

A1 Birtley to Coal House

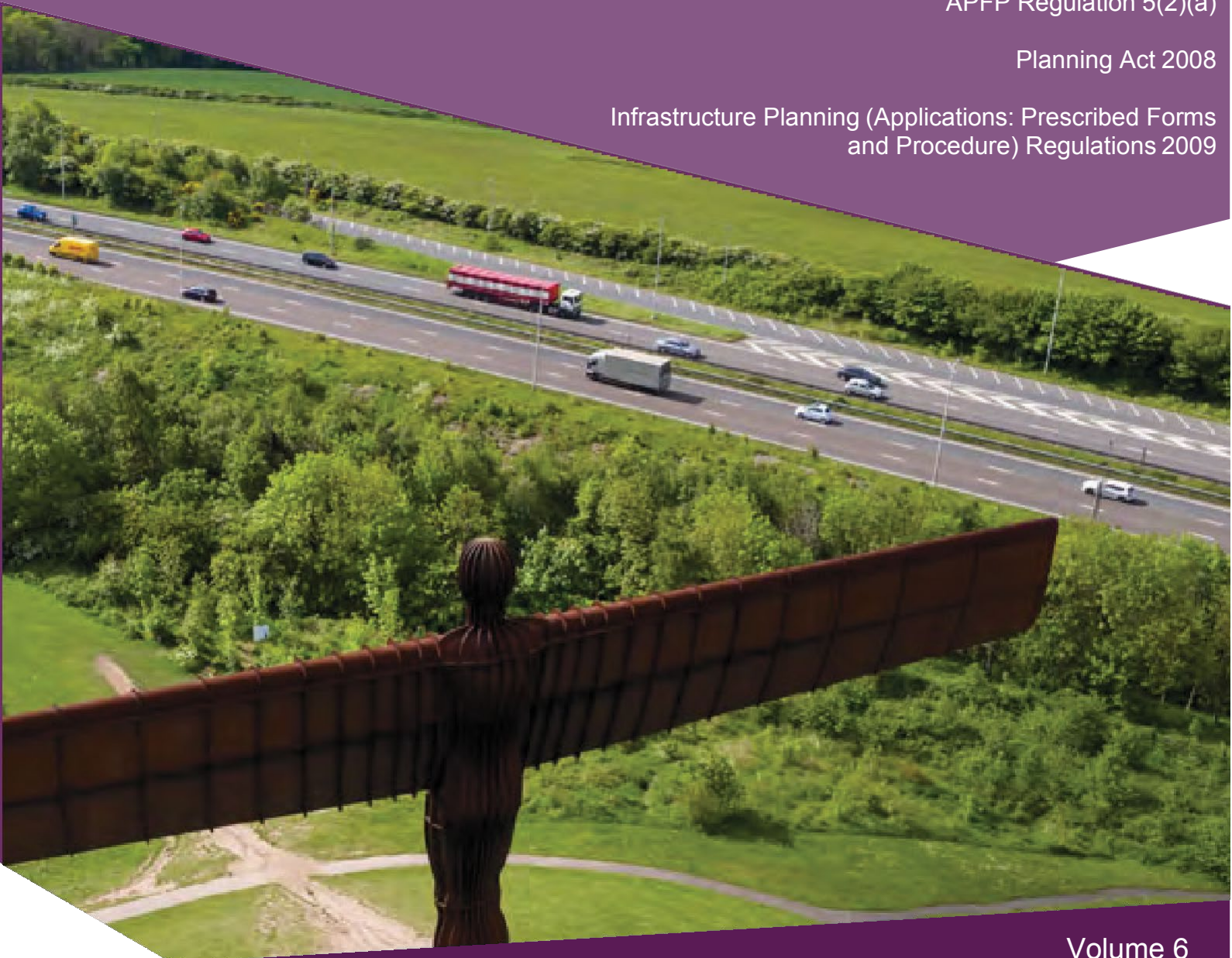
Scheme Number: TR010031

6.3 Environmental Statement – Appendix 12.1 Walking Cycling and Horse Riding Assessment

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedures) Regulations 2009**

**A1 Birtley to Coal House
Development Consent Order 20[xx]**

**Environmental Statement -
Appendix**

Regulation Reference:	APFP Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	TR010031/APP/6.3
Author:	A1 Birtley to Coal House Project Team, Highways England

Version	Date	Status of Version
Rev 0	14 August 2019	Application Issue

CONTENTS

1.	INTRODUCTION	1
<hr/>		
1.1.	OVERVIEW AND DOCUMENT STRUCTURE	1
1.2.	DOCUMENT PURPOSE, SCOPE AND VERSIONS	1
1.3.	THE SCHEME	2
1.4.	STUDY AREA	4
2.	PROJECT BACKGROUND	5
<hr/>		
2.1.	REVIEW OF WALKING, CYCLING & HORSE-RIDING POLICIES AND STRATEGIES	5
2.2.	COLLISION DATA	5
2.3.	PUBLIC TRANSPORT SERVICES AND INTERCHANGE INFORMATION	9
2.4.	KEY TRIP GENERATORS AND LOCAL AMENITIES	10
2.5.	SITE VISIT	11
2.6.	CONSULTATION WITH KEY STAKEHOLDERS	14
2.7.	CONSULTATION WITH LOCAL USER GROUPS AND WIDER PUBLIC	15
2.8.	EXISTING PEDESTRIAN/CYCLE/EQUESTRIAN FACILITIES WITHIN THE LOCAL AREA AND LINKS TO THE STRATEGIC NETWORK	16
3.	USER OPPORTUNITIES	77
<hr/>		
3.1.	IDENTIFIED ISSUES AND CORRESPONDING USER OPPORTUNITIES	77
4.	WALKING, CYCLING & HORSE-RIDING ASSESSMENT TEAM STATEMENT	91
<hr/>		
4.1.	ASSESSMENT TEAM STATEMENT	91
1.1	DESIGN TEAM STATEMENT	91

5. REVIEW OF WALKING, CYCLING AND HORSE-RIDING ASSESSMENT OPPORTUNITIES 92

5.1.	INTRODUCTION	92
5.2.	TRAFFIC FLOWS	93
5.3.	PRELIMINARY DESIGN STAGE WALKING CYCLING & HORSE-RIDING REVIEW OPPORTUNITIES	93
5.4.	ROAD SAFETY AUDIT	118

6. WALKING, CYCLING & HORSE-RIDING ASSESSMENT AND REVIEW TEAM STATEMENT 120

6.1.	ASSESSMENT TEAM STATEMENT	120
6.2.	DESIGN TEAM STATEMENT	120

TABLES

Table 2-1 - Collisions summary (November 2012 - December 2017)	6
Table 2-2 - Bus services accessible within the Study Area	9
Table 2-3 - Total NMU usage levels at the Northside Overbridge	17
Table 2-4 - Total NMU usage levels at the North Dene Footbridge	26
Table 2-5 - Total NMU usage levels at the Longbank Bridleway Underpass	35
Table 2-6 - Total NMU usage levels at the Eighton Lodge Interchange	44
Table 2-7 - Total NMU usage levels at the Smithy Lane Overbridge	52
Table 2-8 - Total NMU usage levels at the Angel Cycleway	60
Table 2-9 - Total NMU usage levels at the Chowdene Bank Bridge	61
Table 2-10 - Total NMU usage levels at the Coalhouse Interchange	69
Table 3-1 - Opportunities at the Northside Overbridge	77
Table 3-2 - Opportunities at the Northside to North Dene Footway and North Dene Footbridge	79
Table 3-3 - Opportunities at the North Dene to Longbank Footpath and Longbank Bridleway underpass	81

Table 3-4 - Opportunities at the Longbank to Eighton Lodge Footpath and Eighton Lodge Interchange	84
Table 3-5 - Opportunities at the Smithy Lane Overbridge and Angel Cycleway/Chowdene Bank Bridge	87
Table 3-6 - Opportunities at the Coalhouse Interchange	88
Table 5-1 - Opportunities at the Northside Overbridge	94
Table 5-2 - Opportunities at the Northside to North Dene Footway and North Dene Footbridge	98
Table 5-3 - Opportunities at the North Dene to Longbank Footpath and Longbank Bridleway	102
Table 5-4 - Opportunities at the Longbank to Eighton Lodge Footpath and Eighton Lodge Interchange	108
Table 5-5 - Opportunities at the Smithy Lane Overbridge and Angel Cycleway/Chowdene Bank Bridge	112
Table 5-6 - Opportunities at the Coalhouse Interchange	115

FIGURES

Figure 1 - Weekday AM peak period NMU flows at the Northside Overbridge	19
Figure 2 – Weekday PM peak period NMU flows at the Northside Overbridge	20
Figure 3 - Weekday daily NMU flows at the Northside Overbridge	21
Figure 4 – Weekend AM peak period NMU flows at the Northside Overbridge	22
Figure 5 – Weekend PM peak period NMU flows at the Northside Overbridge	23
Figure 6 – Weekend daily NMU flows at the Northside Overbridge	24
Figure 7 – Weekday AM peak period NMU flows at the North Dene Footbridge	28
Figure 8 - Weekday PM peak period NMU flows at the North Dene Footbridge	29
Figure 9 – Weekday daily NMU flows at the North Dene Footbridge	30
Figure 10 – Weekend AM peak period NMU flows at the North Dene Footbridge	31
Figure 11 – Weekend PM peak period NMU flows at the North Dene Footbridge	32
Figure 12 – Weekend daily NMU flows at the North Dene Footbridge	33
Figure 13 – Weekday AM peak period NMU flows at the Longbank Bridleway underpass	37
Figure 14 – Weekday PM peak period NMU flows at the Longbank Bridleway underpass	38

Figure 15 – Weekday daily NMU flows at the Longbank Bridleway underpass	39
Figure 16 – Weekend AM peak period NMU flows at the Longbank Bridleway underpass	40
Figure 17 – Weekend PM peak period NMU flows at the Longbank Bridleway underpass	41
Figure 18 – Weekend daily NMU flows at the Longbank Bridleway underpass	42
Figure 19 – Weekday AM peak period NMU flows at the Eighton Lodge Interchange	46
Figure 20 – Weekday PM peak period NMU flows at the Eighton Lodge Interchange	47
Figure 21 – Weekday daily NMU flows at the Eighton Lodge Interchange	48
Figure 22– Weekend AM peak period NMU flows at the Eighton Lodge Interchange	49
Figure 23 – Weekend PM peak period NMU flows at the Eighton Lodge Interchange	50
Figure 24 – Weekend daily NMU flows at the Eighton Lodge Interchange	51
Figure 25 – Weekday AM peak period NMU flows at the Smithy Lane Overbridge	54
Figure 26 – Weekday PM peak period NMU flows at the Smithy Lane Overbridge	55
Figure 27 – Weekday daily NMU flows at the Smithy Lane Overbridge	56
Figure 28 – Weekend AM peak period NMU flows at the Smithy Lane Overbridge	57
Figure 29 – Weekend PM peak period NMU flows at the Smithy Lane Overbridge	58
Figure 30 – Weekend daily NMU flows at the Smithy Lane Overbridge	59
Figure 31 – Weekday AM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge	62
Figure 32 – Weekday PM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge	63
Figure 33 – Weekday daily NMU flows at the Angel Cycleway and Chowdene Bank Bridge	64
Figure 34 – Weekend AM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge	65
Figure 35 – Weekend PM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge	66
Figure 36 – Weekend daily NMU Flows at the Angel Cycleway and Chowdene Bank Bridge	67
Figure 37 – Weekday AM peak period NMU flows at the Coalhouse Interchange	71
Figure 38 – Weekday PM peak period NMU flows at the Coalhouse Interchange	72
Figure 39 – Weekday daily NMU flows at the Coalhouse Interchange	73
Figure 40 – Weekend AM peak period NMU flows at the Coalhouse Interchange	74

Figure 41 – Weekend PM peak period NMU flows at the Coalhouse Interchange	75
Figure 42 – Weekend daily NMU flows at the Coalhouse Interchange	76

APPENDICES

APPENDIX A

STUDY AREA

APPENDIX B

STUDY SECTIONS

APPENDIX C

COLLISION DATA PLOT

APPENDIX D

KEY TRIP GENERATORS AND LOCAL AMENITIES

APPENDIX E

PHOTOGRAPHS

APPENDIX F

CYCLE MAPS

APPENDIX G

PUBLIC CONSULTATION FEEDBACK

1. INTRODUCTION

1.1. OVERVIEW AND DOCUMENT STRUCTURE

- 1.1.1. WSP have been appointed by Highways England to act as a supplier for the Project Control Framework (PCF) Stage 3 (Preliminary Design) of the A1 Birtley to Coal House Scheme to undertake a walking, cycling and horse-riding assessment for the Scheme.
- 1.1.2. The Design Manual for Roads and Bridges (DMRB) Volume 5, Section 2, Part 5 (HD42/17) sets out current national guidance on the procedures required to implement Walking, Cycling & Horse-Riding Assessment and Review (WCHAR) for highway schemes on the motorway and all-purpose trunk road network. The advice was updated in May 2017 following introduction of the Highways England Strategic Business Plan and Road Investment Strategy (RIS) in addition to the Infrastructure Act 2015 formally coming into force. These policy changes informed the development of HD42/17 which now fully reflects Government desire to encourage walking, cycling and horse-riding in order to support the promotion of sustainable travel modes. This document also sets out the necessary structure for WCHAR reports.

1.2. DOCUMENT PURPOSE, SCOPE AND VERSIONS

- 1.2.1. The purpose of a WCHAR is to facilitate the inclusion of all walking, cycling & horse-riding modes within the highway scheme design process from an early stage, enabling the design team to identify opportunities for improved facilities and integration with local, regional or national networks through the design process.
- 1.2.2. HD42/17 has formally superseded the assessment process previously established within DMRB Volume 5, Section 2, Part 5 (HD42/05) Non-Motorised User Audit and the subsequent Interim Advice Note 143/11: Supplementary Advice and Requirements for the provision for Non-Motorised Users and Accessibility during Planning, Construction and Handover of Improvement Schemes.
- 1.2.3. The Scheme has been assessed and it is considered that it will have a significant impact on the future operation of the strategic and local highway networks. The application of HD 42/17 Walking, Cycling & Horse-Riding Assessment and Review is, therefore, appropriate with the A1 Birtley to Coal House widening proposal qualifying as a 'large' scheme in accordance with the definition below (from Paragraph 2.7 of HD 42/17):

A large scheme – highway schemes comprising new road construction (including new motorways where applicable), significant changes to an existing all-purpose trunk road or significant changes to an urban environment consisting of both the trunk road network and local highway network. In addition, any scheme aimed principally at providing a dedicated facility for pedestrians, cyclists or equestrians or a scheme which includes such a facility as part of the original scope of works, shall be deemed to be a large scheme in the context of this process”.

- 1.2.4. Therefore, the Scheme will be subject to a Walking, Cycling & Horse-Riding Assessment (this document) during the preliminary design stage of the Scheme; this will then be followed by Walking, Cycling & Horse-Riding Reviews at the detailed design stages.
- 1.2.5. The A1 was designated in 1921 by the Ministry of Transport as part of the Great Britain Road numbering system, providing a strategic link between the cities of London and Edinburgh. The A1 is a major north-south route and forms part of the Highways England maintained Strategic Road Network (SRN). It provides regional connectivity between Newcastle, Durham, Darlington (in the northeast), Wetherby, York and Leeds (in Yorkshire).
- 1.2.6. This is the first issue of the Walking, Cycling & Horse-Riding Assessment, issued at the beginning of PCF Stage 3 (Preliminary Design) of the Scheme.

1.3. THE SCHEME

- 1.3.1. The Scheme forms part of the A1 Newcastle/Gateshead Western Bypass (NGWB), which is located on the A1 between J65 (Birtley) and J80 (Seaton Burn). It forms part of Highways England's strategic road network serving the metropolitan area of Tyne and Wear. The Scheme will be implemented between J65 (Birtley) and J67 (Coalhouse), which consists of approximately 6.5km of highway. The existing carriageways comprise:
- Northbound: Two lanes with a lane gain/lane drop between J65 (Birtley) and J66 (Eighton Lodge) and two lanes between J66 (Eighton Lodge) and J67 (Coalhouse). The existing speed limit is 50 mph throughout.
 - Southbound: Two lanes between J67 (Coalhouse) and J66 (Eighton Lodge) with an additional climbing lane between Smithy Lane Overbridge and J66 (Eighton Lodge) and three lanes between J66 (Eighton Lodge) and J65 (Birtley). The existing speed limit is 50 mph between J67 (Coalhouse) and Smithy Lane Overbridge and 70 mph thereafter.
- 1.3.2. The A1 NGWB is one of the most congested highway links in the North-East Region with more than 110,000 vehicles using the route every day on the busiest section. As a result of this travel demand on the route there are a number of issues relating to: journey time delays; journey time reliability; route resilience; safety; environmental impacts and development pressures.
- 1.3.3. Improvements to the A1 NGWB have long been acknowledged as a requirement for economic growth in the region within both local and national policy documents and reflected in the consensus of opinion amongst regional stakeholders that something needs to be done to address the issues to facilitate the economic growth of the region. The route has been identified as a 'hot-spot' requiring Government investment to deliver infrastructure improvements.
- 1.3.4. Traffic in the region is forecast to grow in the future, largely due to a number of proposed development sites to be delivered through the Newcastle Approved Plan. This additional traffic demand will further exacerbate the issues on the A1 NGWB with traffic modelling work indicating the likely extent of the impacts.

- 1.3.5. In an attempt to fully understand and address the issues a number of studies have been undertaken in recent years and these include:
- TAMMS Multi Modal Study (2002);
 - Access to Tyne and Wear DaSTS study (2010);
 - North East DaSTS Strategic Connectivity Study Report (2010);
 - Newcastle City Deal (2012);
 - HA Pilot Based Strategy Report (2013);
 - A1 Newcastle and Gateshead Western Bypass – Exploration of Dual 3-Lane Provisions Initial Infrastructure Report (2013);
 - DRAFT Route-based strategy: Evidence Report London to Scotland East (February 2014);
 - The Gateshead and Newcastle Council Core Strategy & Urban Core AAP Draft Infrastructure Delivery Plan has also been used, as well as the Appraisal Specification Report (ASR) for this feasibility study; and
 - A1 Newcastle/Gateshead Western Bypass Feasibility Study (2014).
- 1.3.6. The Feasibility Study undertaken in 2014 followed Steps 1 to 10 of the Transport Appraisal Process (TAP) from the Transport Appraisal Guidance (TAG). Stage 1 of the Feasibility Study (Steps 1 to 4 of the TAP) included a comprehensive review of all of the previous studies outlined above to determine the existing issues on the route and prioritise the sections which most urgently needed attention.
- 1.3.7. Following the prioritisation of sections, Stage 2 (Steps 5 to 9 of the TAP) looked at developing interventions to address the issues highlighted in Stage 1. Interventions were processed through the Early Appraisal Sifting Tool (EAST) and the best performing interventions were put forward through the Options Appraisal Process and scheme cost estimates were produced by the Highways England Commercial Team.
- 1.3.8. At Stage 3 of the process (Step 10), a Strategic Outline Business Case (SOBC) was produced for the options which performed well at the Options Assessment Stage.
- 1.3.9. Stages 1 & 2 of the Feasibility Study identified the following sections of the route which should be given priority:
- J65 – J67 A1 Birtley to Coalhouse (including Allerdene Railway Bridge);
 - J71 – J73 A1 Metrocentre to Derwenthaugh; and
 - J74 – J79 A1 Scotswood to North Brunton.
- 1.3.10. At Stage 3, SOBC's were produced for the following schemes:
- J65 – J67 A1 Birtley to Coalhouse (including Allerdene Railway Bridge); and
 - J74 – J79 A1 Scotswood to North Brunton.
- 1.3.11. Both schemes were announced in the Autumn Statement in December 2014 as schemes that should be taken forward into the Roads Investment Strategy (RIS).

- 1.3.12. The completion of the Feasibility Study concluded PCF Stage 0 (Strategy, Shaping and Prioritisation) for both schemes.
- 1.3.13. The Scheme concluded PCF Stage 1 (Option Identification) in April 2016 and two options were considered at PCF Stage 2 (Option Selection). PCF Stage 2 (Option Selection) concluded in the July 2017 that “Option 1a with the offline replacement of Allerdene Bridge should be the recommended route” [2].
- 1.3.14. The Scheme involves online widening of the A1 within the study area to provide at least one additional lane in both carriageways to increase capacity. Under the proposals, Allerdene Railway Bridge will also be replaced approximately 60m south of its current location, continuing to use the existing structure to maintain two lanes of traffic while the new bridge is constructed. The height of which will be raised to meet current standards. Kingsway Viaduct will also be widened but no changes will be made at J67 (Coalhouse).
- 1.3.15. The Scheme objectives will also ensure that conditions are improved (where practicable to do so) for active travel modes. Current crossing opportunities and associated infrastructure is fully appraised within this Walking, Cycling & Horse-Riding Assessment.

1.4. STUDY AREA

- 1.4.1. The extents of the study area considered within this report have been established by the Lead Assessor as shown in Appendix A. The assessment area broadly comprises the crossing opportunities over the A1 between J65 (Birtley) and J67 (Coalhouse), with the principal pedestrian, cycle and equestrian routes considered between these locations for completeness.
- 1.4.2. The overall study area has been sub-divided into the following sections, as shown in **Appendix B**, in order to facilitate detailed appraisal of the various routes and infrastructure available to pedestrians, cyclists and equestrians:
- Section 1 - Northside Overbridge
 - Section 2 – Northside to North Dene Footway and the North Dene Footbridge
 - Section 3 - North Dene to Longbank Footway and the Longbank Bridleway underbridge
 - Section 4 - Longbank to Eighton Lodge Footway and the Eighton Lodge Interchange
 - Section 5 - Smithy Lane overbridge and the Angel Cycleway/Chowdene Bank Bridge
 - Section 6 - Coalhouse Interchange
- 1.4.3. The routes, connections, facilities, infrastructure, etc, that are available at each of these locations, are considered in detail within Section 2.8 Existing Pedestrian, Cyclist and Equestrian Facilities within the Local Area and Links to the Strategic Network.

2. PROJECT BACKGROUND

2.1. REVIEW OF WALKING, CYCLING & HORSE-RIDING POLICIES AND STRATEGIES

2.1.1. In order to inform the preparation of this Walking, Cycling and Horse-Riding Assessment, the following local and national policy/advice notes have been considered:

LOCAL POLICY AND ADVICE NOTES

- Tyne & Wear Local Transport Plan 3
- Gateshead Local Plan to 2030
- Planning for the Future - Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030'
- Gateshead Unitary Development Plan (UDP) - Remaining Saved Policies
- Making Spaces for Growing Places
- Gateshead Cycling Strategy

NATIONAL POLICY AND ADVICE NOTES

- Horses and Highway Surfacing – A Guidance Note for Highway Authorities
- DMRB Volume 2, Section 2, Part 8 (BD29/17) Design Criteria for Footbridges
- DMRB Volume 5, Section 2, Part 5 (HD42/17) Walking, Cycling & Horse-Riding Assessment and Review
- DMRB Volume 6, Section 3, Part 5 (TA90/05) The Geometric Design of Pedestrian, Cycle & Equestrian Routes

2.2. COLLISION DATA

2.2.1. Personal Injury Collision (PIC) data has been provided by Gateshead Council for strategic highway network and the local highway network within the extents of the study area, for the period 30th November 2012 to 1st December 2017, as shown in Appendix C. A review of the records has indicated that a total of 152 collisions were recorded of which:

- 0 was documented as being fatal in severity;
- 12 were documented as being serious in severity; and
- 140 were documented as being slight in severity.

