemes:
  - ATF4 – North Shields Public Realm Phase 2 (Bedford Street) with a total ATF4 funding allocation of £600,000
  - ATF4E – Lambton Street (a sub-element of the Tyne Bridge Sustainable Access Scheme) with a total ATF4E funding allocation of £65,434.

### A. Summary of Investment Proposals

Active Travel Fund Programme	
<b>Funding Source</b>	Active Travel Fund Programme
<b>Delivery Areas</b>	Multiple local authority locations, details provided below
<b>Start Date</b>	25 <sup>th</sup> March 2022 (award of Tranche 3)
<b>Financial End Date</b>	31 <sup>st</sup> March 2026
<b>Practical completion date (date by which all outputs will be achieved)</b>	31 <sup>st</sup> March 2026
<b>Total Value of the ATF</b>	£39.3m (Tranche 3, 4 and 4E)
<b>Total Remaining Value</b>	£14.3 million.
<b>Budget Implications</b>	The requested grants for both schemes will be met within the overall Active Travel Fund budget with £13,634,566 remaining should the two schemes set out in this report be granted approval to enter into GFAs. £25m of schemes within Tranches 3, 4 and 4E have already been approved and are delivered or in delivery.

### 1. Background

- 1.1 The Active Travel Fund began in 2020 with an emergency tranche which was awarded to the region following the outbreak of the Covid-19 pandemic, with funding provided to deliver emergency measures to promote social distancing. Following this round, a further four tranches (2, 3, 4 and 4 extension (4E)) have been awarded to the region following successful bids on behalf of the region by the former Joint Transport Committee, which is to be used to deliver active travel infrastructure.
- 1.2 Following its formation in 2023, this funding has been managed by Active Travel England (ATE) which is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for shorter journeys. All schemes within Tranche 2 have a grant funding agreement in place, with the majority of schemes also now complete. This paper therefore provides an update on the remaining schemes within Tranches 3, 4 and 4E that do not yet have a grant funding agreements (GFA).
- 1.3 For each tranche of ATF funding, the region was required to submit a bid to ATE, with ATE confirming the schemes to be delivered through the funding award, including individual allocations to schemes. The bids were formed through engagement and agreement with Heads of Transport of constituent local authorities. Following this, the former Joint Transport Committee (JTC) on each occasion were asked to approve the details of funding bid and give permission to Transport North East to submit on behalf of the region. Following award of funding, the JTC was informed of the successful bid through a finance update paper, and updates on expenditure within the tranches were also presented to JTC.
- 1.4 Following the award of funding, ATE require that final scheme designs are considered through a design review process. The output of this is a design review report. An assurance statement is also prepared by the scheme promoter, alongside a monitoring and evaluation plan. These documents have been developed in the absence of a requirement of a full business case for each scheme, to ensure compliance with the grant determination letter for each funding award. These documents are also appended to each GFA.
- 1.5 GFAs are required to passport this funding from the region to the scheme promoter, following successful completion of the required assurance documents, and following the completion of the design review process.
- 1.6 There are eight schemes within tranches 3, 4 and 4E which do not currently have a GFA, which are as follows:

Funding tranche	Scheme name	Scheme Promoter	Funding allocation
ATF3	Gosforth High Street	Newcastle City Council	£2,500,000
ATF3	Adelaide Terrace <i>(to be confirmed via a change control with ATE)</i>	Newcastle City Council	£2,100,000
ATF3	Heaton Road	Newcastle City Council	£3,100,000
ATF4	North Shields Public Realm Phase 2 (Bedford Street)	North Tyneside Council	£600,000
ATF4	East Gateshead LCWIP (West Package) – Phase 2	Gateshead Council	£865,796
ATF4E	Ryhope Road Phase 1	Sunderland City Council	£2,300,000
ATF4E	North Durham Active Travel Corridor	Durham County Council	£2,500,000
ATF4E	Tyne Bridge Sustainable Access	Gateshead Council and Newcastle City Council	£295,298
<b>Total</b>			<b>£14,261,094</b>

- 1.7 It is worth noting that schemes may come forward in more than one phase, due to their complexity. For example, the Tyne Bridge Sustainable Access scheme has several elements in both Gateshead and Newcastle which are expected to come forward individually.

1.8 As mentioned above, this paper requests the approval to enter into grant funding agreements for the following schemes:

- ATF4 – North Shields Public Realm Phase 2 (Bedford Street) - £600,000
  - Pedestrianisation and public realm improvements on Bedford Street, North Shields.
- ATF4E – Lambton Street – a sub-element of the Tyne Bridge Sustainable Access Scheme - £65,433.86
  - Segregated cycling facilities, improved footways, and junction improvement on Lambton Street, Gateshead.

1.9 It is also anticipated that the following schemes will come forward for approval between March and May:

- Ryhope Road Phase 1 – anticipated March 2025
- North Durham Active Travel Corridor – anticipated March 2025
- East Gateshead LCWIP (West Package) – Phase 2 – anticipated May 2025

## 2. The Investment Proposal

### 2.1 Outputs and Outcomes

The outputs and expected outcomes for each scheme will be confirmed via the assurance statement as and when these are finalised. These are subject to change following the design review process, which may require changes to be made to schemes to ensure compliance with design standards.

