

Linthorpe Road Cycleway; Phase 1

Background

- More roads/car not sustainable
- Linthorpe c.10,000 vehicles per day
- 1.6% cycles = 18% accidents 23% injuries
- TVCA LCWIP (propensity to cycle) - suppressed demand
- COVID Active Travel England / Active Travel Fund
- Local Transport Network 1/20 guidance

Consultation

- Dec – Jan 21 – 71% not in favour
- Alterations made:
- highlighted Amber Street Car park disabled spaces added, bus stops retained
- Unanimous Executive approval March 21
- Funding approved by TVCA April 21



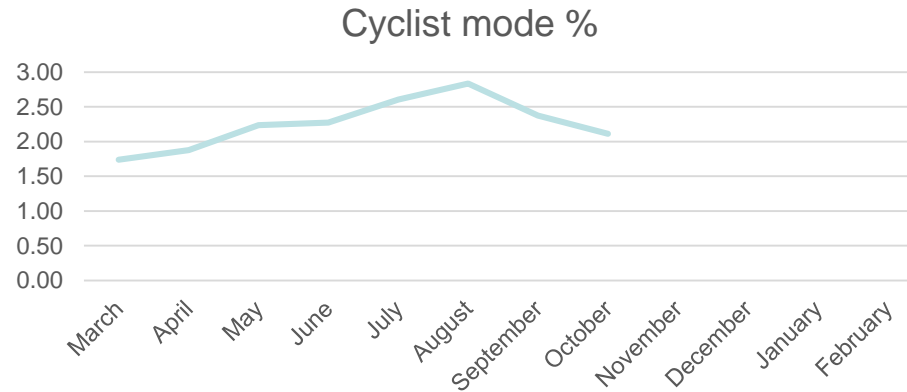
Construction

- 6 month construction period - CLS
- Delays due to Hard ground conditions
- Extra signalised crossing installed/upgrade existing
- Remediated existing surface
- Cycle parking installed
- Completed within grant allocation (no MBC money)





Uptake so far



- Camera installed in March
- Seasonal variations
- 36% increase – small numbers, but good
- Long term trends to be assessed

Post implementation incidents

- Pedestrian trips (circa 30) – average of 5000 peds per day
- No pattern – many adjacent to Signalised crossing points
- Scheme is compliant with guidance
- RSA stage 3 recommendations
- Replaced 50% humps with poles

Phase 2

- Fully funded by TVCA grant
- Anticipated commence in 23/24
- “Lessons learnt” / ATE scrutiny/input
- Ground Penetration Radar (GPR) survey
- Hump/pole arrangement
- More crossing points added
- High friction surfacing at crossing points
- Undertaken by ECS