2.2.2. A summary of the collisions statistics is presented at **Table 2-1** below.

Table 2-1 - Collisions summary (November 2012 - December 2017)

Table 1		Year						Total	Percentage
		2012*	2013	2014	2015	2016	2017**		
Severity	Fatal	0	0	0	0	0	0	0	0%
	Serious	0	2	5	2	1	2	12	8%
	Slight	1	36	28	30	24	21	140	92%
TOTAL		1	38	33	32	25	23	152	100%

Gateshead Council

*Only one month worth of data.

**Only eleven months' worth of data.

2.2.3. The number of collisions during the 5 year period for the area extent shown is low. Across the study area a total of 152 PICs have been recorded, equating to an average of approximately 30 collisions per year. Table 1 demonstrates that 140 (92%) of the collisions were classified as slight in severity and the remaining 12 (8%) were classified as serious. There were no reported fatalities recorded over the preceding five year period under consideration.

2.2.4. **Table 2-1**, also, demonstrates that between 2012 and 2017 (for the full year periods) there has been an overall decline year on year for the number of collisions.

2.2.5. Furthermore, a breakdown showing collisions involving non-motorised users is outlined below:

- 5 were documented as involving pedestrians;
- 11 were documented as involving cyclists; and
- 0 were documented as involving horse-riders.

Coalhouse Interchange

2.2.6. At this junction, there has been a total of 3 incidents, which were classified as slight in severity. The incidents comprised of the following:

- Incident ref P396914: occurred during daylight and in wet/damp conditions, when a vehicle clipped a pedestrian walking eastward along Banesley Lane towards the A1, which caused them to stumble and fall over. Careless, reckless or in a hurry was cited as the main contributory factor.
- Incident ref 0056024: occurred during daylight and in dry conditions, when a vehicle cut in front of a cyclist at the A1 southbound slip road arm of the roundabout, causing the cyclist to fall from the bike. Both the driver and rider had entered the roundabout from

Kingsway South with the cyclist intending to continue south whilst the motorist intended on going to the A1 southbound slip road. The main contributory factors which were attributed at the driver of the vehicle, included: Careless, reckless or in a hurry and poor turn or manoeuvre.

- Incident ref 0147102: occurred during darkness, where street lights were present and lit, along with wet/damp conditions, when a cyclist fails to see an overtaking vehicle and attempts to turn right. The nearside of the vehicle collides with the cyclist causing the rider to fall off and sustain injury. The riders' failure to look properly was listed as the main contributory factor.

St Andrew's Drive / Berkdale Road

2.2.7. At this junction, there has been a total of 1 incident, which was classified as serious in severity. The incident comprised of the following:

- Incident ref P641715: occurred during daylight and in dry conditions, when a pedestrian was struck by a vehicle reversing out of a driveway. Vehicles blind spot and failure to judge vehicle's path or speed were cited as the main contributory factors.

Hertford / Trafford Mini Roundabout

2.2.8. At this junction, there has been a total of 1 incident, which was classified as slight in severity. The incident comprised of the following:

- Incident ref P691213: occurred during daylight and in dry conditions, when a pedestrian stepped into the path of a vehicle that had just turned left from Hertford. The contributory factor indicates that the pedestrian was careless, reckless or in a hurry.

A167 Durham Road

2.2.9. At this junction, there have been a total of 2 collisions, of which 1 was classified as serious and 1 was classified as slight in severity. The collisions comprised of the following:

- Incident ref P786415: occurred during darkness, where no street lighting was present, and in wet/damp conditions, when an intoxicated pedestrian stepped into the path of a vehicle which resulted in a collision. The main contributory factors indicate that the pedestrians; were wearing dark clothing at night, failed to judge the vehicle's path or speed and failed to look properly.
- Incident ref 0219733: occurred during daylight and in dry conditions, when two pedestrians jumped over the central reservation and ran into the road, directly into the path of a vehicle travelling south on the A167 Durham Road. The main contributory factors indicate that the pedestrians; failed to judge the vehicle's path or speed, carried out a dangerous action in carriageway and were careless, reckless or in a hurry.

Eighton Lodge Interchange

2.2.10. At this junction, there have been a total of 3 collisions, all of which were classified as slight in severity. The collisions comprised of the following:

- Incident ref P432913: occurred during daylight and in dry conditions, when a cyclist collided with a vehicle on the roundabout after the vehicle had pulled out from the A1 southbound slip exit. The driver's failure to look properly and to judge another vehicle's path or speed were cited as the main contributory factors.
- Incident ref P511414: occurred during daylight and in dry conditions, when a cyclist collided with a vehicle on the roundabout after the vehicle had pulled out from the A1 southbound slip exit. The main contributory factor cited was that the driver's vision was impaired by the glare from the sun.
- Incident ref 0199559: occurred during daylight and in dry conditions, when a cyclist collided with a vehicle on the roundabout after the vehicle had pulled out from the A1 southbound slip exit. The driver's failure to look properly was cited as the main contributory factor.

A167 Newcastle Bank

2.2.11. On this road, there have been a total of 2 collisions, all of which were classified as slight in severity. The incident comprised of the following:

- Incident ref P134415: occurred during daylight and in dry conditions, when a cyclist had been travelling south along the A167 Newcastle Bank, however the bike has skidded which resulted in the rider falling off. The rider being impaired by drugs (illicit or medicinal) was cited as the main contributory factor.
- Incident ref P799015: occurred during darkness, where street lights were present and lit, along with wet/damp conditions, when a vehicle turned right from Lamesley Road onto the A167 Newcastle Bank into the path of an oncoming cyclist which resulted in a collision. The driver's failure to look properly was cited as the main contributory factor.

A167 Newcastle Bank / Highfield

2.2.12. At this junction, there have been a total of 4 collisions, all of which were classified as slight in severity. The incident comprised of the following:

- Incident ref P640113: occurred during darkness, where street lights were present and lit, along with wet/damp conditions, when both a cyclist and a vehicle were travelling south on A167 Newcastle Bank. The vehicle passed the cyclist and turned left into Highfield, which resulted in the cyclist colliding with the nearside of the vehicle. Failed to look properly, failed to judge other person's path or speed, adverse weather conditions and a poor turn of manoeuvre are listed as the main contributory factors.
- Incident ref P639314: occurred during daylight and in dry conditions, when both a cyclist and a vehicle were travelling south on A167 Newcastle Bank. The vehicle passed the cyclist and turned left into Highfield, which resulted in the cyclist colliding with the nearside of the vehicle. A poor turn or manoeuvre, failed to look properly, distraction in vehicle and careless, reckless or in a hurry are listed as the main contributory factors.
- Incident ref 0073397: occurred during daylight and in dry conditions, when both a cyclist and a vehicle were travelling south on A167 Newcastle Bank. The vehicle passed the cyclist and turned left into Highfield, which resulted in the cyclist colliding with the

nearside of the vehicle. A poor turn or manoeuvre, failed to look properly and passing too close to cyclist, horse rider or pedestrian are listed as the main contributory factors.

- Incident ref 0100328: occurred during daylight and in a dry conditions, when both a cyclist and a vehicle were travelling south on A167 Newcastle Bank. The vehicle passed the cyclist and turned left into Highfield, which resulted in the cyclist colliding with the nearside of the vehicle. The driver failing to look properly was cited as the main contributory factor.

2.2.13. The PIC records clearly demonstrate that the majority of collisions were caused as a result of driving with undue care and attention similarly cannot be attributed to inadequate highway design.

2.3. PUBLIC TRANSPORT SERVICES AND INTERCHANGE INFORMATION

2.3.1. Following a thorough review of the existing public transport services that are available within the study area, it is apparent that the key bus services set out at **Table 2-2** are accessible to commuters.

Table 2-2 - Bus services accessible within the Study Area

Service Number	Accessible From	Service Origin	Service Destination
21 / N21 Angel	Birtley, Eighton Lodge	Newcastle	Durham
23 / 29	Birtley, Eighton Lodge, Gateshead, Team Valley	Washington/Gateshead	Birtley
90	Team Valley	Team Valley	Winlaton
92	Gateshead, Team Valley	Team Valley	Wardley
933	Team Valley	Team Valley	Winlaton
937	Birtley, Team Valley	Team Valley	Chester-Le-Street
939	Team Valley	Team Valley	Sunderland
Castle Express X21	Eighton Lodge	Newcastle	Bishop Auckland

Service Number	Accessible From	Service Origin	Service Destination
Coaster 1 / 1A	Gateshead, Team Valley	Whitley Bay	Kibblesworth
GC1	Team Valley	Team Valley	Bensham
IndiGo 82	Birtley	Washington	Birtley
Loop 93 / 94 / 94A	Team Valley	Team Valley	Gateshead
Max X12	Birtley	Newcastle	Middlesbrough
TB14	Birtley	Birtley Circular	
Waggonway 28 / 28A / 28B	Birtley, Eighton Lodge, Team Valley	Newcastle	Chester-Le-Street
X22	Birtley, Team Valley	Metro Centre	Durham
X25	Birtley	Newcastle	Langley Park

2.4. KEY TRIP GENERATORS AND LOCAL AMENITIES

2.4.1. Within the extents of the study area under consideration, there are a number of key trip generators and local amenities which have been identified during the preparation of this Walking, Cycling and Horse-Riding Assessment, that could be attractive to non-motorised users. These facilities are set out below:

Key Trip Generators and Local Amenities

- 1) Parsons Industrial Estate
- 2) Armstrong Industrial Estate
- 3) Crowther Industrial Estate
- 4) Portobello Industrial Estate
- 5) Durham Road Trading Estate
- 6) Bowes Incline Hotel
- 7) Bowes Lake and Bassetts Pond
- 8) Bowes Manor Equestrian Centre
- 9) Angel of the North Livery Yard

- 10) Birtley Neighbourhood Retail Facilities on A167 Newcastle Bank
- 11) The Angel View Hotel
- 12) Angel of the North
- 13) Horse World
- 14) Sainsbury's and Argos
- 15) Team Valley Retail Park
- 16) Team Valley Industrial Park

Educational Facilities

- P) Primary Schools
- S) Secondary Schools

- 2.4.2. The plan in **Appendix D** shows the location of these attractors relative to the local and strategic highway network, within the study area considered by this Walking, Cycling and Horse-Riding Assessment.

2.5. SITE VISIT

- 2.5.1. A comprehensive site visit was undertaken by Simon Pratt (Lead Assessor), Chris Appleton (Assessor) and Ben Handley (Assessor) on Thursday 19th October 2017 between 10:00 and 20:00 during daylight conditions and also the hours of darkness. An assessment of the available facilities was made, whilst walking along the various pedestrian, cycle and equestrian routes available within the extents of the study area.
- 2.5.2. Other walking, cycling & horse-riding routes within the vicinity of the Scheme, including National Cycle Network (NCN) Route 11 and 725, the Angel Cycleway, etc, were also visited during the course of the site visit. The level of use by each mode of travel and the general condition of the route (or specific piece of infrastructure) were recorded, with the potential for improvement, upgrade or new connections noted in relation to the study.
- 2.5.3. During the course of the site visit, weather conditions were dry and bright, with light winds noted and temperatures typically between 7 and 12 degrees Celsius. The road and foot/cycleway surfaces surveyed were all noted to be dry and clear (however off-road conditions on Route 11 of the NCN along the Great North Forest Heritage Trail were damp following rainfall which had occurred over night). The weather conditions were generally assessed as being suitable for pedestrians, cyclists and equestrians.
- 2.5.4. A summary of the key findings from the site are provided below, with full details contained at Section 2.8 Existing Pedestrian, Cyclist and Equestrian Facilities within the Local Area:

Section 1 – Northside Overbridge

- The footway provision on the approach the A1231 Northside Overbridge is substandard in width (on both the eastern and western sides).
- The condition of the pavement surface of the footway provision on both the eastern and western approaches to the A1231 Northside Overbridge is poor.
- Vegetation on the western verges encroaches onto the existing footway, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.

- No lighting is available on the approach the A1231 Northside Overbridge (on both the eastern and western sides).
- The condition of the concrete post and tubular pole fencing on both the eastern and western approaches to the A1231 Northside Overbridge is poor.
- No directional signage is available on either side of the A1231 Northside Overbridge.
- No dedicated cycle facilities available, despite the A1231 having being a derestricted dual-carriageway, two-way road at this location. A modest number of on carriageway cycle trips were recorded during the video non-motorised user surveys.

Section 2 – Northside to North Dene Footway and the North Dene Footbridge

- There is no boundary fence treatment between the Northside Footway and the A1 mainline.
- The Northside to North Dene Footway (for the 65m stretch south of North Dene Footbridge), which is designated on ‘a traffic free path’ on the Gateshead Cycle Map, is substandard in width.
- No lighting is available on the Northside to North Dene Footway.
- The North Dene Footbridge deck and ramp is substandard in width (on both the eastern and western sides) in light of its use by both pedestrians and cyclists, it is designated as ‘a path or footway where you should walk your bike’ on the Gateshead Cycle Map.
- North Dene Footbridge is accessed via a stepped ramp with a single landing, which features a 1 in 6 gradient between ground level and the bridge deck.
- The bridge deck and ramp landings on either side do not currently benefit from tactile paving provisions.
- No directional signage is available on either side of the North Dene Footbridge.
- To the eastern side of North Dene Footbridge the public right of way takes the form of an unmade footpath.
- To the eastern side of North Dene Footbridge the public right of way passes through a ‘kissing gate’ that is only suitable for pedestrian access.

Section 3 – North Dene to Longbank Footpath and the Longbank Bridleway underbridge

- The North Dene to Longbank Footpath, which is designated on ‘a traffic free path’ on the Gateshead Cycle Map, is substandard in width.
- No lighting is available on the North Dene to Longbank Footpath.
- Vegetation in the verges encroaches onto the existing footpath, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.
- The condition of the concrete post and wire-mesh fencing between the North Dene to Longbank Footpath and the A1 mainline is poor.
- No directional signage is available on either end of the North Dene to Longbank Footpath.

- Pedestrian access to the Longbank Bridleway underbridge is provided by means of an informal and unmade ramp, leading to a flight of steps (constructed of wood, with a loose paved tread surface and wooden handrails to aid ascent/descent).
- Cycle access to the Longbank Bridleway underbridge, which is designated as 'a National Cycle Network off-road cycle path' and is identified as Route 11 a 'Regional Cycle Network' on the Gateshead Cycle Map, is only available by means of an at-grade ramp located approximately 200.0m southwest, where the route meets the A167 Newcastle Bank.
- The Longbank Bridleway underbridge is an unlit 80.0m long, domed corrugated-steel lined structure, which is intimidating to pedestrians and cyclists.
- To the northern side of the Longbank Bridleway underbridge, the surface is loose/coarse paved in nature to aid equestrians and to the southern side a concrete drainage channel provides a formal made surface for pedestrians/cyclists.
- During heavy rain-fall, the bridleway is susceptible to flooding, with the loose/coarse surface treatment being known to either wash away completely or being overrun with earth which encroaches from the adjacent cutting slopes.
- To the eastern side of the structure, an informal and unmade ramp provides a raised link for cyclists/equestrians to the eastern headwall of the Longbank Bridleway underbridge).
- The eastern headwall of the Longbank Bridleway underbridge passes between a brick built parapet wall and 2.0m high wooden close-board fence treatment, with the available width varying between approximately 1.5m and 3.0m.
- At both entry points to the underpass there are horse-rider dismounting points which Equestrians use before travelling through.

Section 4 – Longbank to Eighton Lodge Footpath and the Eighton Lodge Interchange

- The Longbank to Eighton Lodge Footpath, which is designated on 'a traffic free path' on the Gateshead Cycle Map, is substandard in width.
- No lighting is available on the Longbank to Eighton Lodge Footpath.
- Vegetation in the verges encroaches onto the existing footpath, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.
- The condition of the concrete post and wire-mesh fencing between the Longbank to Eighton Lodge Footpath and the A1 mainline is poor.
- No directional signage is available on either end of the Longbank to Eighton Lodge Footpath.
- The shared footway/cycleway provisions Eighton Lodge Interchange, which are designated as part of the NCN Route 725, are substandard in width.
- Crossing provisions are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams (some of which are under part-time signal control) in order to pass over the various sections of carriageway.
- Crossing opportunities were complicated by the horizontal alignment of entry-arms and the location/height of traffic signage on the approach to the junction, which often acted as a sight-screen prohibiting visibility for pedestrians.

Section 5 – Smithy Lane overbridge and the Angel Cycleway/Chowdene Bank Bridge

- The footway provision on the approach the Smithy Lane overbridge is generally substandard in width (on both the eastern and western sides). Significant level differences and lack of infrastructure limit access to the A1 mainline.
- No lighting is available on the approach the Smithy Lane overbridge (on both the eastern and western sides).

Section 6 – Coalhouse Interchange

- The footway provisions around the Coalhouse Interchange are generally substandard in width.
- No dedicated cycle facilities are available around the Coalhouse Interchange.
- The six arms of the roundabout currently have varying degrees of physical pedestrian infrastructure at crossing points.
- Crossing provisions are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams (some of which are under part-time signal control) in order to pass over the various sections of carriageway.
- No directional signage is available around the Coalhouse Interchange.
- No formal crossing provisions adjacent to the Sainsbury's and Argos store access and the primary desire line encourages pedestrians to cross the road between two bus lay-bys (on either side of Chowdene Bank).

2.5.5. Evidence of the findings presented above is available in the photographs at Appendix E to the rear of this Walking, Cycling and Horse-Riding Assessment.

2.6. CONSULTATION WITH KEY STAKEHOLDERS

2.6.1. A meeting between Gateshead Council, Highways England and WSP was held on Tuesday 5th September 2017 at the Gateshead Council office to discuss NMU's in the area of the Scheme. Additionally, a discussion on non-motorised users was held the following day with Sunderland Council, after which information was distributed out via email in which WSP has received no response.

2.6.2. The operation of existing pedestrian, cycle and equestrian facilities within the study area and the vicinity of the Scheme were discussed and documented by Highways England. Additionally, the stakeholder meeting was also used as an opportunity to discuss planned and aspirational routes, connections, facilities, infrastructure, etc, that the Local Authorities have previously identified to improve pedestrian, cycle and equestrian routes within the area.

2.6.3. The information gathered during the stakeholder meeting has been incorporated into this Walking, Cycling and Horse-Riding Assessment report, with the minutes of the meeting archived on the project file in order to record the specific topics discussed. A summary of the key points are provided below:

- NMU provision is high profile in Gateshead.

- The usage of Longbank Bridleway has decreased significantly in recent years.
- NCN Route 11 has become overgrown and suffers from flood water issues. The route has been legally closed in the past due to flooding, as water flows down from the fields to the north of the A1 onto the bridleway and has washed 270 tonnes of surface material away, but the decision received public opposition.
- Measures have been taken to repair the damage caused, but it is unlikely that the route will be restored to previous standards due to issues with flood water and drainage.
- A concrete dish wash implemented by Gateshead Council to direct excess water away from the route, which has helped minimise further damage, but is not seen as a solution to the flooding issues.
- There are no known collision issues involving NMU routes in the vicinity of Eighton Lodge Interchange.
- NMUs are aware that Eighton Lodge is not the safest route available within the local area, as it is not fully signalised.
- There is growing demand along the NCN Route 725 and the Eighton Lodge Interchange will need to be considered for upgrade over the coming years. It is considered that NMU facilities are less suitable than the standard set throughout the remainder of Gateshead.
- Introduction of part-time traffic signal control has helped to some extent, but concerns still remain for pedestrians and cyclists crossing at the Eighton Lodge Interchange.
- Usage of North Dene Footbridge is expected to increase in the future.
- Highways England (with a financial contribution from Gateshead Council) recently replaced the bridge deck and introduced a bike rail to assist cyclists crossing the infrastructure.
- The Gateshead Council Cycling Champion has raised concerns over the provisions at the Coalhouse Interchange.
- Pedestrians originating from the Lady Park area of Gateshead, wishing to access local bus routes and supermarket provisions in Team Valley are concerned about walking routes/crossing opportunities around the Coalhouse Interchange.
- On-street parking throughout local industrial estates has been removed and replaced with dedicated cycle routes with great success.
- Gateshead Council is not aware that NMUs are using the A1 for commuting purposes, however, pedestrians in Northside utilise the embankment as a walking route despite the lack of a boundary fence.
- There is potential for a cycling route from the Eighton Lodge Interchange running parallel to the A1 mainline, which would be unlikely to affect the Scheme.
- Consideration should be given to the mitigation of adverse impacts of increased traffic demand (created by the Scheme) on the local highway network.

2.7. CONSULTATION WITH LOCAL USER GROUPS AND WIDER PUBLIC

- 2.7.1. A series of public consultation events were held during February 2018 and, as such, no specific events were organised as part of the preparation of this Walking, Cycling and Horse-Riding Assessment.

2.7.2. This stakeholder engagement exercise effectively captured the opinions and views of various non-motorised user groups (including, but not limited to local resident walking representatives, local resident cycling representatives and Cycling UK). A summary of the key points are provided at **Appendix G**.

2.8. EXISTING PEDESTRIAN/CYCLE/EQUESTRIAN FACILITIES WITHIN THE LOCAL AREA AND LINKS TO THE STRATEGIC NETWORK

2.8.1. During the aforementioned site visit, an assessment was made of the facilities available to pedestrians, cyclists and equestrians within each section of the overall study area. The routes, connections, infrastructure, etc, that were identified by the Lead Assessor are set out in detail below.

2.8.2. Cycle Maps for Gateshead North, Gateshead South and South Tyneside South are illustrated in **Appendix F**, which cover the extents of the study area and will be referred to throughout the remainder of this Walking, Cycling and Horse-Riding Assessment.

Section 1 - Northside Overbridge

2.8.3. The 'Northside Overbridge' is located at Junction 65 of the A1 (the Bowes Incline Interchange) to the southern extent of the A1 NGWB, and facilitates the crossing of A1231 over the trunk road network between the Armstrong area of Washington (to the east) and Birtley (to the west). The interchange is grade-separated in nature and provides:

- Access to the A1 for the northbound traffic stream
- Egress from the A1 for the southbound traffic stream

2.8.4. The A1231 at this location is a derestricted dual-carriageway, two-way road, which is a relatively highly trafficked section of the local highway network owing to its function as an inner-urban route, which provides essential linkage between Washington (plus its surrounding towns/villages) and major employment centres within Teesside, Durham, Sunderland, Gateshead and Newcastle.

2.8.5. The A1231 forms part of the local highway network and, as such, Gateshead and Sunderland Councils are the Authorities responsible for maintaining the carriageway/footway/verges.

2.8.6. The 'Northside Overbridge' is approximately 22.3m wide (consisting of two 7.3m wide carriageways separated by a 5.0m kerbed central island and a 2.9m wide footway over the western side of the 70.0m long bridge-deck) with a 1.0m high parapet fence to protect crossing pedestrians.

2.8.7. This unlit pedestrian footway is variable in terms of standard and width on both approaches to the 'Northside Overbridge' itself. The gradient is generally around 1 in 12 on the western side, however, the substandard footway width varies between 0.6m and 1.0m (with a marginal 1.2m to 1.5m wide grass verge on either side of the footway to separate the pedestrian facilities from the carriageway and a short additional section of tension corrugated safety barrier prior to the bridge deck). A 1.0m high concrete post and metal rail

fence separates the footway from the embankment along the western approach to the bridge deck, however, on-site observations noted dilapidation at certain locations which presents a potential safety concern for users.