For the two schemes seeking approval:

#### North Shields Public Realm Phase 2 (Bedford Street)

Outputs	24/25	25/26	26/27	Total
Approx 160m of pedestrianisation and public realm improvements to Bedford Street (part of a wider approx. 300m scheme)		160m		160m

Description of Outcomes	Timeframe for achievement	Totals
Increased walking / footfall on Bedford Street and surrounding area	Upon delivery	Increase from the baseline identified in the M&E plan (estimated at 70%, confirmed post-delivery)

#### Tyne Bridge Sustainable Access – Lambton Street sub-scheme

Outputs	24/25	25/26	26/27	Total
1 new junction treatment		1		1
Approximately 100m of new segregated cycling		100m		100m
Approximately 100m of widened footway		100m		100m

Description of Outcomes	Timeframe for achievement	Totals
Increase in cycling along this corridor	1 year post completion	Increase from the baseline identified in the M&E plan (estimated at 1%

		locally as part of the wider ATF4E scheme, confirmed post-delivery)
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## 2.2 Timetable for Implementation

Historically, there has been flexibility with ATE with the timescales of ATF expenditure. However, as the most recently awarded tranche of funding, ATF4E was granted on the expectation that scheme construction and expenditure would be completed by March 2026. North East CA regularly update ATE on the progress of scheme development and construction, and a change control process is in place should there be a request for an alteration in the timescales for scheme delivery.

For the two schemes seeking approval, the anticipated milestones are:

### North Shields Public Realm Phase 2 (Bedford Street)

Milestone	Forecast Date
Grant funding Agreements	March 2025
Delivery Commences	March 2025
Delivery Completion	June 2025

### Tyne Bridge Sustainable Access – Lambton Street sub-scheme

Milestone	Forecast Date
Grant funding Agreements	March 2025
Delivery Commences	April 2025
Delivery Completion	November 2025

## 2.3 Evaluation

Monitoring and Evaluation plans are produced for each scheme by the relevant scheme promoter. For schemes valued at £2m or more, ATE will review the plans and suggested amends made where required.

A Monitoring and Evaluation plan has been produced for both schemes seeking approval.

## 2.4 Appraisal

Scheme providers are required to provide an assurance statement for each scheme which sets out details of the scheme, including: cost, outputs, consultation details and value for money. As well as this process, as noted above, the designs for each scheme are required to be considered through the design review process. A formal Design Review Panel is due to be established in 2025, in line with the Deeper Devolution Deal.

Assurance statements have been produced for both schemes seeking approval, and a design review has also been completed to ensure compliance with design standards.

## B. Potential Impact on North East Combined Authority Objectives

ATF and its programme of activity supports the strategic aspirations of the North East CA as set out in the corporate plan which was approved at November's Cabinet. The benefits that will be realised through the delivery of the ATF programme and the schemes outlined within the report include: improving the attractiveness of active travel, environmental benefits including a reduction in carbon delivered through reduced emissions, improving the quality of place and environment, improved health and wellbeing through increased physical activity, providing an enhanced and safe network, giving people more choice about how they can best make their journey as well as improving accessibility by ensuring that the needs of all users are considered.

## C. Key risks

The key risk associated with this report is the ability of scheme promoters to defray ATF expenditure within the ATF programme timescales, as required by ATE (March 2026). Approval and agreement of the proposals outlined within this report aid in the delivery of the interventions within the required timescales.

## D. Financial and other resources implications

The current estimated financial profile for the two schemes seeking approval is included below:

Scheme name	2025/26	Total
North Shields Public Realm Phase 2 (Bedford Street)	£600,000	£600,000
Tyne Bridge Sustainable Access – Lambton Street sub-scheme	£65,434	£65,434
<b>Total (£)</b>	<b>£665,434</b>	<b>£665,434</b>

### Status of match funding:

No match funding is required for ATF but is being provided by scheme promoters in some instances and will be detailed within the individual assurance statements where applicable.

### Funding availability:

The funding which has been identified in this report is fully allocated to the schemes seeking approval.

## E. Legal implications

For all schemes covered within this report, following the successful conclusion of assurance, GFAs will be developed, prepared, and will be approved by Newcastle City Council Legal for onwards agreement with scheme promoters. GFAs will minimise any legal risks and ensure the North East CA's obligations to ATE in regard to ATF funding are met, these obligations will be appropriately transferred to each scheme promoter through the GFA. Clear roles and responsibilities have been established concerning the design and development of proposed infrastructure, including ensuring compliance with Health and Safety and CDM regulations.

## F. Equalities implications

The North East CA follows the Public Sector Equality duty and this report has due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010.

Each scheme funded by ATF is required to be designed in line with Local Transport Note 1/20 (LTN 1/20), which was created with inclusive design as a key feature.

## G. Consultation and engagement

Tranches 3, 4 and 4E of the Active Travel Fund have been consulted on and considered through Heads of Transport of the North East CA's seven constituent authorities. Schemes included within the programme are subject to local approval, consultation and onwards approval. Scheme promoters are responsible for undertaking consultation pertaining to each individual scheme over the course of scheme development. This consultation has been completed for the two schemes requesting approval through this report.

## H. Appendices

None.

## I. Background papers

Confirmation of funding was included in the following JTC papers:

ATF3: <https://www.northeast-ca.gov.uk/downloads/661/tne-jtcagenda-14jun22.pdf>

ATF4: <https://www.northeast-ca.gov.uk/downloads/646/tne-jtcagenda-18jul23.pdf>

ATF4E: First referenced to Cabinet in November 2024, due to ATE embargo <https://www.northeast-ca.gov.uk/downloads/3249/cabinet-agenda-pack-26-november-2024-pdf-.pdf>

## **J. Contact officers**

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## **K. Glossary**

**ATE** – Active Travel England

**ATF** – Active Travel Fund

**GFA** – Grant funding agreement

**JTC** – Joint Transport Committee

**North East CA** – North East Combined Authority

## **L. Consultee**

Cabinet Member:	Director/Head of Service:	Director of Finance and Investment:	Monitoring Officer:
Yes	Yes	Yes	Yes