- 2.8.8. An additional unlit, 1.8m wide footway link has also been provided between the Northside residential estate road and the 'Northside Overbridge' which experiences a gradient in excess of 1 in 5 for a length of around 80.0m in total and provides access to a bus stop on the A1231 which facilitates onward travel by means of the Service X25 between Newcastle upon Tyne and Langley Park. A 1.0m high concrete post/metal rail fence also separates this footway from the bridge embankment and on site observations noted similar levels of dilapidation.
- 2.8.9. The aforementioned stop benefits from a post and schedule information board, however, buses must currently stop on a 70mph section of road. Additionally, patrons are required to walk across the marginal grass verge in order to access the services provided by local bus operators, with no raised kerbs or bituminous surfacing to aid access.
- 2.8.10. On the eastern side of the bridge the gradient is reasonably level, however, a similar substandard footway width and 1.0m high concrete post/metal rail fence is present up to the signal controlled intersection between the A1231 and the A1 southbound off-slip road. At this location an advisory crossing point over the A1 southbound off-slip road is available, which benefits from dropped kerbs, tactile paving and 'Look Left/Look Right' white lining on the carriageway to assist pedestrians navigate the highway during breaks in the traffic flow of approximately 15 seconds (i.e. whilst the A1231 mainline receives a green signal).
- 2.8.11. Running along the eastern side of the A1 southbound off-slip road, is an unlit 1.5m wide footway (with a marginal 1.5m to 2.0m wide grass verge on either side of the footway to separate the pedestrian facilities from the carriageway) which passes through a 'kissing gate' approximately 150.0m north of the intersection with the A1231. The route provides access to an unnamed bridleway (that runs past Bassetts Pond, Bowes Lake and the Angel of the North Livery Yard) to the north and the Bowes Incline Hotel (leading to the North Dene Footbridge) to the west.
- 2.8.12. Fully classified surveys using video cameras were conducted at this location (over 24 hour periods) on Thursday 9th and Saturday 11th November 2017 in order to establish existing usage levels for all non-motorised user modes of travel. The results associated with the 'Northside Overbridge' are presented at **Table 2-3**:

Table 2-3 - Total NMU usage levels at the Northside Overbridge

	Thursday 9 th November 2017	Saturday 11 th November 2017

Travel Mode	AM Peak (09:00-10:00)	PM Peak (16:00-17:00)	Daily (00:00-24:00)	AM Peak (08:00-09:00)	PM Peak (14:00-15:00)	Daily (00:00-24:00)
Pedestrians	4	5	45	4	6	30
Cycles	3	6	24	0	2	11
Electric Cycles	0	0	1	0	0	0
Non-motorised Scooters	0	0	0	0	0	0
Equestrians	0	0	0	0	0	0
Powered Wheelchairs	0	0	0	0	0	0
Total	7	11	70	4	8	41

- 2.8.13. The results tabulated above clearly demonstrate that the route currently attracts a modest level of pedestrian and cycle movements during both peak periods and across the daily total (i.e. a maximum average of one movement every 5-6 minutes during the most intensive period of usage).
- 2.8.14. The Cycle Maps in Appendix F clearly show that the Northside Overbridge is designated as a ‘path or footway where you should walk your bike’. This indicates that the Local Highway Authority currently encourage cycling along this particular section of the network, although particularly low usage levels were demonstrated in the table previously.
- 2.8.15. The flow diagrams presented on the following pages of this report set out the specific non-motorised user flow profile recorded at this location during both the AM and PM peak period, in addition to the daily totals associated with each mode of travel.
- 2.8.16. There is an alternative route from Birtley over the A1 mainline for NMU’s, in the form of an Overbridge which is located north of Washington service area and is accessible from Penschaw View on the eastern side of the A1 and Crowther Road on the western side. However, this route is not as direct as the ‘Northside Overbridge’ to the employment areas that are located on the east side of the A1; therefore, it is considered that the majority of non-motorised user usage would be from ‘Northside Overbridge’.

Figure 1 - Weekday AM peak period NMU flows at the Northside Overbridge

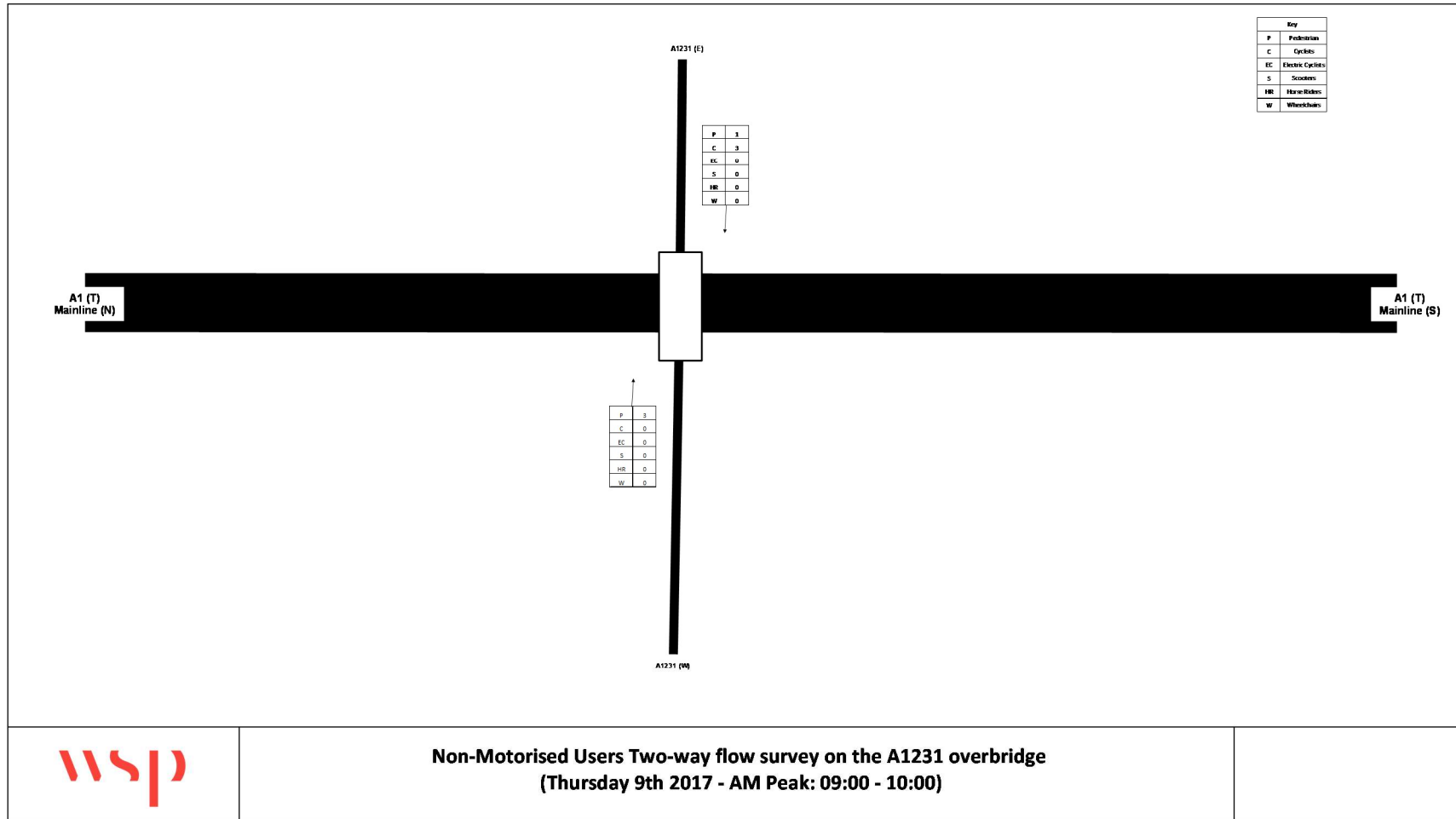


Figure 2 – Weekday PM peak period NMU flows at the Northside Overbridge

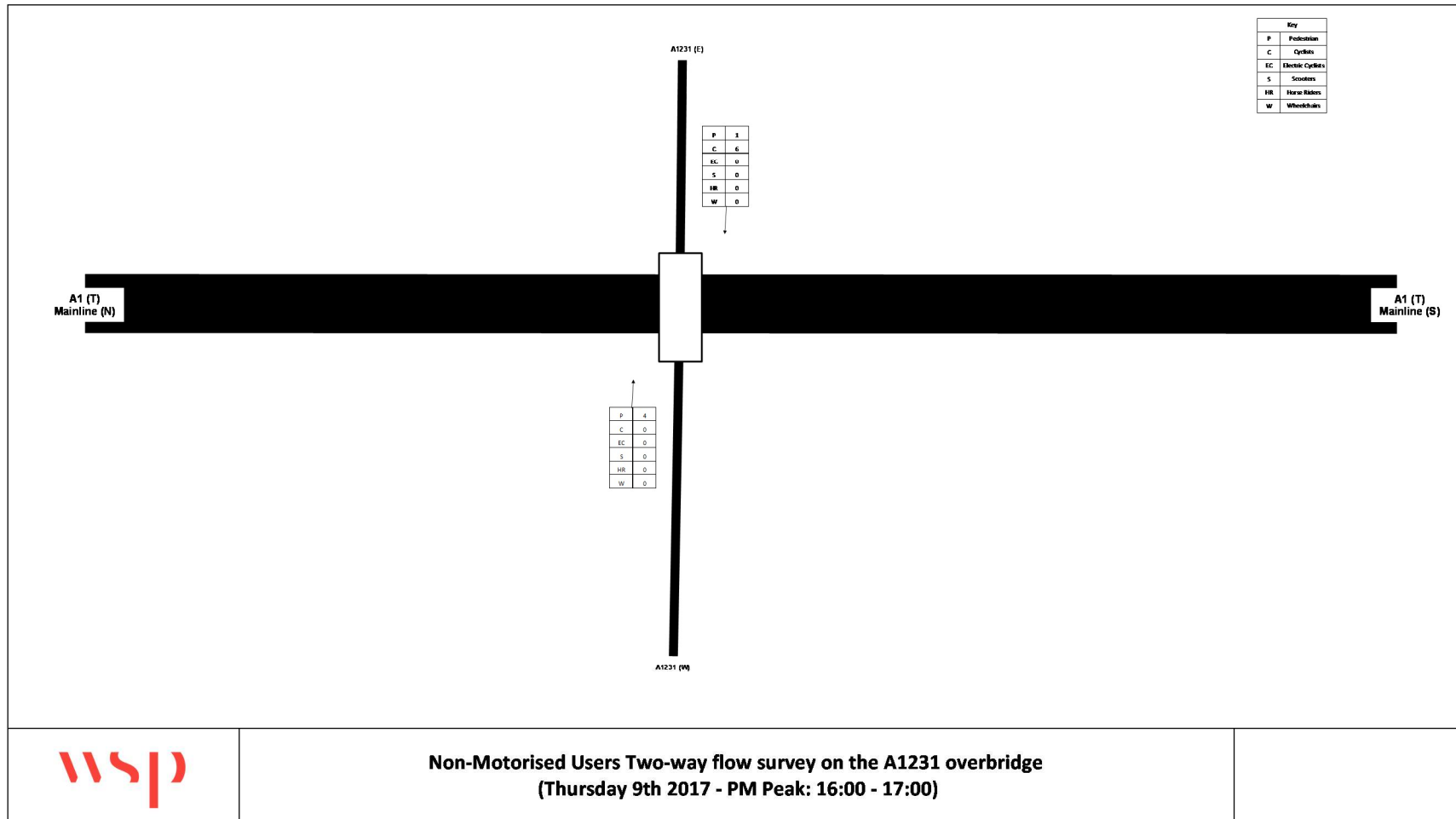


Figure 3 - Weekday daily NMU flows at the Northside Overbridge

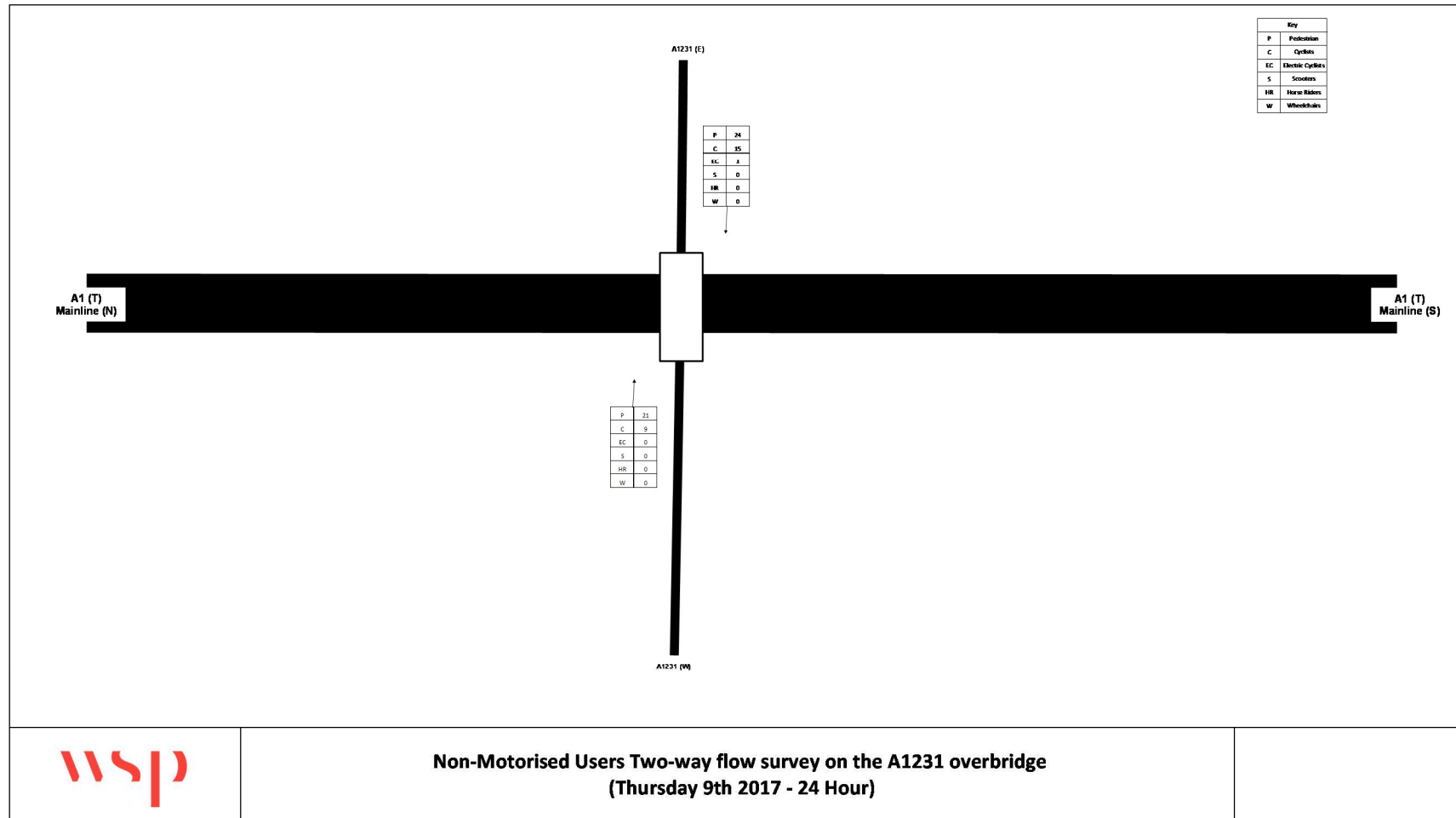


Figure 4 – Weekend AM peak period NMU flows at the Northside Overbridge

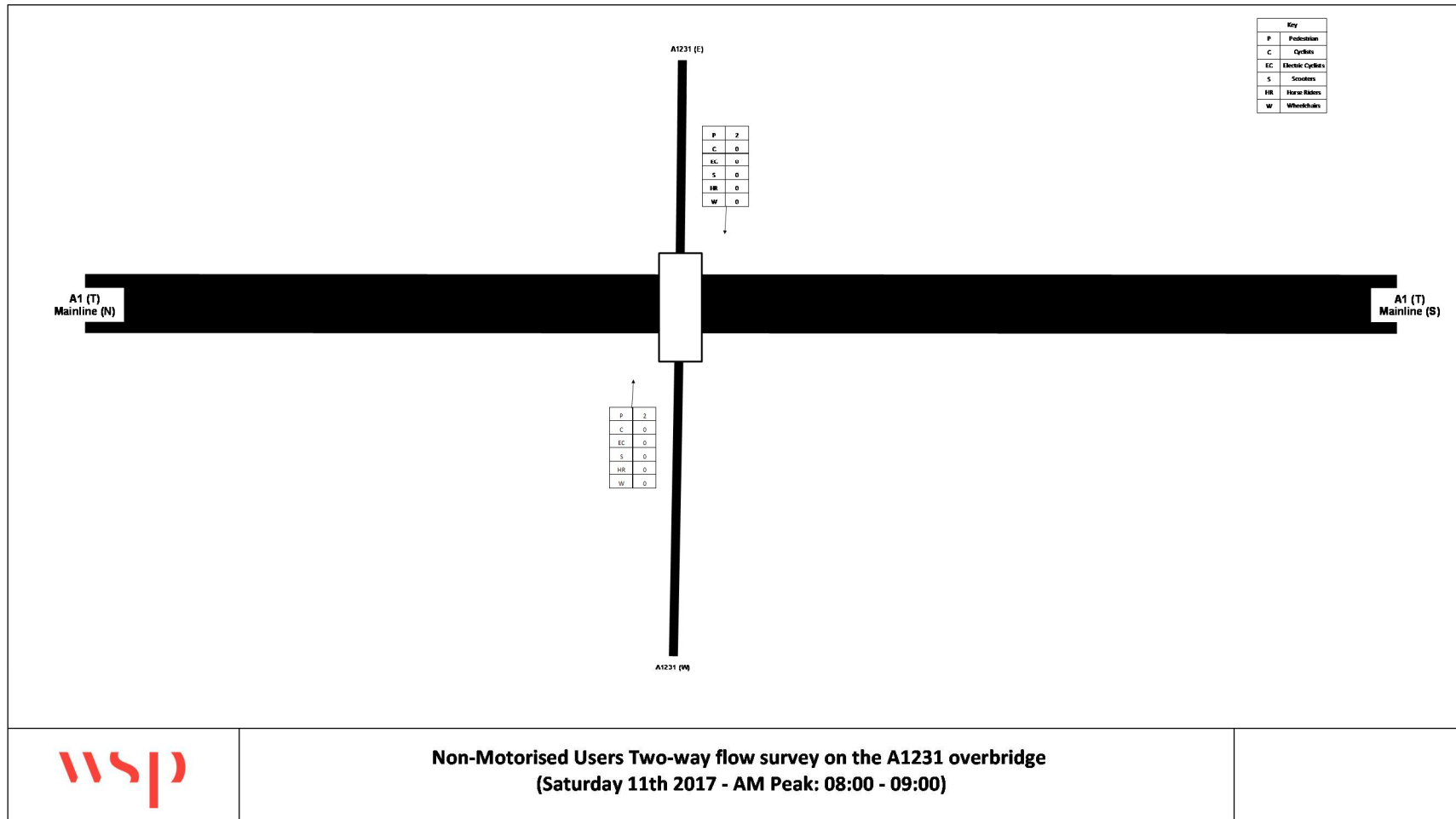


Figure 5 – Weekend PM peak period NMU flows at the Northside Overbridge

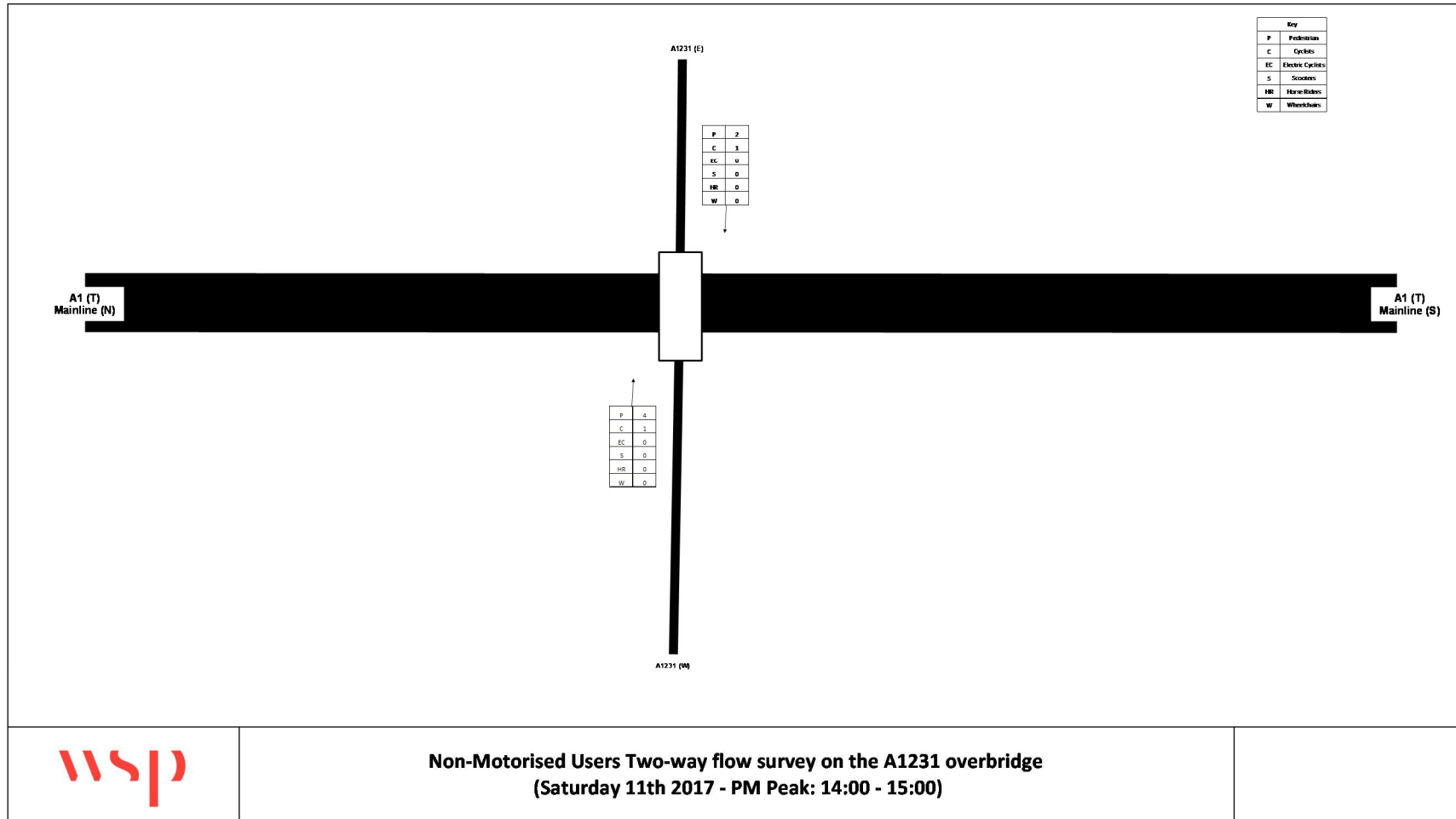
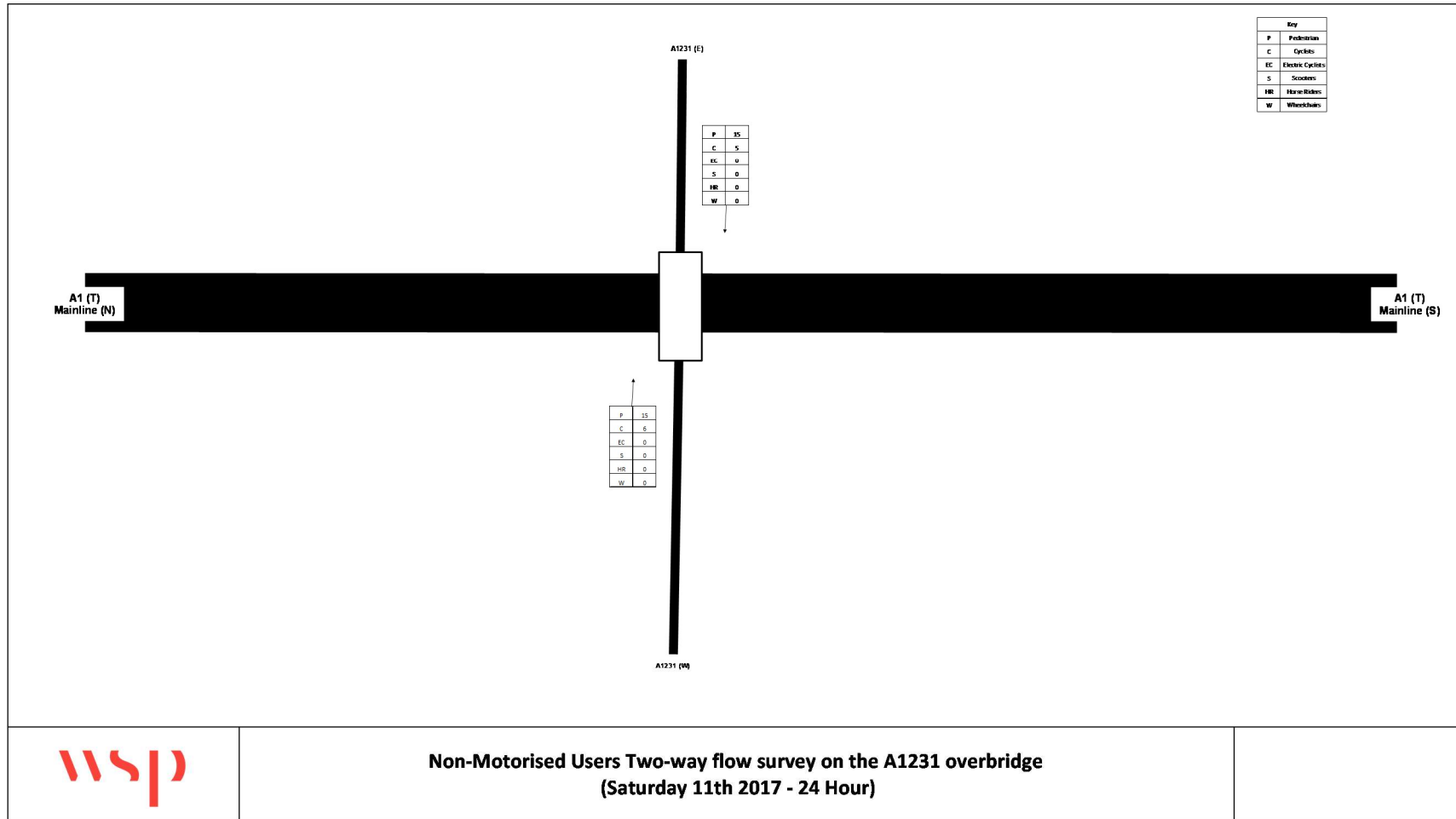


Figure 6 – Weekend daily NMU flows at the Northside Overbridge



Section 2 – Northside to North Dene Footway and the North Dene Footbridge

- 2.8.17. The Northside to North Dene Footway is an informal and unmade pedestrian route, which follows an alignment broadly adjacent to the A1 mainline (approximately 18.0-20.0m to the west of the trunk road network) for a length of 425.0m between the boundary of the Northside residential street and North Dene Footbridge.
- 2.8.18. This unmade track (which runs along the top of an earth-mound embankment which forms a barrier between the Northside residential estate and the northbound carriageway of the A1) is not a formal pedestrian route and, hence, is not the responsibility of either Highways England or Gateshead Council to maintain. Its informal use by pedestrians as an attractive dog walking route (for locals originating from the adjacent residential estate) is, however, a concern due to the complete lack of any boundary fence treatment to restrict access to the northbound carriageway of the A1 mainline.
- 2.8.19. Approximately 65m south of the North Dene Footbridge, the route becomes formal in nature (and becomes the responsibility of Gateshead Council to maintain) with an unlit 1.5m wide footway providing access to the residential street of Crathie and continuing north for approximately 900.0m to the Eighton Lodge Interchange (as described in greater detail in the following section of this report).
- 2.8.20. North Dene Footbridge is located between Junction 65 (Birtley) and Junction 66 (Eighton Lodge) of the A1, providing a formal public right of way footpath route between Northside Farm/Bowes Incline Hotel (to the east) and the Northside residential estate (to the west).
- 2.8.21. Access to the structure from Crathie is provided by means of a 2.0m wide stepped ramp with a single landing (each step change measuring 120mm in height and spanning 1.7m in length) which features a 1 in 6 gradient between ground level and the bridge deck. Cyclists using the facility are currently required to dismount and use a 100.0mm wide runner-rail style ramp feature, which allows cycles to be pushed up the steps.
- 2.8.22. A modern 2.0m wide bridge deck runs for approximately 45.0m in length, benefitting from a high friction surface treatment and 1.4m high parapet fences to either side in order to protect both pedestrians/cyclists whilst crossing the structure.
- 2.8.23. To the eastern side of North Dene Footbridge the public right of way takes the form of an unmade footpath, which passes through a 'kissing gate' that is only suitable for pedestrian access, before providing access to Northside Farm and an unnamed local road which serves the Bowes Incline Hotel (approximately 250.0m to the southeast). From this point onwards the network joins the previously described bridleway (at Bowes Lake) and the unlit 1.5m wide footway which runs along the eastern side of the A1 southbound off-slip road to the intersection with the A1231 at Northside Overbridge.
- 2.8.24. With regards to bullet point 10 in Section 2.6, WSP have reviewed the Local Authority development aspirations for the area, as set out within 'Planning for the future – Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030'. The

parcels of land immediately to the north of the A1 (adjacent to North Dene footbridge) currently form part of the existing green-belt and have not been identified for development purposes prior to 2030. Conversations between WSP and representatives of the Spatial Planning and Environment team at Gateshead Council have confirmed that “as housing need no longer provides exceptional circumstances for greenfield Green Belt land to be allocated for residential use in Gateshead, our emerging Land Allocations and DM policies document (MSGP) is not considering the development potential of such sites”. WSP would, therefore, not envisage that NMU movements over the North Dene footbridge will materially increase over existing usage levels during this period.

- 2.8.25. As discussed previously, an intensification of NMU movements over the bridge is not forecast prior to 2030 and, as such, it must be considered that there may be no absolute need to construct a new 1 in 12 ramp as part of the Scheme (unless existing issues have been raised with the Highway Authority by users of the bridge).
- 2.8.26. Should the parcels of land immediately to the north of the A1 (adjacent to North Dene footbridge) ever be identified for development purposes in future revisions of the Gateshead Local Plan, resulting in an intensification of use, it would be advisable to ensure that consultation with developers is held to ensure that financial contributions are secured towards the provision of a new fully compliant ramp.
- 2.8.27. Fully classified surveys using video cameras were conducted at this location (over 24 hour periods) on Thursday 9th and Saturday 11th November 2017 in order to establish existing usage levels for all non-motorised user modes of travel. The results associated with the ‘North Dene Footbridge’ are presented at **Table 2-4**:

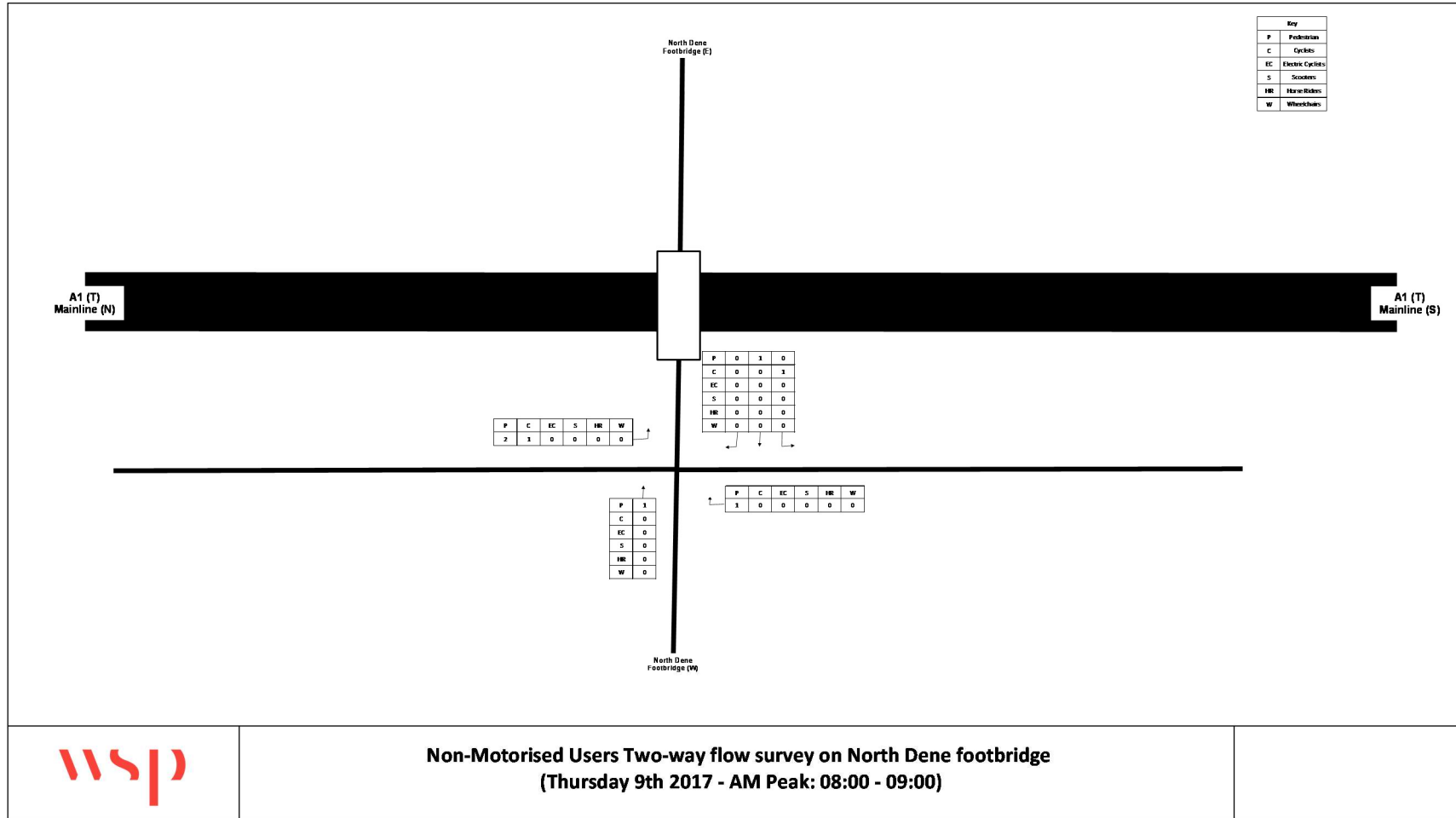
Table 2-4 - Total NMU usage levels at the North Dene Footbridge

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (00:00-24:00)	AM Peak (11:00-12:00)	PM Peak (12:00-13:00)	Daily (00:00-24:00)
Pedestrians	5	2	38	10	8	49
Cycles	2	4	21	0	0	3
Electric Cycles	0	0	0	0	0	0
Non-motorised Scooters	0	0	0	0	0	0

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (00:00-24:00)	AM Peak (11:00-12:00)	PM Peak (12:00-13:00)	Daily (00:00-24:00)
Equestrians	0	0	0	0	0	0
Powered Wheelchairs	0	0	0	0	0	0
Total	7	6	59	10	8	52

- 2.8.28. The results tabulated above clearly demonstrate that the route currently attracts a modest level of pedestrian and cycle movements during both peak periods and across the daily total (i.e. a maximum average of one movement every 6 minutes during the most intensive period of usage).
- 2.8.29. The Cycle Maps in Appendix F clearly show that the North Dene Footbridge is designated as a 'path or footway where you should walk your bike'. This indicates that the Local Highway Authority currently encourage cycling along this particular section of the network, although particularly low usage levels were demonstrated in the table previously. Within the immediate vicinity of this section of the study area, the B1288 and adjacent residential area are designated as providing a 'traffic-free path' with some lengths classified as forming a 'sign-posted on road cycle route'.
- 2.8.30. The flow diagrams presented on the following pages of this report set out the specific non-motorised user flow profile recorded at this location during both the AM and PM peak period, in addition to the daily totals associated with each mode of travel.

Figure 7 – Weekday AM peak period NMU flows at the North Dene Footbridge



Non-Motorised Users Two-way flow survey on North Dene footbridge
 (Thursday 9th 2017 - AM Peak: 08:00 - 09:00)

Figure 8 - Weekday PM peak period NMU flows at the North Dene Footbridge

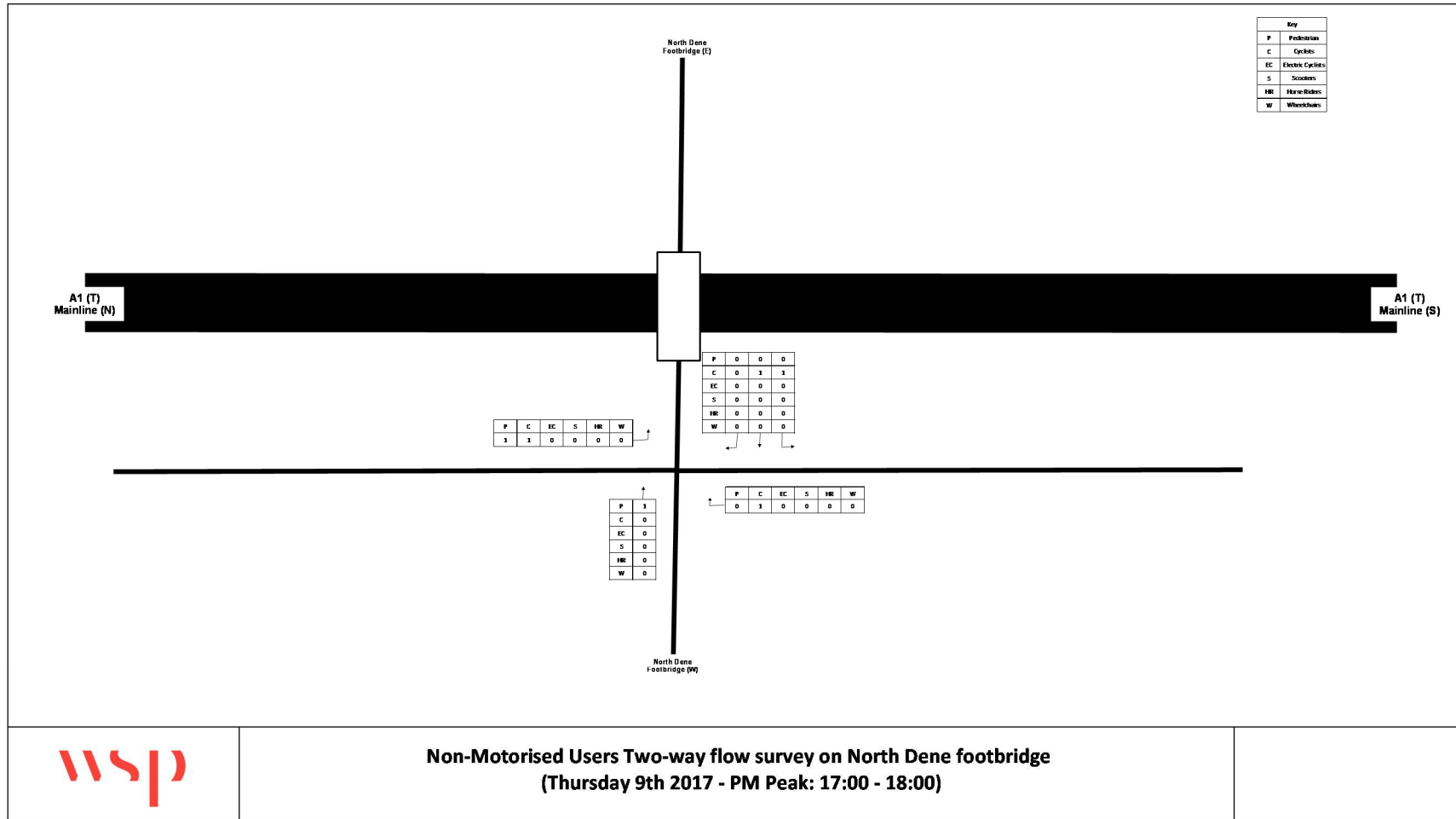


Figure 9 – Weekday daily NMU flows at the North Dene Footbridge

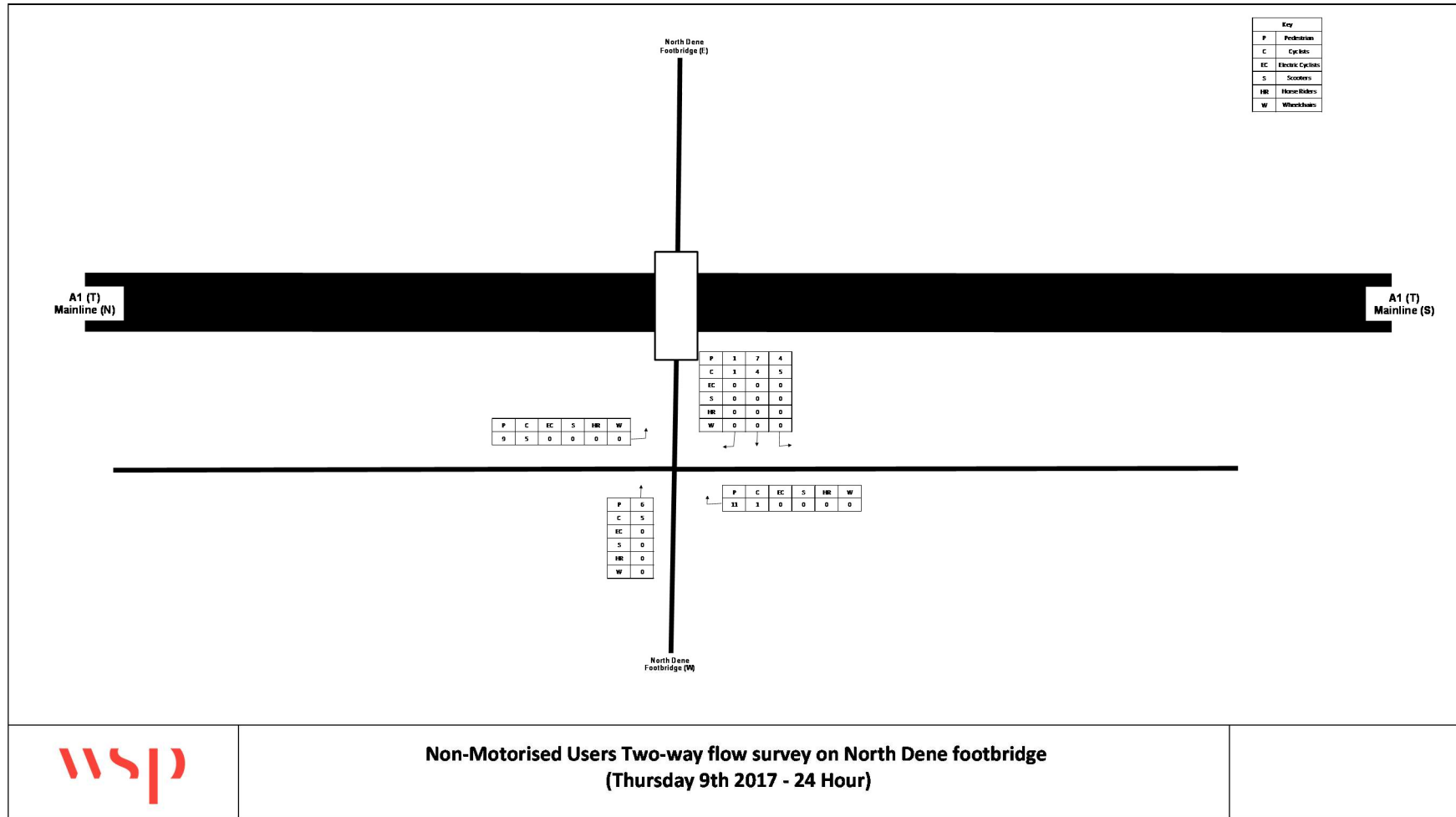


Figure 10 – Weekend AM peak period NMU flows at the North Dene Footbridge

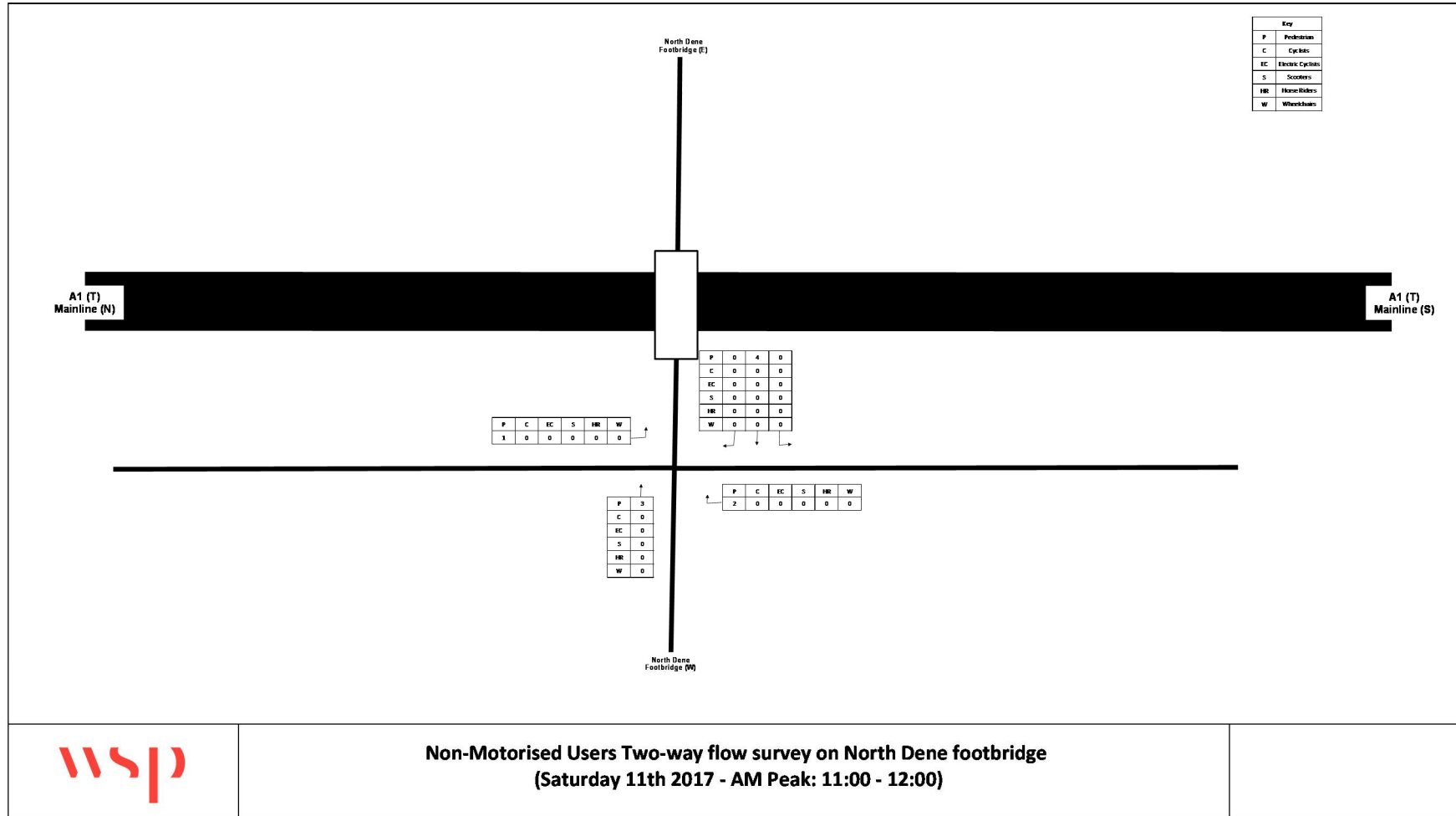


Figure 11 – Weekend PM peak period NMU flows at the North Dene Footbridge

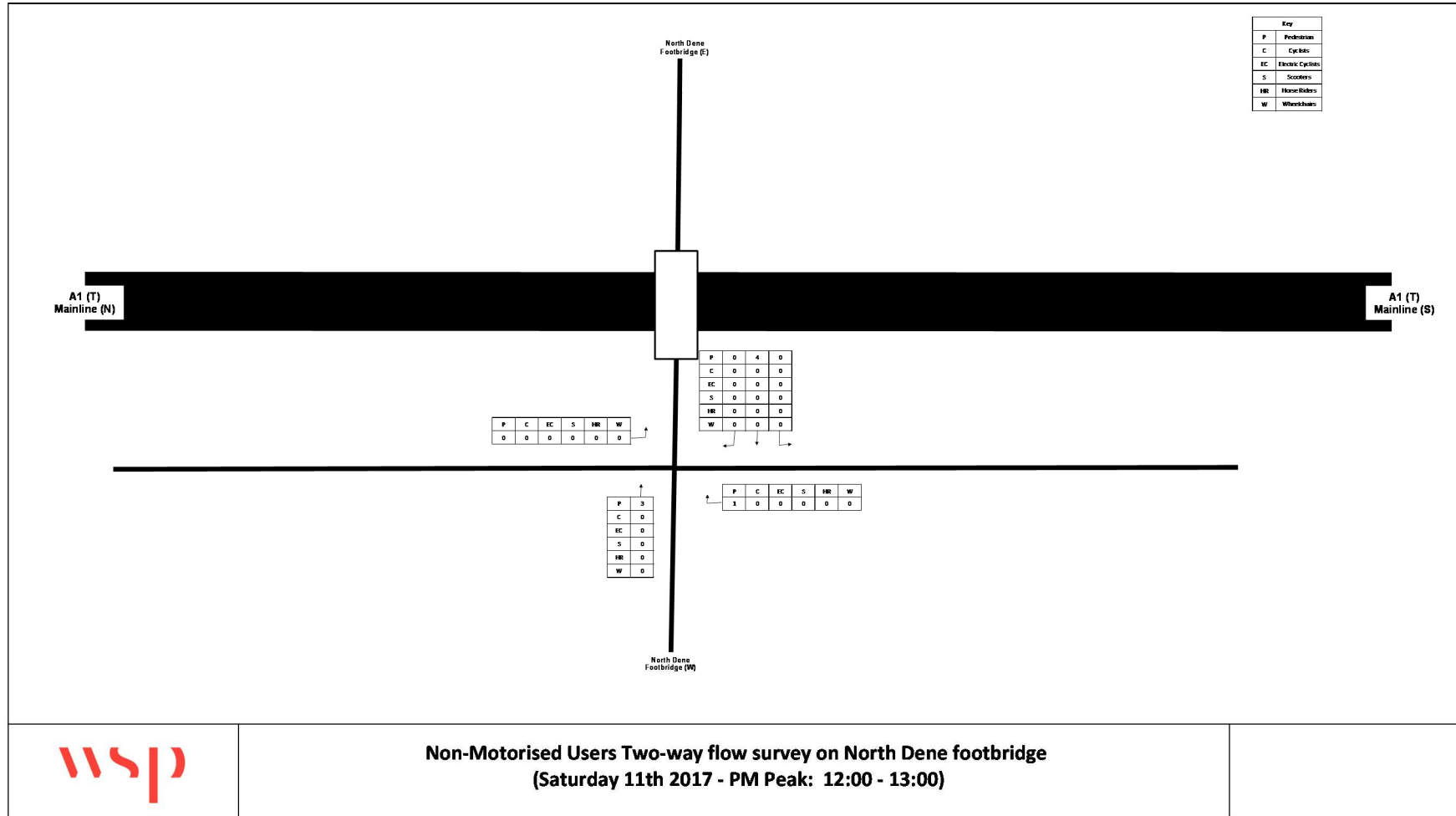
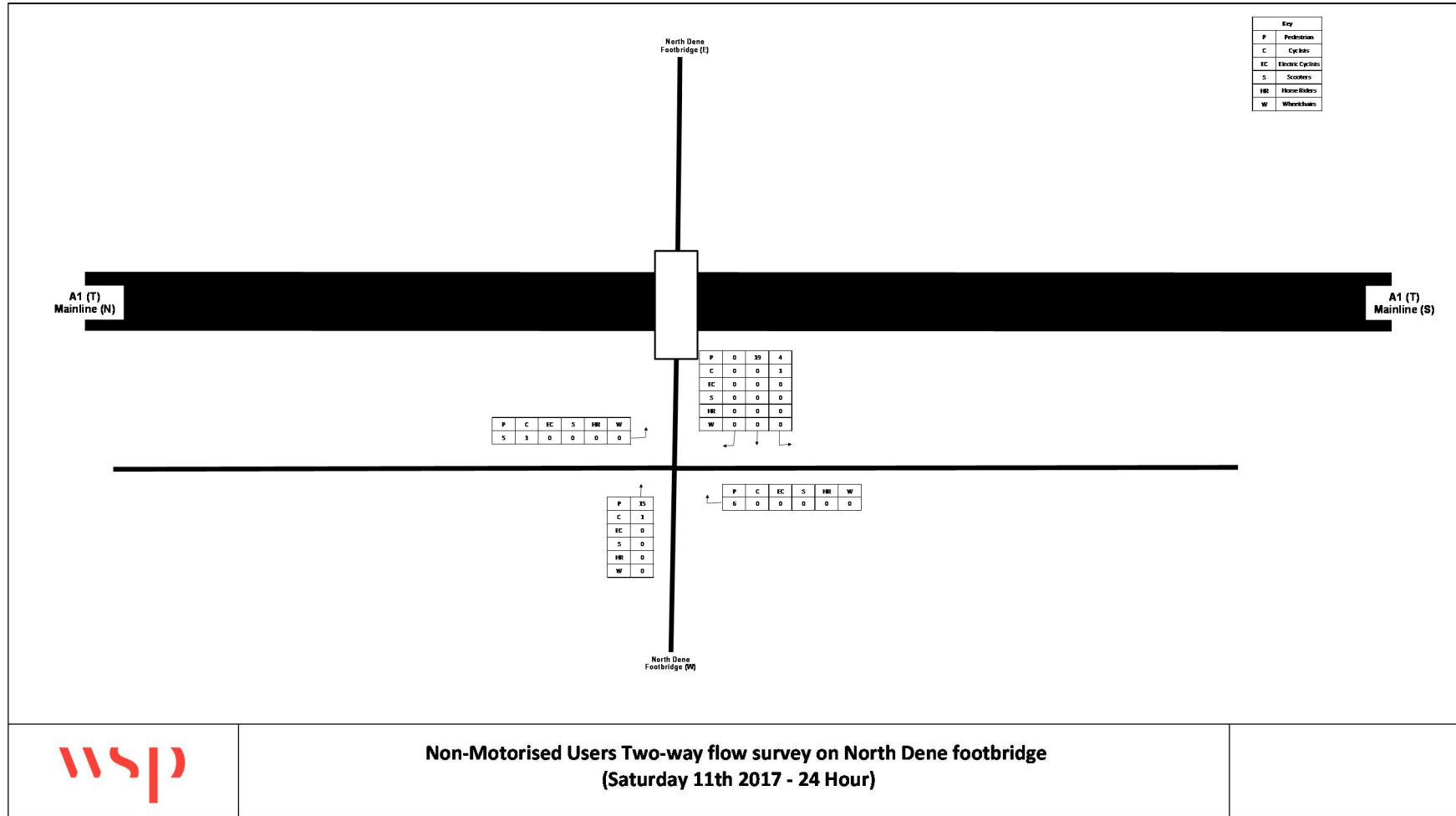


Figure 12 – Weekend daily NMU flows at the North Dene Footbridge



Non-Motorised Users Two-way flow survey on North Dene footbridge
 (Saturday 11th 2017 - 24 Hour)

Section 3 - North Dene to Longbank Footpath and the Longbank Bridleway Underbridge

- 2.8.31. To the northern side of the North Dene Footbridge, the previously described unlit 1.5m wide footway continues to the Longbank Bridleway underbridge and is a formal pedestrian route which is the responsibility of Gateshead Council to maintain. The route is primarily used by pedestrians and is segregated from the northbound carriageway of the A1 mainline (which runs parallel to the route at a variable distance between 2.0m and 10.0m to the east) by a marginal grass verge/concrete post and mesh-wire boundary fence treatment. On the western side of the footway a wooden post and rail fence restricts access to an area of dense vegetation (which overhangs the footway at certain locations resulting in potentially hazardous conditions for non-motorised users) and grass verges, which segregate the pedestrian route from the adjacent residential estate.
- 2.8.32. Approximately 500.0m to the north of the previously discussed foot-bridge over the A1, this footway runs adjacent to the western headwall of the Longbank Bridleway underbridge and passes between a brick built parapet wall and a concrete post/wire-mesh boundary fence treatment. Pedestrian access to the Underpass from this footpath is provided by means of an informal and unmade ramp, leading to a flight of steps (constructed of wood, with a loose paved tread surface and wooden handrails to aid ascent/descent). Cycle access can be achieved via an at-grade ramp located approximately 200.0m southwest, where the route meets the A167 Newcastle Bank.
- 2.8.33. Longbank Bridleway underbridge runs beneath the A1 mainline on a skewed northeast to southwest alignment, between Junction 65 (Birtley) and Junction 66 (Eighton Lodge), providing a bridleway function and forming part of the 65 mile long Great North Forest Heritage Trail. The path follows the route of the former Bowes Incline Rope Railway Line, which was designed in the early part of the 19th Century by George Stephenson and now forms part of an English Heritage site with designated scheduled monument status.
- 2.8.34. The underpass itself takes the form of an unlit 80.0m long, domed corrugated-steel lined structure, which is 4.7m wide and 3.5m high along the centre line of the tunnel (to facilitate safe passage for dismounted equestrians). To the northern side of route, the surface is loose/coarse paved in nature to facilitate the movement of equestrians and to the southern side a concrete drainage channel has been installed, which provides a formal made surface for pedestrians/cyclists. Equestrian mounting blocks are located either side of the Longbank Bridleway underbridge, with signage advising riders to dismount prior to entering the structure.
- 2.8.35. Consultation with stakeholders has revealed that owing to gradient and general alignment of the route, it frequently acts as a funnel during extreme weather events, channelling surface water run-off in a downhill westerly direction towards Birtley. During heavy periods of rain-fall, the bridleway is particularly susceptible to flooding, with the loose/coarse surface treatment being known to either wash away completely or being overrun with earth which encroaches from the adjacent cutting slopes.

2.8.36. To the eastern side of the structure, an informal and unmade ramp provides a raised link for cyclists/equestrians to the eastern headwall of the Longbank Bridleway underbridge, and passes between a brick built parapet wall and 2.0m high wooden close-board fence treatment (although the available width varied considerably between approximately 1.5m and 3.0m). Additional pedestrian access can also be achieved by means of a similar flight of steps (constructed of wood, with a loose paved tread surface and wooden handrails to aid ascent/decent).

2.8.37. Fully classified surveys using video cameras were conducted at this location (over 24 hour periods) on Thursday 9th and Saturday 11th November 2017 in order to establish existing usage levels for all non-motorised user modes of travel. The results associated with the 'Longbank Bridleway underbridge' are presented at **Table 2-5** below:

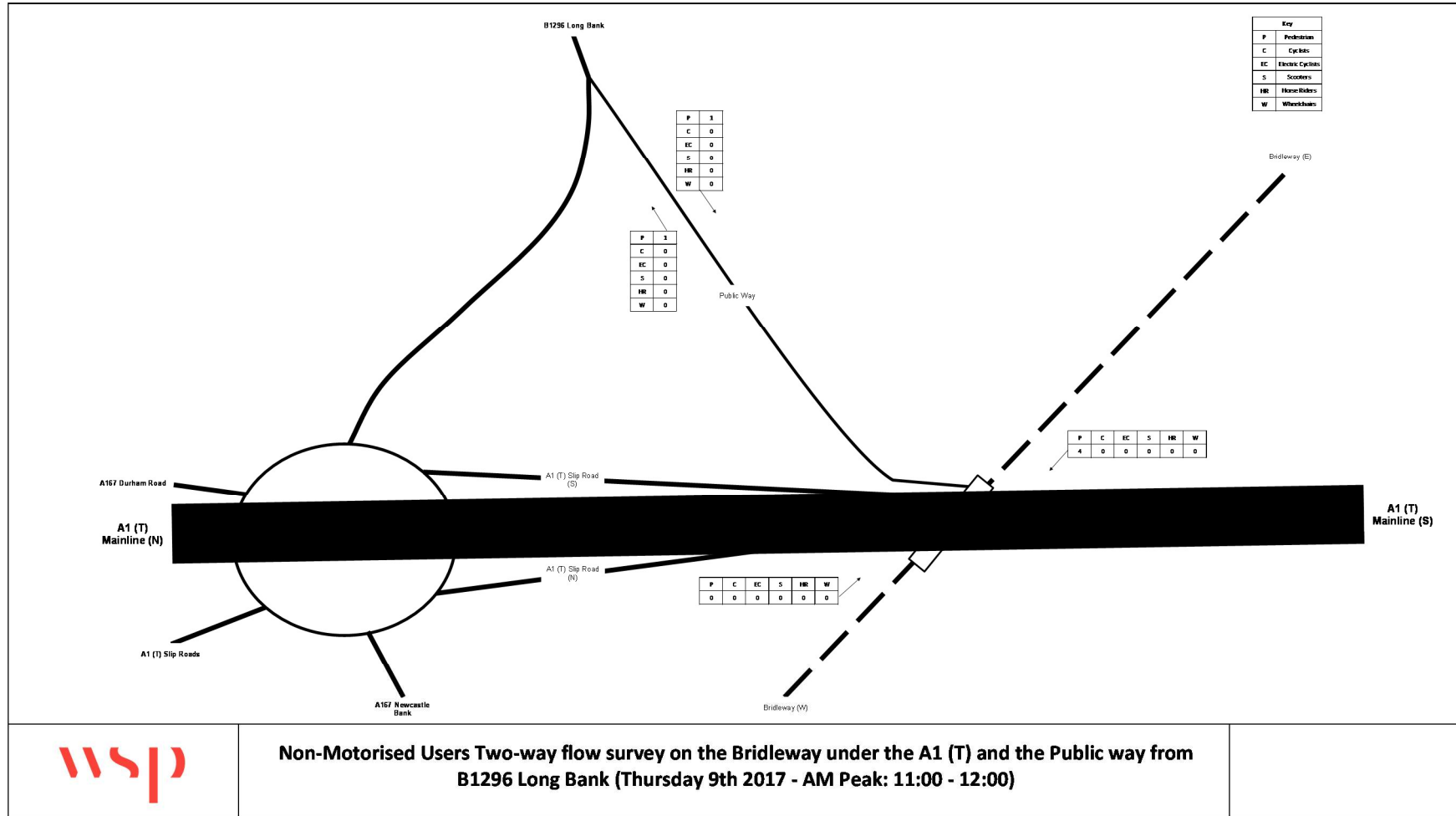
Table 2-5 - Total NMU usage levels at the Longbank Bridleway Underpass

	Thursday 9 th November 2017			Saturday 11 th November 2017		
Travel Mode	AM Peak (11:00-12:00)	PM Peak (12:00-13:00)	Daily (00:00-24:00)	AM Peak (11:00-12:00)	PM Peak (12:00-13:00)	Daily (00:00-24:00)
Pedestrians	4	5	24	5	5	40
Cycles	0	1	2	0	2	6
Electric Cycles	0	0	0	0	0	0
Non-motorised Scooters	0	0	0	0	0	0
Equestrians	0	0	0	2	0	2
Powered Wheelchairs	0	0	0	0	0	0
Total	4	6	26	7	7	48

2.8.38. The results tabulated above clearly demonstrate that the route currently attracts a modest level of pedestrian, cycle and equestrian movements during both peak periods and across the daily total (i.e. a maximum average of one movement every 8-9 minutes during the most intensive period of usage).

- 2.8.39. The Cycle Maps in Appendix F clearly show that the North Dene to Longbank Footway is designated as a 'traffic-free path' (although poor horizontal alignment in certain locations may cause difficulty for cyclists) and the Longbank Bridleway underbridge itself forms part of the National Cycle Network Route 11. This indicates that the Local Highway Authority currently encourage cycling along this particular section of the network, although particularly low usage levels were demonstrated in the table previously (with a similar level of equestrian activity recorded).
- 2.8.40. The flow diagrams presented on the following pages of this report set out the specific non-motorised user flow profile recorded at this location during both the AM and PM peak period, in addition to the daily totals associated with each mode of travel.

Figure 13 – Weekday AM peak period NMU flows at the Longbank Bridleway underpass



Non-Motorised Users Two-way flow survey on the Bridleway under the A1 (T) and the Public way from B1296 Long Bank (Thursday 9th 2017 - AM Peak: 11:00 - 12:00)

Figure 14 – Weekday PM peak period NMU flows at the Longbank Bridleway underpass

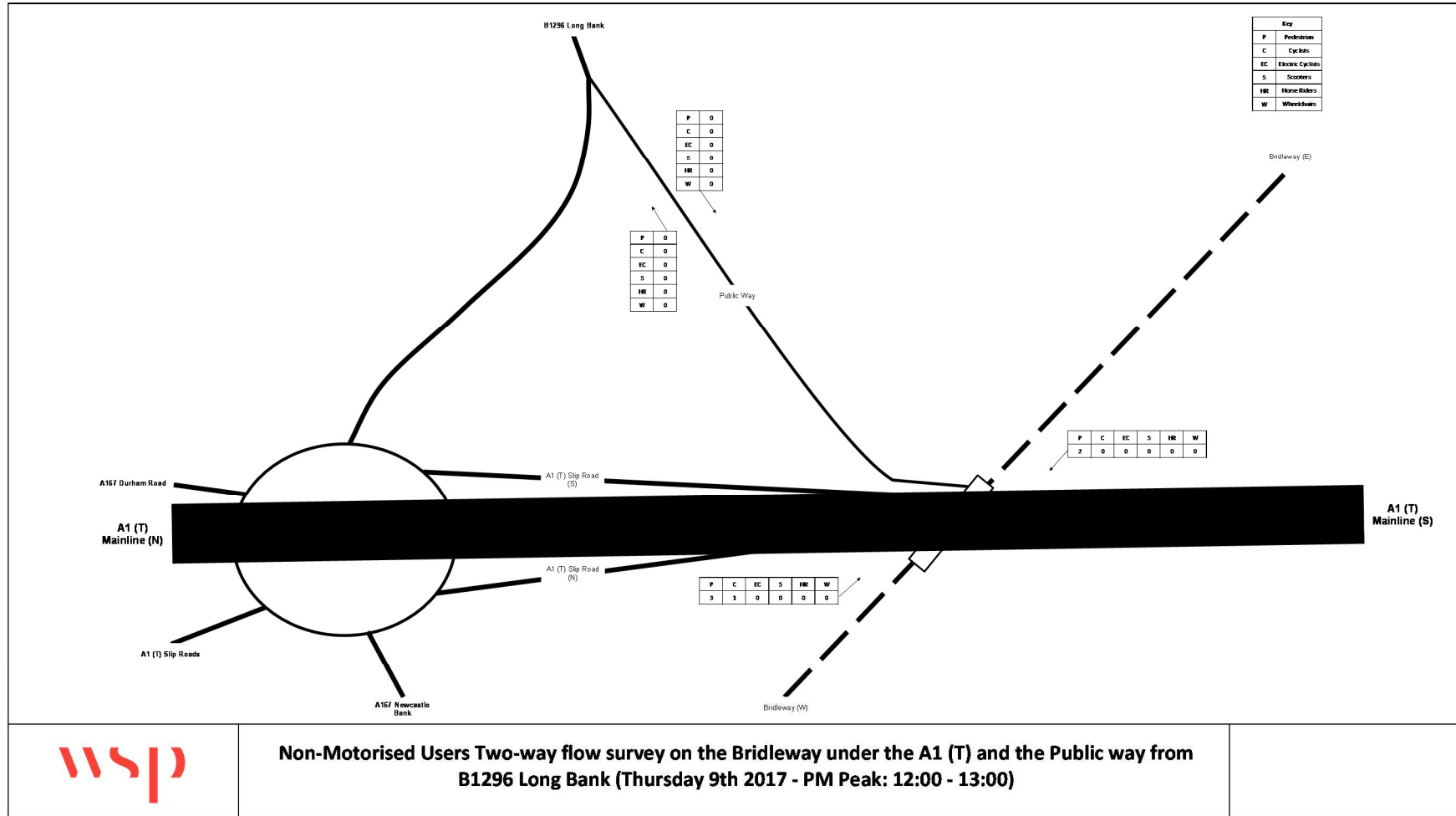


Figure 15 – Weekday daily NMU flows at the Longbank Bridleway underpass

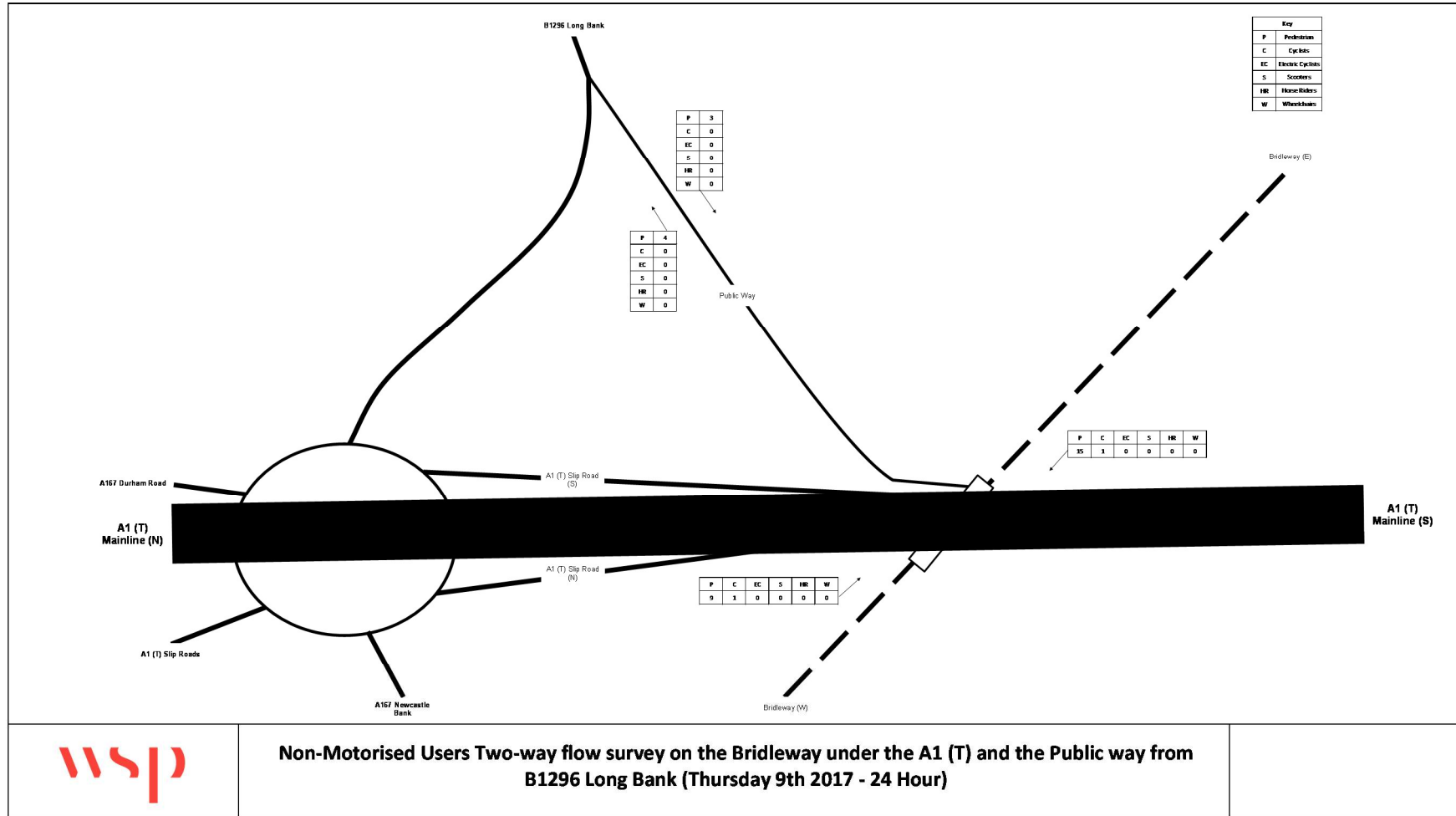


Figure 16 – Weekend AM peak period NMU flows at the Longbank Bridleway underpass

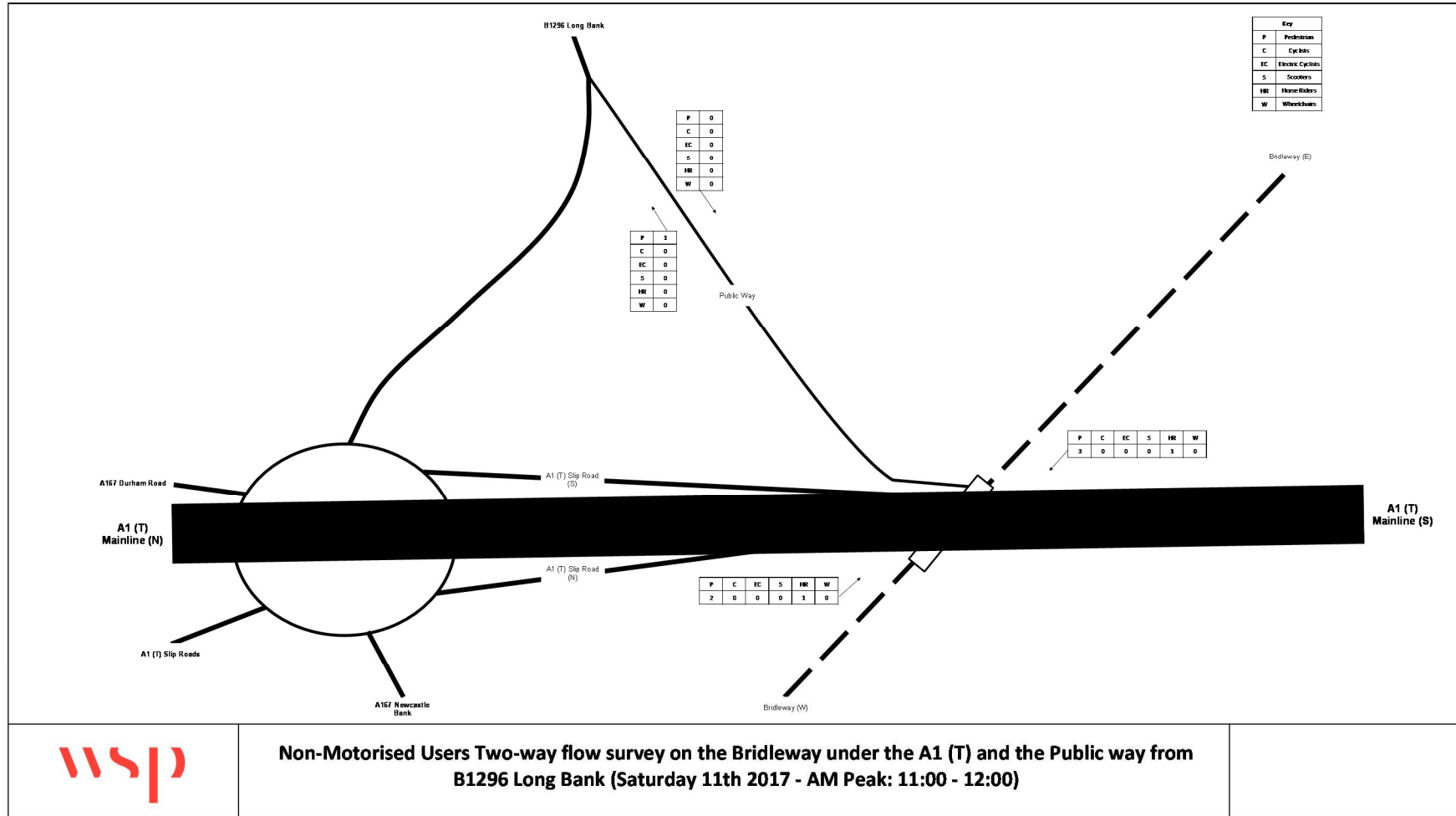


Figure 17 – Weekend PM peak period NMU flows at the Longbank Bridleway underpass

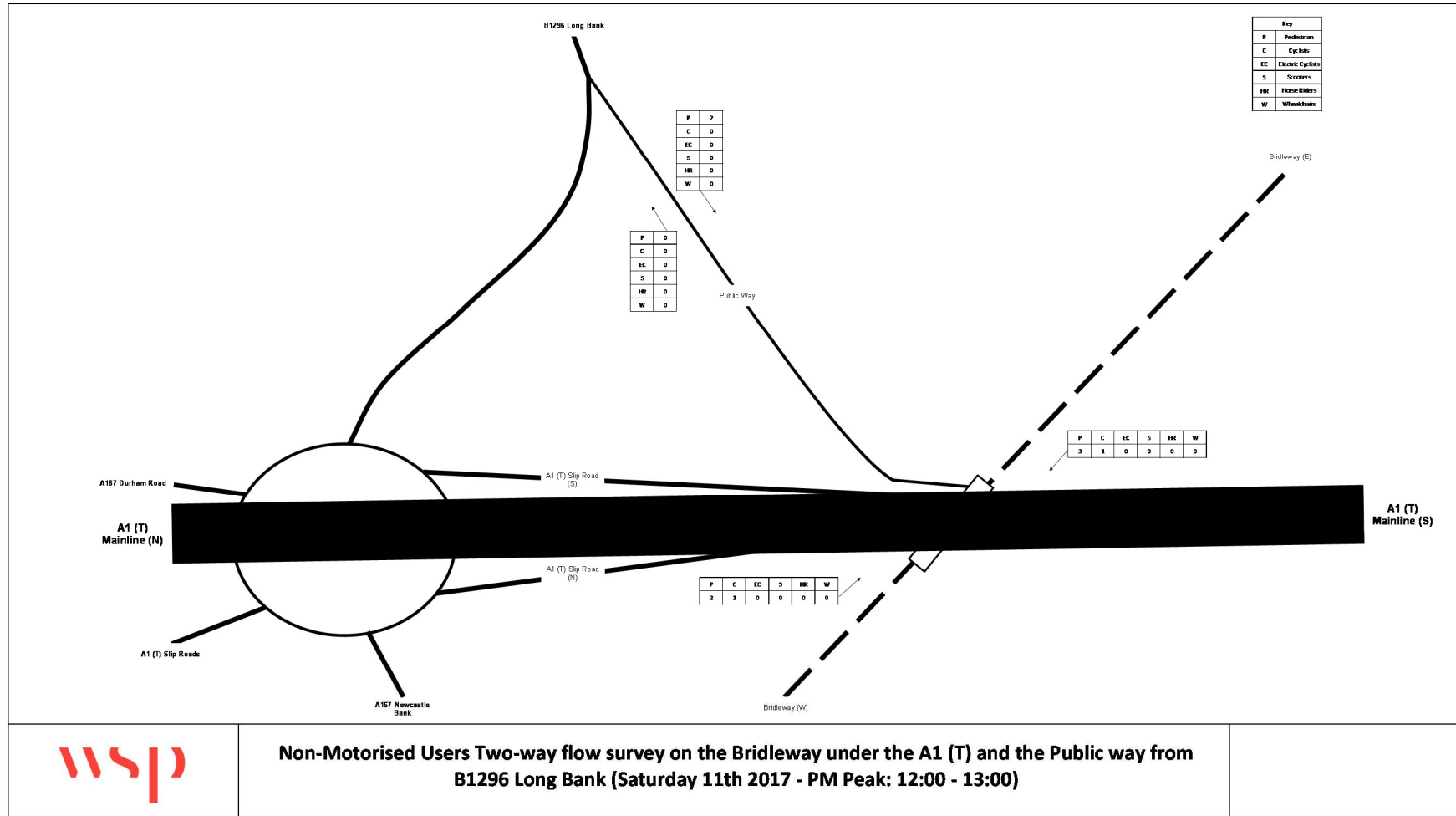
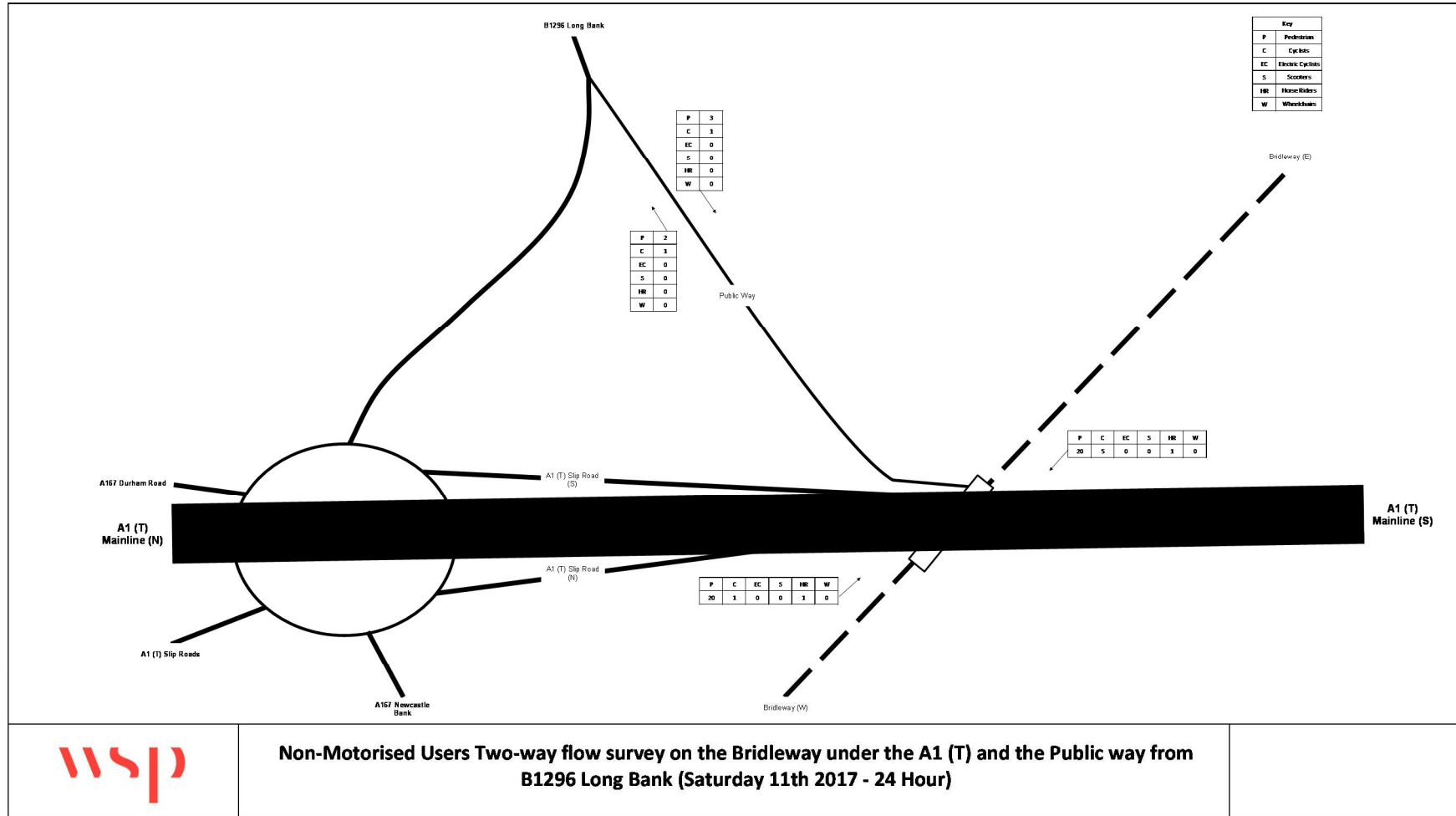


Figure 18 – Weekend daily NMU flows at the Longbank Bridleway underpass



Section 4 - Longbank to Eighton Lodge Footpath and Eighton Lodge Interchange

- 2.8.41. To the northern side of the Longbank Bridleway underbridge, the previously described unlit 1.5m wide footpath continues to the Eighton Lodge Interchange (A1 Junction 66) Longbank Bridleway underbridge and is a formal pedestrian route which is the responsibility of Gateshead Council to maintain. The route is primarily used by pedestrians and is segregated from the northbound carriageway of the A1 mainline (which runs parallel to the route at a variable distance between 10.0m and 15.0m to the east) by a tension corrugated safety barrier/marginal grass verge with mature vegetation/concrete post and mesh-wire boundary fence treatment. On the western side of the footway there is a triangular shaped parcel of agricultural land which segregates the pedestrian route from the adjacent A167 Newcastle Bank.
- 2.8.42. Approximately 370.0m to the north of the Longbank Bridleway underbridge, the Eighton Lodge Interchange forms a full-movement five-arm, grade-separated roundabout (with part-time signal control on certain arms) between:
- The A1 (North) - Permanent priority control
 - A167 Durham Road - Permanent priority control
 - B1296 Longbank - Permanent priority control
 - A1 (South) - Part-time traffic signal control during peak periods of operation
 - A167 Newcastle Bank - Part-time traffic signal control during peak periods of operation
- 2.8.43. The roundabout has an oval circulatory carriageway, with an ICD of approximately 140.0m (on the North-South alignment) and 165.0m (on the East-West alignment), which passes beneath two bridge structures where the A1 mainline passes over the interchange.
- 2.8.44. Either side of the junction, dedicated on-carriageway cycle facilities are provided on the A167 Durham Road and Newcastle Bank (by means of a combination of high quality bus and cycle lanes). Continuous off-carriageway dedicated non-motorised user provisions are available around the Eighton Lodge Interchange, with all five arms featuring street lighting, signage, a substandard variable width 1.0m to 1.5m shared footway/cycleway (which widens to approximately 2.5 metres beneath the bridge deck), central splitter islands, dropped kerbs with tactile blister-paving and cycleway white-lining on the bituminous pavement surface.
- 2.8.45. Pedestrian/cyclist crossing provisions are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams in order to pass over the various sections of carriageway. On-site observations revealed that this is generally acceptable on receptors with lower vehicular approach speeds (i.e. typically the arms forming part of the local highway network), however, the process is considerably more complicated on entry-arms with higher vehicular approach speeds (i.e. the A1 off-slip roads) and the five exit-arms where traffic typically departs the circulatory carriageway of the roundabout at higher average speeds. It was noted that 'Pedestrian Crossing' signs were present on the two A1 off-slip roads on the approach to the junction, in order to provide advanced warning to motorists.

- 2.8.46. Crossing opportunities were noted to be further complicated by the horizontal alignment of the five entry-arms and the location/height of traffic signage intended for vehicles on the approach to the junction, which often acted as a sight-screen prohibiting egress visibility for pedestrians attempting to pick a gap in approaching traffic streams to the right (i.e. those travelling around the junction in an anti-clockwise direction). The exception was on A167 Durham Road and Newcastle Bank, where traffic signage had been raised in excess of 2.0m above ground level, which improved the visibility sight-lines for pedestrians and resulted in increased levels of road safety for non-motorised users.
- 2.8.47. The part time signal controlled nature of junction also resulted in issues for crossing pedestrians/cyclists, which (during periods of priority control) required them to travel in front of vehicles that were attempting to pick a gap in the circulatory traffic stream to the off-side. In such instances, non-motorised users located to the near-side kerb-line or crossing the carriageway in front of a vehicle (i.e. those travelling around the junction in an anti-clockwise direction) were typically not located within the driver's peripheral field of vision.
- 2.8.48. When the traffic signals were operational and drivers were typically looking directly ahead at the aspect/post, the presence of pedestrians/cyclists located to the near-side kerb-line or crossing the carriageway in front of a vehicle was more apparent, which resulted in increased levels of road safety for non-motorised users.
- 2.8.49. Fully classified surveys using video cameras were conducted at this location (over 24 hour periods) on Thursday 9th and Saturday 11th November 2017 in order to establish existing usage levels for all non-motorised user modes of travel. The results associated with the 'Eighton Lodge Interchange' are presented at **Table 2-6** below:

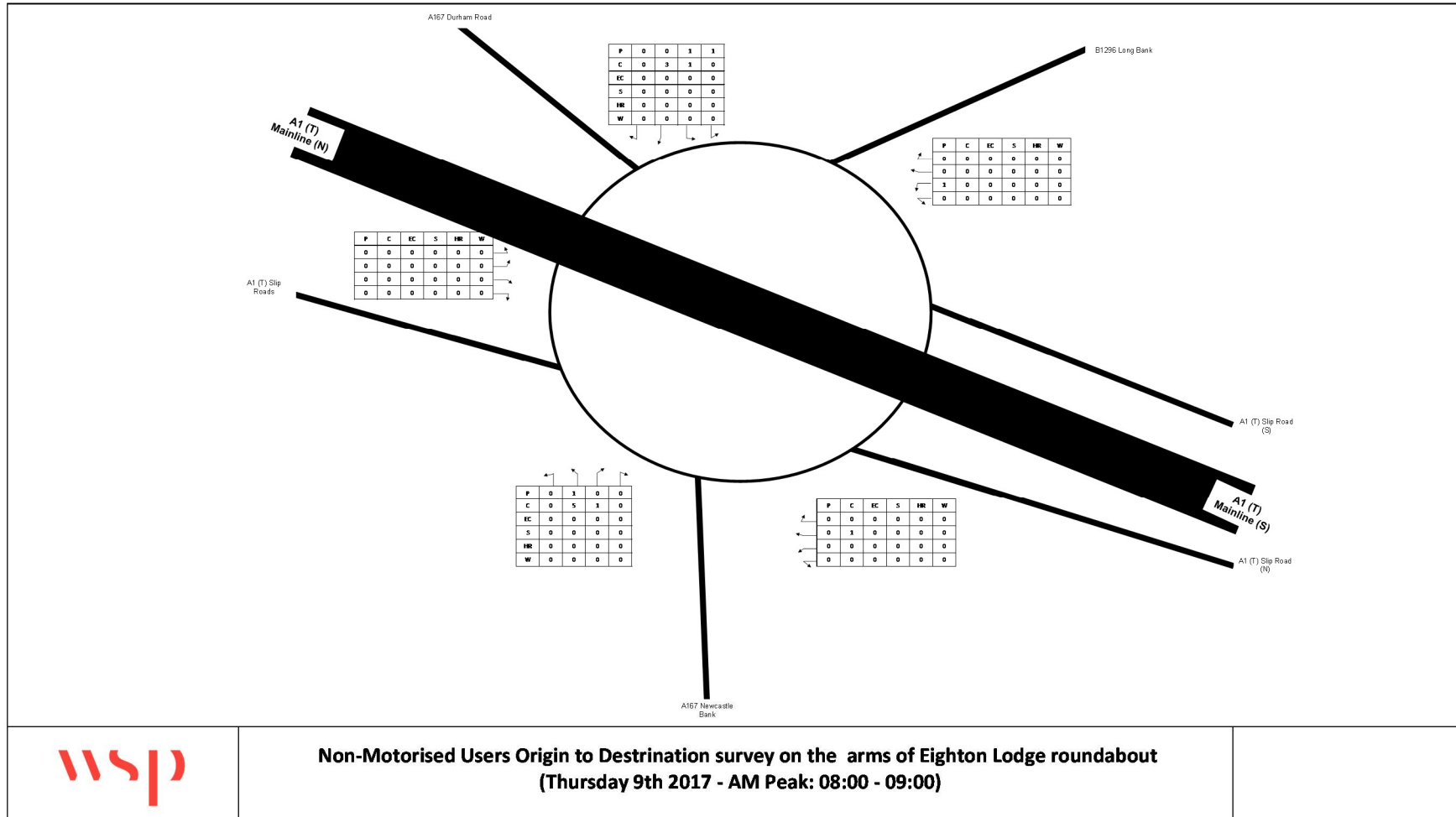
Table 2-6 - Total NMU usage levels at the Eighton Lodge Interchange

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (00:00-24:00)	AM Peak (10:00-11:00)	PM Peak (13:00-14:00)	Daily (00:00-24:00)
Pedestrians	4	44	167	11	12	136
Cycles	11	1	82	3	7	44
Electric Cycles	0	0	0	0	0	0

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (00:00-24:00)	AM Peak (10:00-11:00)	PM Peak (13:00-14:00)	Daily (00:00-24:00)
Non-motorised Scooters	0	0	0	0	0	0
Equestrians	0	0	0	0	0	0
Powered Wheelchairs	0	0	0	0	0	0
Total	15	45	249	14	19	180

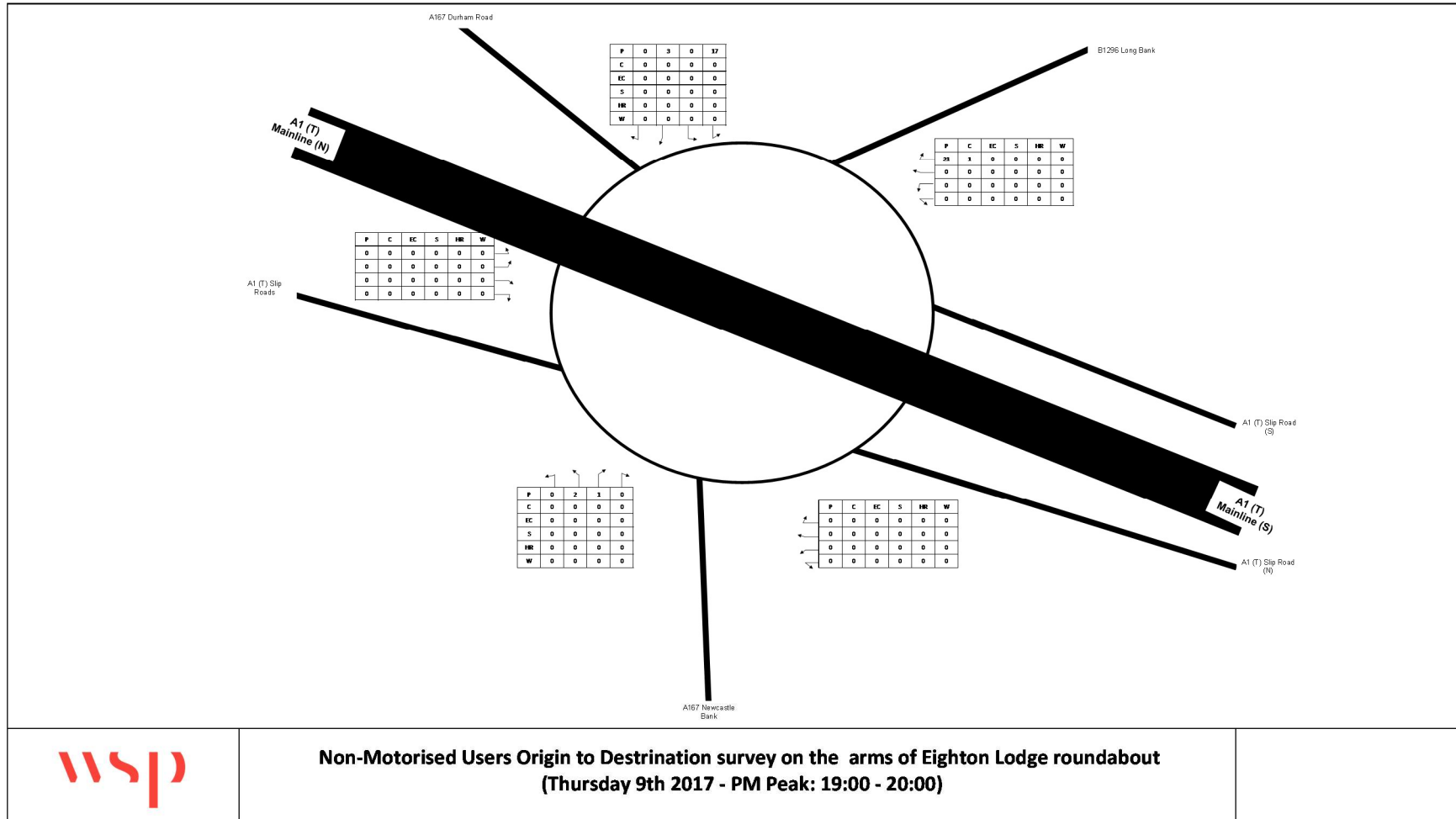
- 2.8.50. The results tabulated above clearly demonstrate that the route currently attracts a higher level of pedestrian and cycle movements during both peak periods and across the daily total (i.e. a maximum average of one movement every 1-2 minutes during the most intensive period of usage) than other sections in the study area.
- 2.8.51. The Cycle Map in **Appendix F** clearly show that the Longbank to Eighton Lodge Footpath is designated as a 'traffic-free path' with Eighton Lodge Interchange forming part of the NCN Route 725 'Great North Cycleway' (which follows the alignment of the A167, running locally from Chester-Le-Street to Gateshead and onto Newcastle upon Tyne). This indicates that the Local Highway Authority currently encourage cycling along this particular section of the network. To the northwest of the Eighton Lodge Interchange, the National Cycle Network Route 725 connects with the local Angel Cycleway, which provides a 'traffic free path' from the Angel of the North to Smithy Lane.
- 2.8.52. The flow diagrams presented on the following pages of this report set out the specific non-motorised user flow profile recorded at this location during both the AM and PM peak period, in addition to the daily totals associated with each mode of travel.

Figure 19 – Weekday AM peak period NMU flows at the Eighton Lodge Interchange



**Non-Motorised Users Origin to Destination survey on the arms of Eighton Lodge roundabout
 (Thursday 9th 2017 - AM Peak: 08:00 - 09:00)**

Figure 20 – Weekday PM peak period NMU flows at the Eighton Lodge Interchange



**Non-Motorised Users Origin to Destination survey on the arms of Eighton Lodge roundabout
(Thursday 9th 2017 - PM Peak: 19:00 - 20:00)**

Figure 21 – Weekday daily NMU flows at the Eighton Lodge Interchange

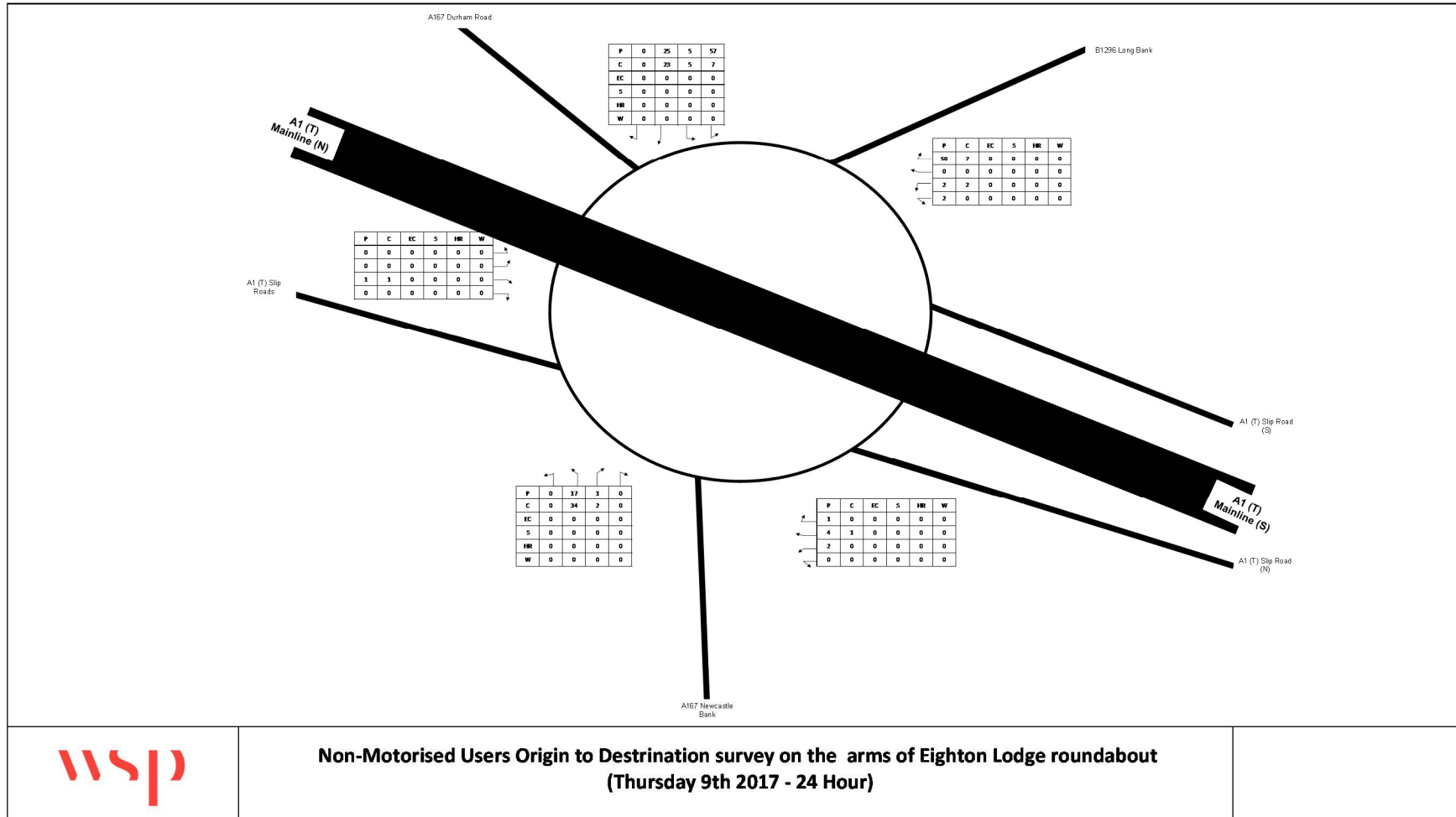


Figure 22– Weekend AM peak period NMU flows at the Eighton Lodge Interchange

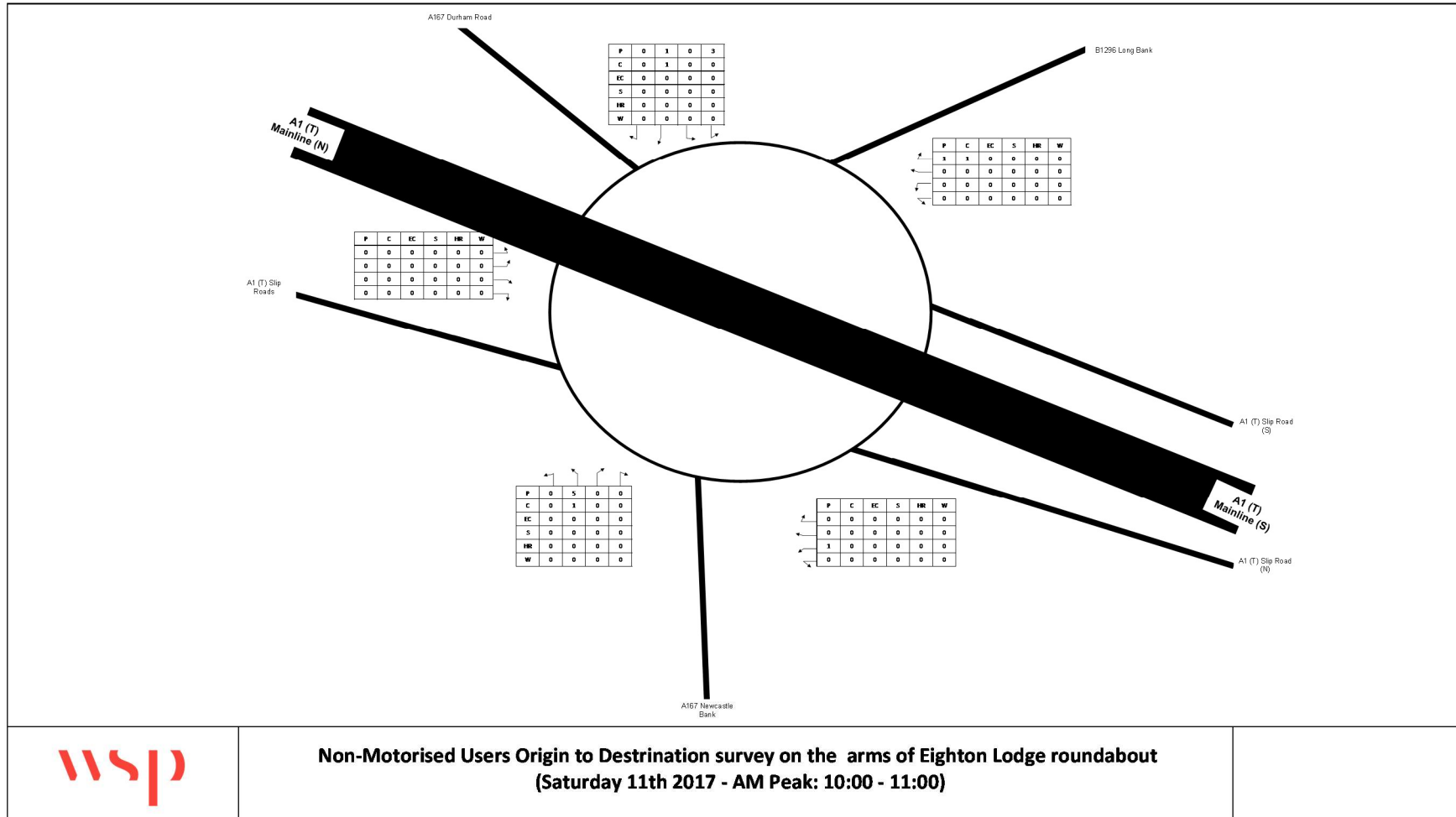


Figure 23 – Weekend PM peak period NMU flows at the Eighton Lodge Interchange

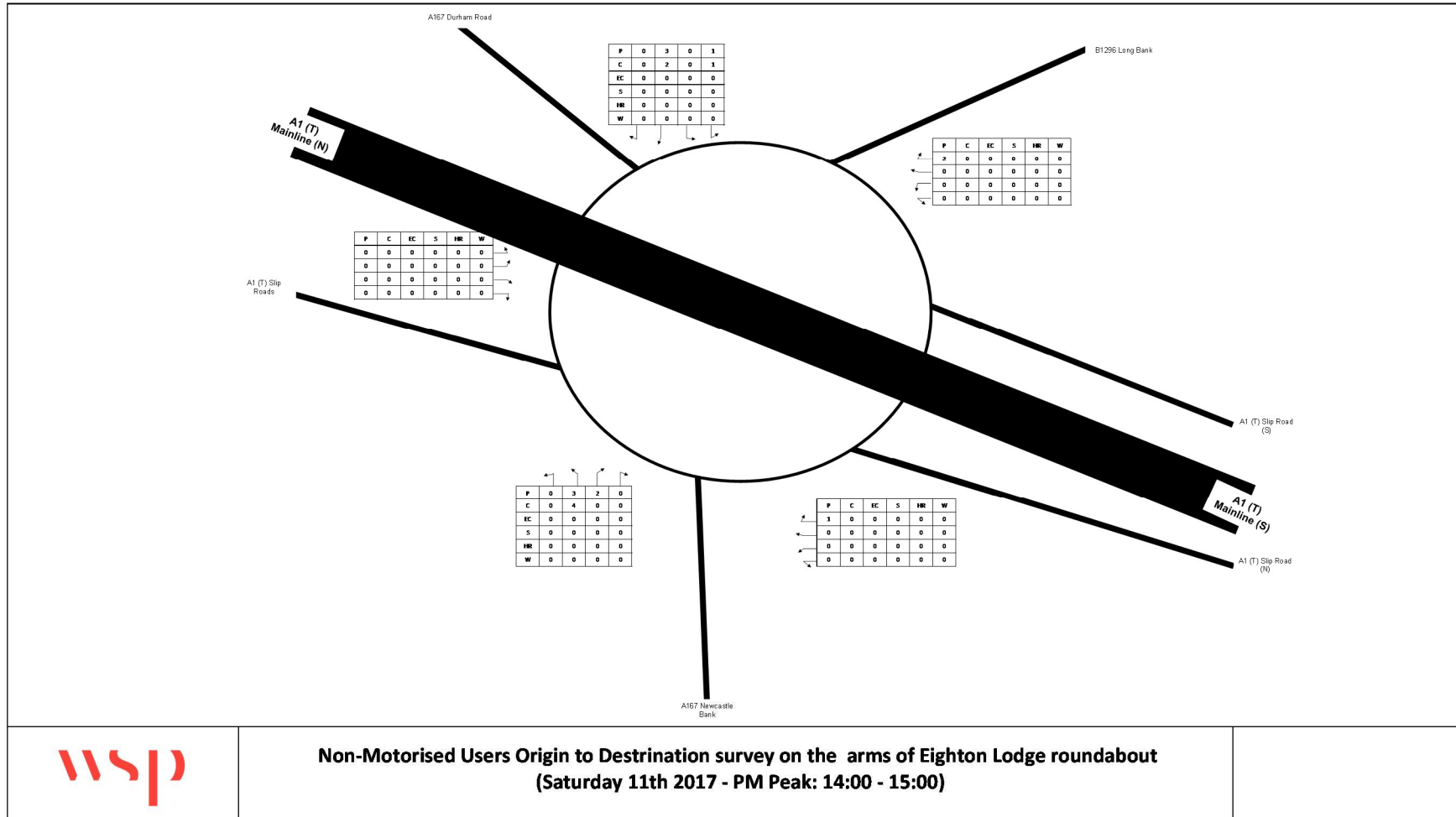
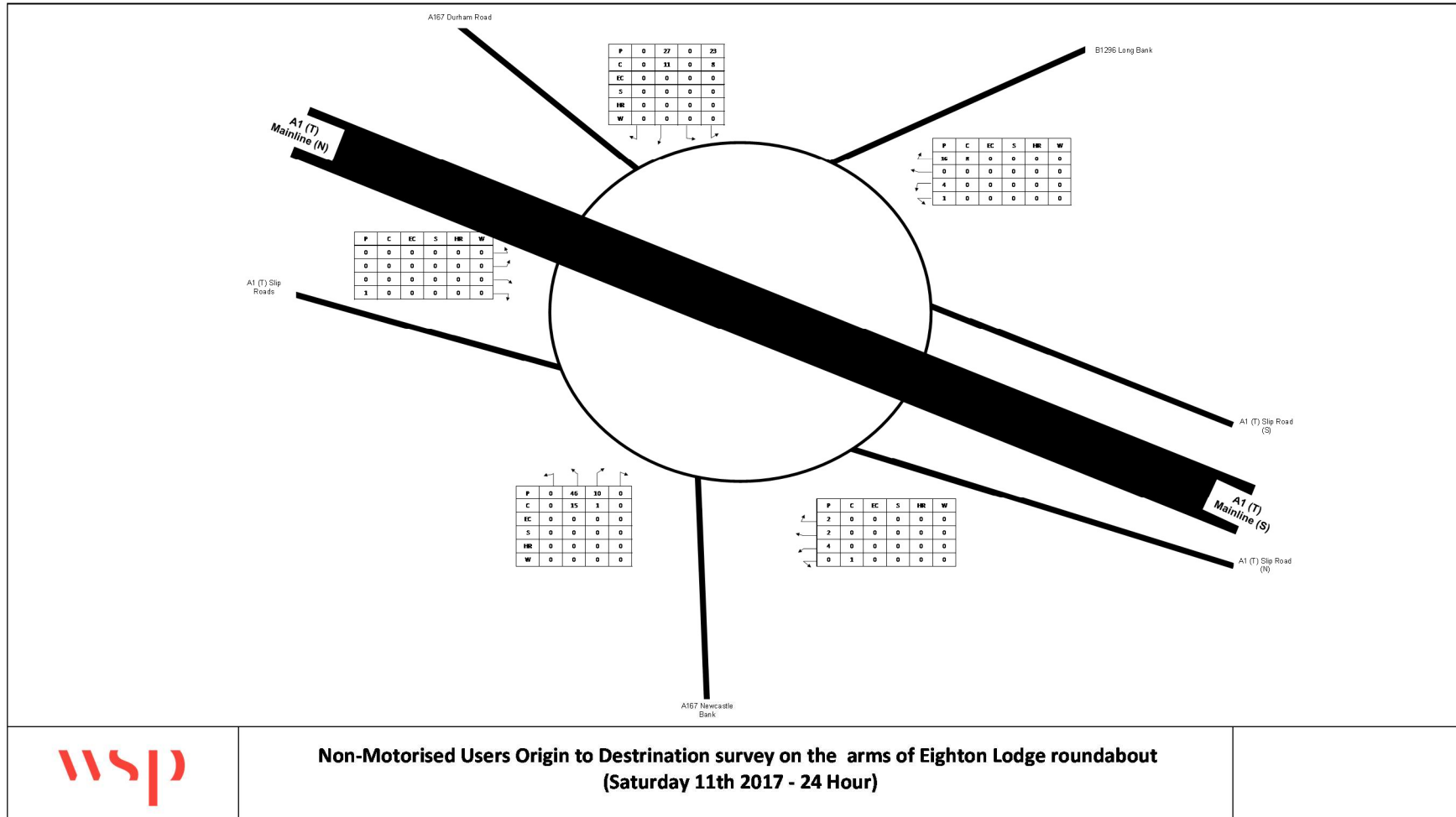


Figure 24 – Weekend daily NMU flows at the Eighton Lodge Interchange



**Non-Motorised Users Origin to Destination survey on the arms of Eighton Lodge roundabout
 (Saturday 11th 2017 - 24 Hour)**

Section 5 - Smithy Lane Overbridge and the Angel Cycleway/Chowdene Bank Bridge

- 2.8.53. The 'Smithy Lane overbridge' is located between Junction 66 (Eighton Lodge) and Junction 67 (Coalhouse) of the A1, midway along the A1 NGWB, and facilitates the crossing of Smithy Lane over the trunk road network between the Harlow Green area of Gateshead (to the east) and Lamesley (to the west).
- 2.8.54. Smithy Lane at this location is a derestricted single-carriageway, two-way road, which is a relatively lightly trafficked section of the local highway network. Smithy Lane provides a linkage between rural villages such as Sunnyside, Ravensworth, Lamesley, etc., and the urban conurbation of Gateshead to the east. Smithy Lane forms part of the local highway network and, as such, Gateshead Council is the Authority responsible for maintaining the carriageway/footway.
- 2.8.55. The 'Smithy Lane overbridge' is approximately 11.3m wide (consisting of a 7.3m wide carriageway, a 1.5m wide nominal footway over the northern side and a 2.5m wide footway over the southern side of the 85.0m long bridge-deck) with a 1.0m high parapet fence to protect crossing pedestrians. Significant level differences and lack of infrastructure limit access to the A1 mainline.
- 2.8.56. The unlit pedestrian footway on the southern side which continues either side of the bridge is variable in terms of both standard and width on both approaches to the 'Smithy Lane overbridge' itself. The gradient is reasonably level, however, the substandard footway width varies between 1.0m and 1.5m (with a marginal 1.0m to 1.5m wide grass verge on either side of the footway to separate the pedestrian facilities from the carriageway and a short additional section of tension corrugated safety barrier prior to the bridge deck on the eastern side).
- 2.8.57. Fully classified surveys using video cameras were conducted at this location (over 24 hour periods) on Thursday 9th and Saturday 11th November 2017 in order to establish existing usage levels for all non-motorised user modes of travel. The results associated with the 'Smithy Lane overbridge' are presented at **Table 2-7** below:

Table 2-7 - Total NMU usage levels at the Smithy Lane Overbridge

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (10:00-11:00)	PM Peak (12:00-13:00)	Daily (00:00-24:00)	AM Peak (08:00-09:00)	PM Peak (20:00-21:00)	Daily (00:00-24:00)
Pedestrians	12	12	35	3	9	44
Cycles	0	0	2	0	0	2

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (10:00-11:00)	PM Peak (12:00-13:00)	Daily (00:00-24:00)	AM Peak (08:00-09:00)	PM Peak (20:00-21:00)	Daily (00:00-24:00)
Electric Cycles	0	0	0	0	0	0
Non-motorised Scooters	0	0	0	0	0	0
Equestrians	0	0	0	0	0	0
Powered Wheelchairs	0	0	0	0	0	0
Total	12	12	37	3	9	46

- 2.8.58. The results tabulated above clearly demonstrate that the route currently attracts a modest level of pedestrian and cycle movements (on carriageway) during both peak periods and across the daily total (i.e. a maximum average of one movement every 5 minutes during the most intensive period of usage).
- 2.8.59. The Cycle Maps in **Appendix F** clearly show that the Smithy Lane overbridge is not designated as a formal route, which is borne out by the numbers in the table above. However, the Local Highway Authority would not discourage cycling along this particular section of the network.
- 2.8.60. The flow diagrams presented on the following pages of this report set out the specific non-motorised user flow profile recorded at this location during both the AM and PM peak period, in addition to the daily totals associated with each mode of travel.

Figure 25 – Weekday AM peak period NMU flows at the Smithy Lane Overbridge

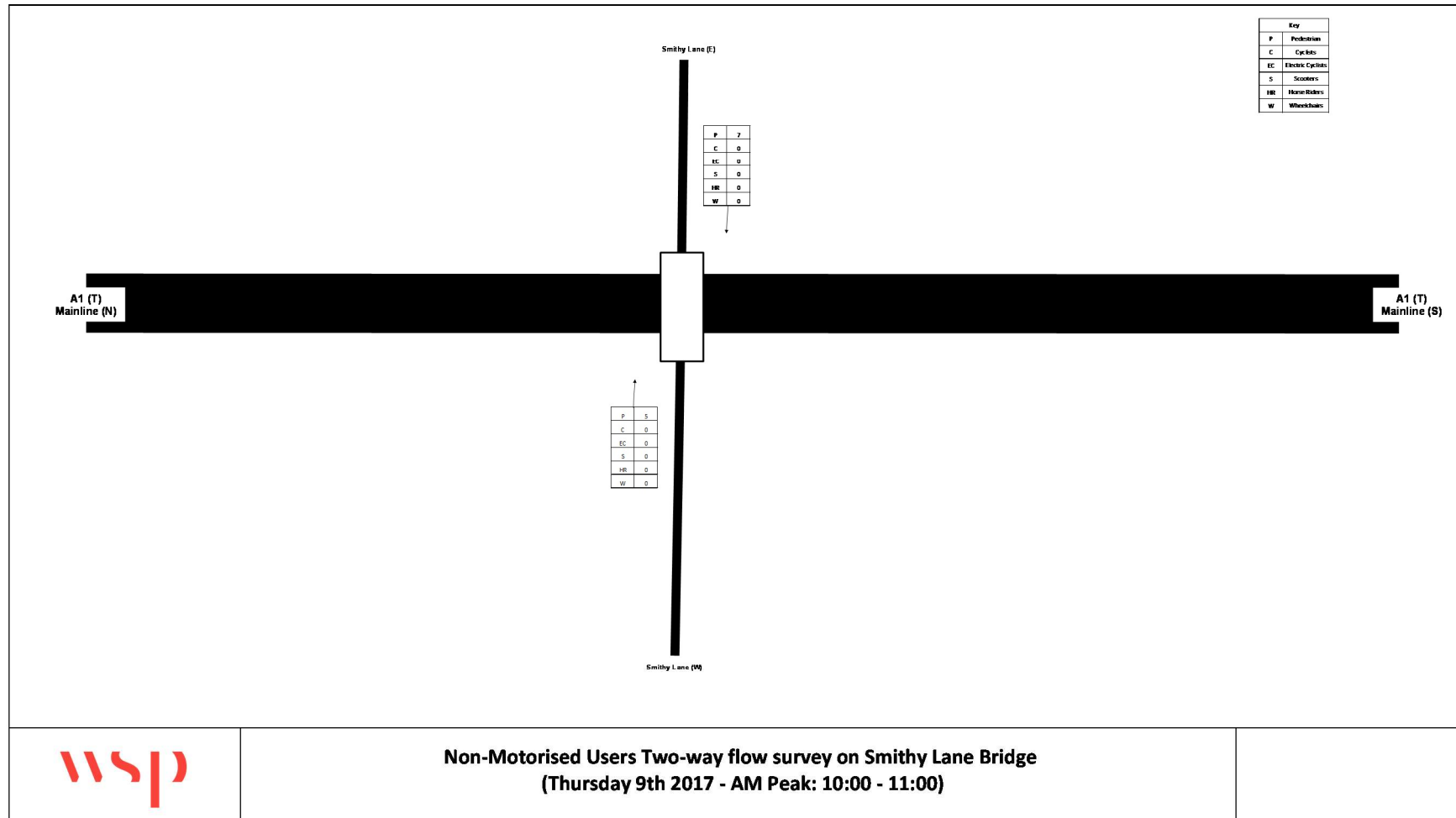


Figure 26 – Weekday PM peak period NMU flows at the Smithy Lane Overbridge

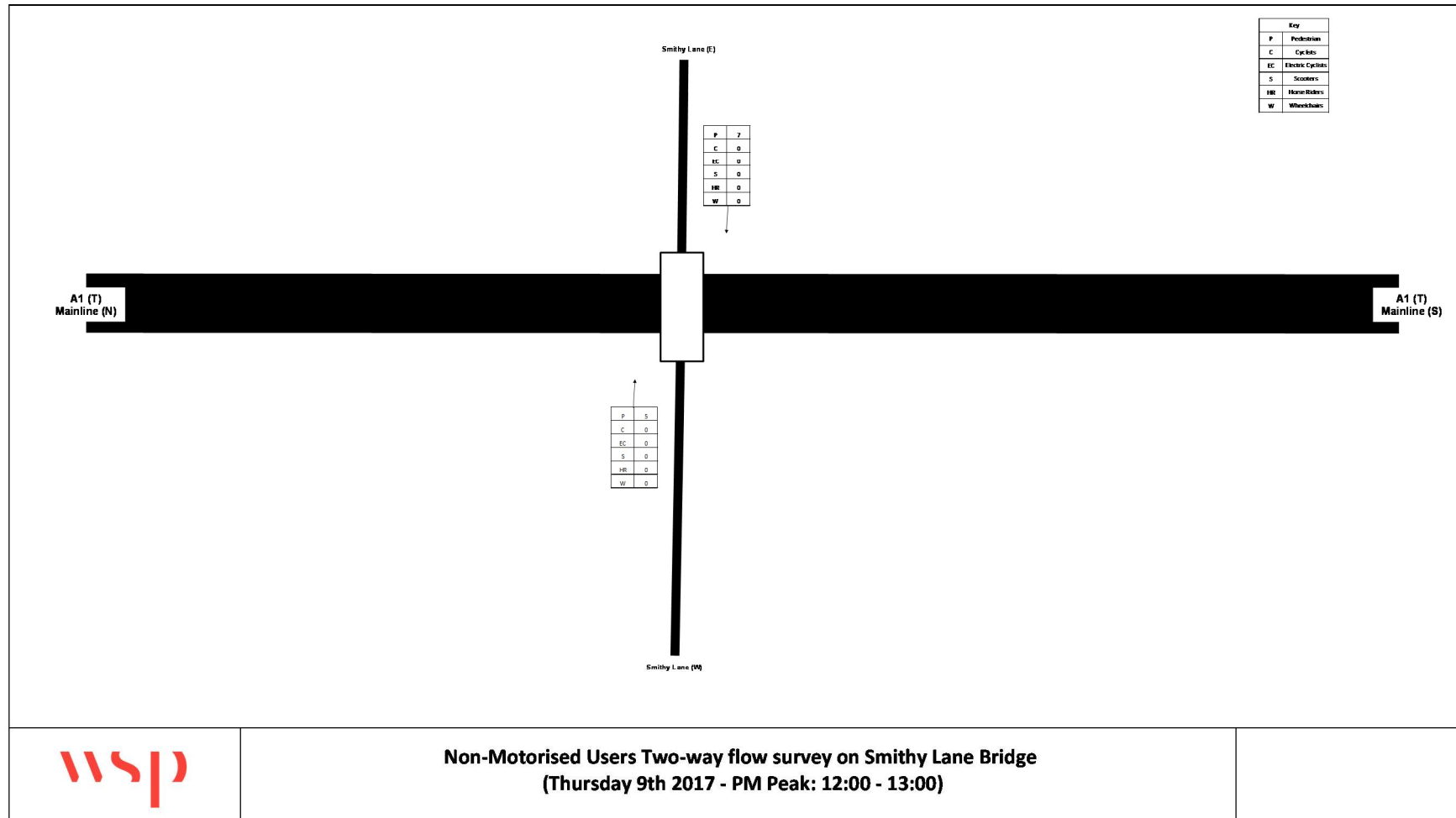


Figure 27 – Weekday daily NMU flows at the Smithy Lane Overbridge

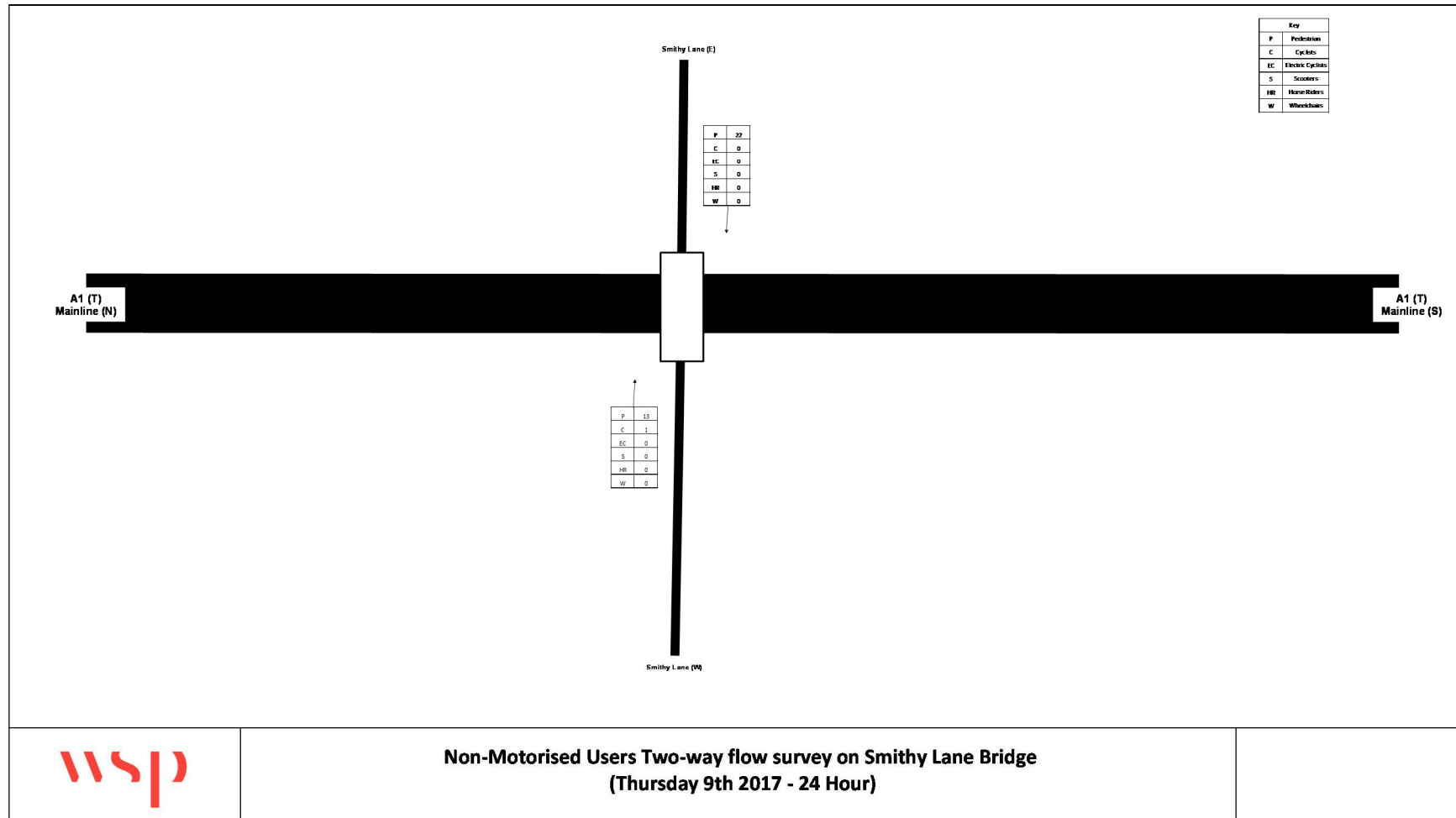


Figure 28 – Weekend AM peak period NMU flows at the Smithy Lane Overbridge

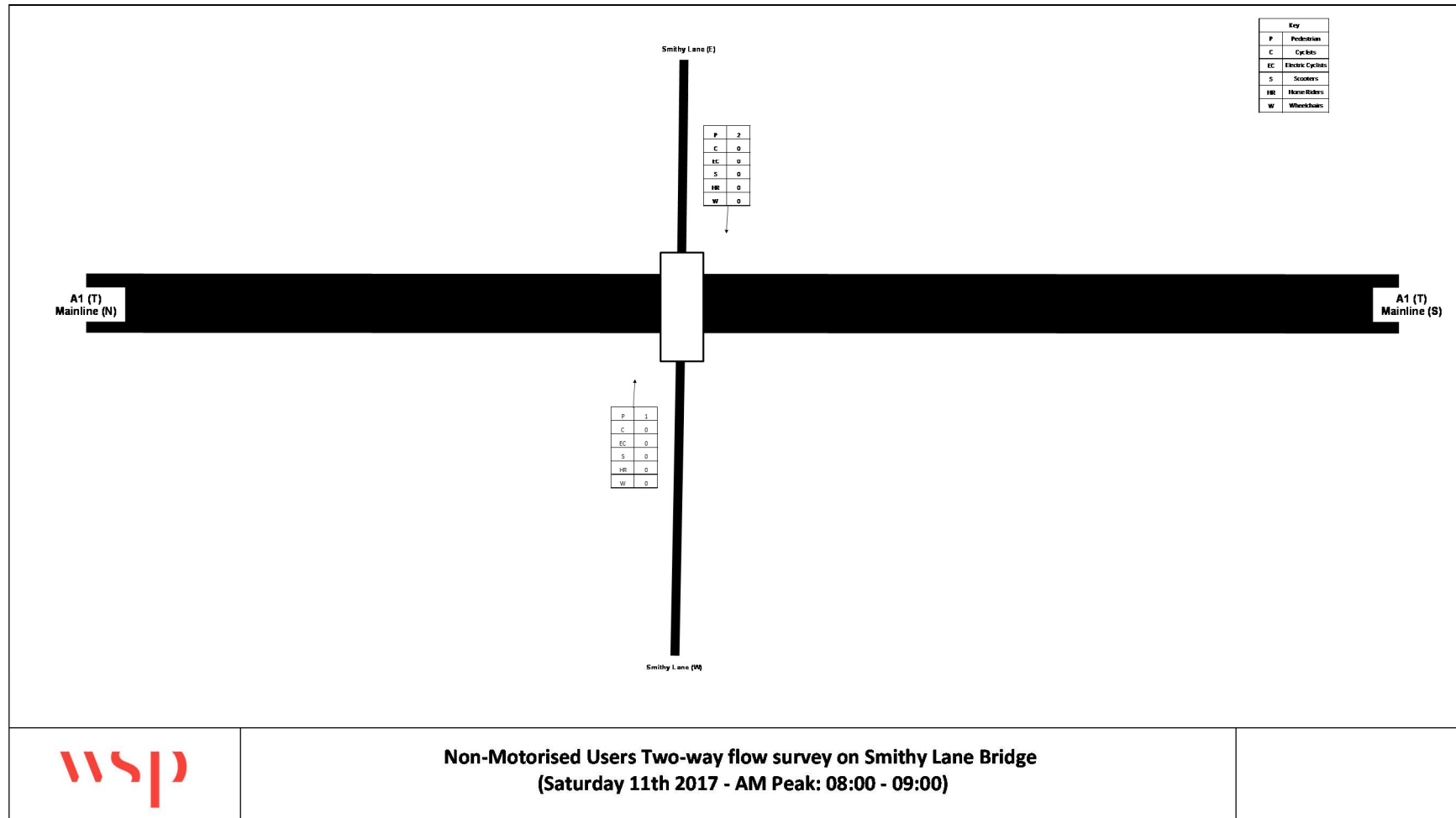


Figure 29 – Weekend PM peak period NMU flows at the Smithy Lane Overbridge

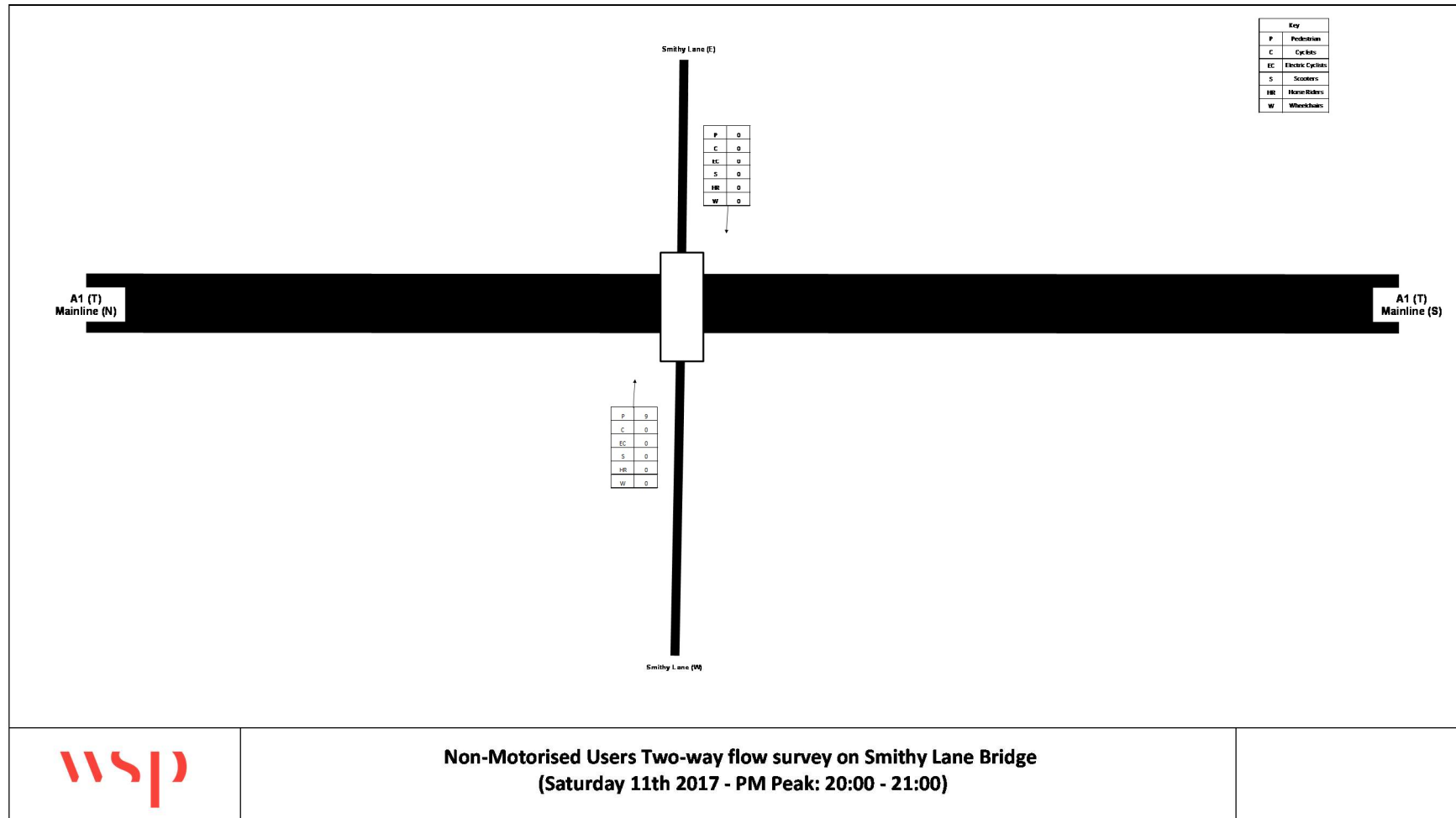
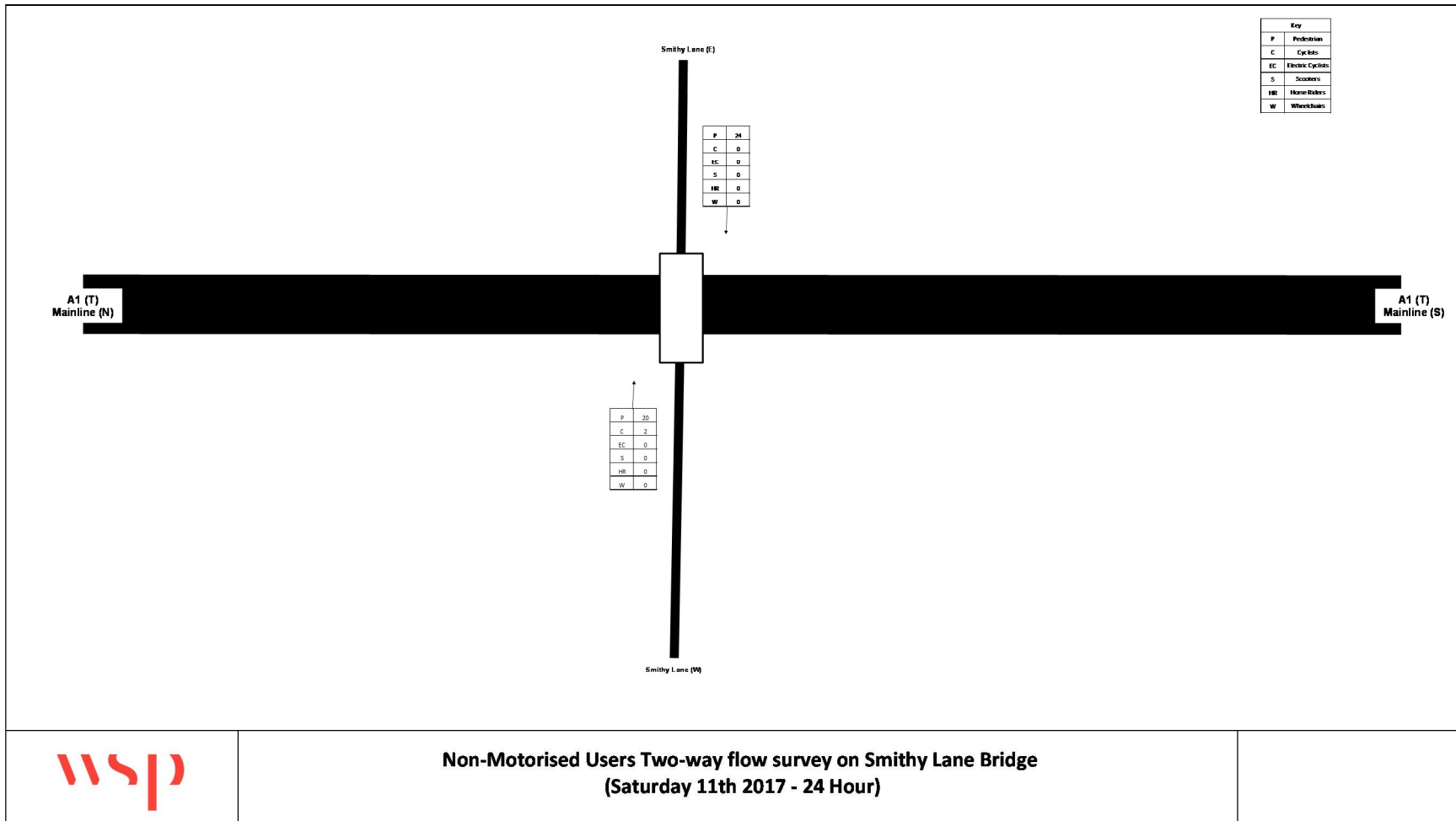


Figure 30 – Weekend daily NMU flows at the Smithy Lane Overbridge



- 2.8.61. To the eastern side of the ‘Smithy Lane overbridge’ the previously described Angel Cycleway joins the local highway network adjacent to Smithy Lane. This lit 3.5m wide pedestrian/cycleway, which is maintained by Gateshead Council, provides a ‘traffic free path’ up to the residential area of Salcombe Gardens in Allerdene. Beyond this point it becomes a ‘sign-posted on road cycle route’ crossing Chowdene Bank Bridge which is approximately 7.0m wide (consisting of a 5.5m wide carriageway and a 1.5m wide footway over the northern side of the 80.0m long bridge-deck) with a 2.0m high parapet wall. To the west of the bridge the footway width increases to 2.0m and provides a street-lit, continuous direct link to the Coalhouse Interchange, the Team Valley Industrial and Retail Parks.
- 2.8.62. Fully classified surveys using video cameras were also conducted at this location in order to establish existing usage levels for all non-motorised user modes of travel. The results associated with the ‘The Angel Cycleway/Chowdene Bank Bridge’ are presented at **Table 2-8** and **Table 2-9** below:

Table 2-8 - Total NMU usage levels at the Angel Cycleway

	Thursday 9 th November 2017			Saturday 11 th November 2017		
Travel Mode	AM Peak (08:00-09:00)	PM Peak (16:00-17:00)	Daily (00:00-24:00)	AM Peak (10:00-11:00)	PM Peak (13:00-14:00)	Daily (00:00-24:00)
Pedestrians	7	5	66	7	12	86
Cycles	1	0	3	1	0	4
Electric Cycles	0	0	0	0	0	0
Non-motorised Scooters	0	0	0	0	0	0
Equestrians	0	0	0	0	0	0
Powered Wheelchairs	0	0	0	0	0	0
Total	8	5	69	8	12	90

Table 2-9 - Total NMU usage levels at the Chowdene Bank Bridge

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (08:00-09:00)	PM Peak (16:00-17:00)	Daily (00:00-24:00)	AM Peak (10:00-11:00)	PM Peak (13:00-14:00)	Daily (00:00-24:00)
Pedestrians	21	40	252	29	36	278
Cycles	1	4	25	0	0	11
Electric Cycles	0	0	0	0	0	0
Non-motorised	0	0	0	0	0	0
Equestrians	0	0	0	0	0	0
Powered Wheelchairs	0	0	0	0	0	0
Total	22	44	277	29	36	289

- 2.8.63. The results tabulated above for Chowdene Bank Bridge clearly demonstrate that the route currently attracts a higher level of pedestrian and cycle movements during both peak periods and across the daily total than other sections in the study area.
- 2.8.64. The results tabulated above show a maximum average of one movement every 5 minutes on the Angel Cycleway and one every minute over Chowdene Bank Bridge during the most intensive period of usage.
- 2.8.65. The flow diagrams presented on the following pages of this report set out the specific non-motorised user flow profile recorded at this location during both the AM and PM peak period, in addition to the daily totals associated with each mode of travel.

Figure 31 – Weekday AM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge

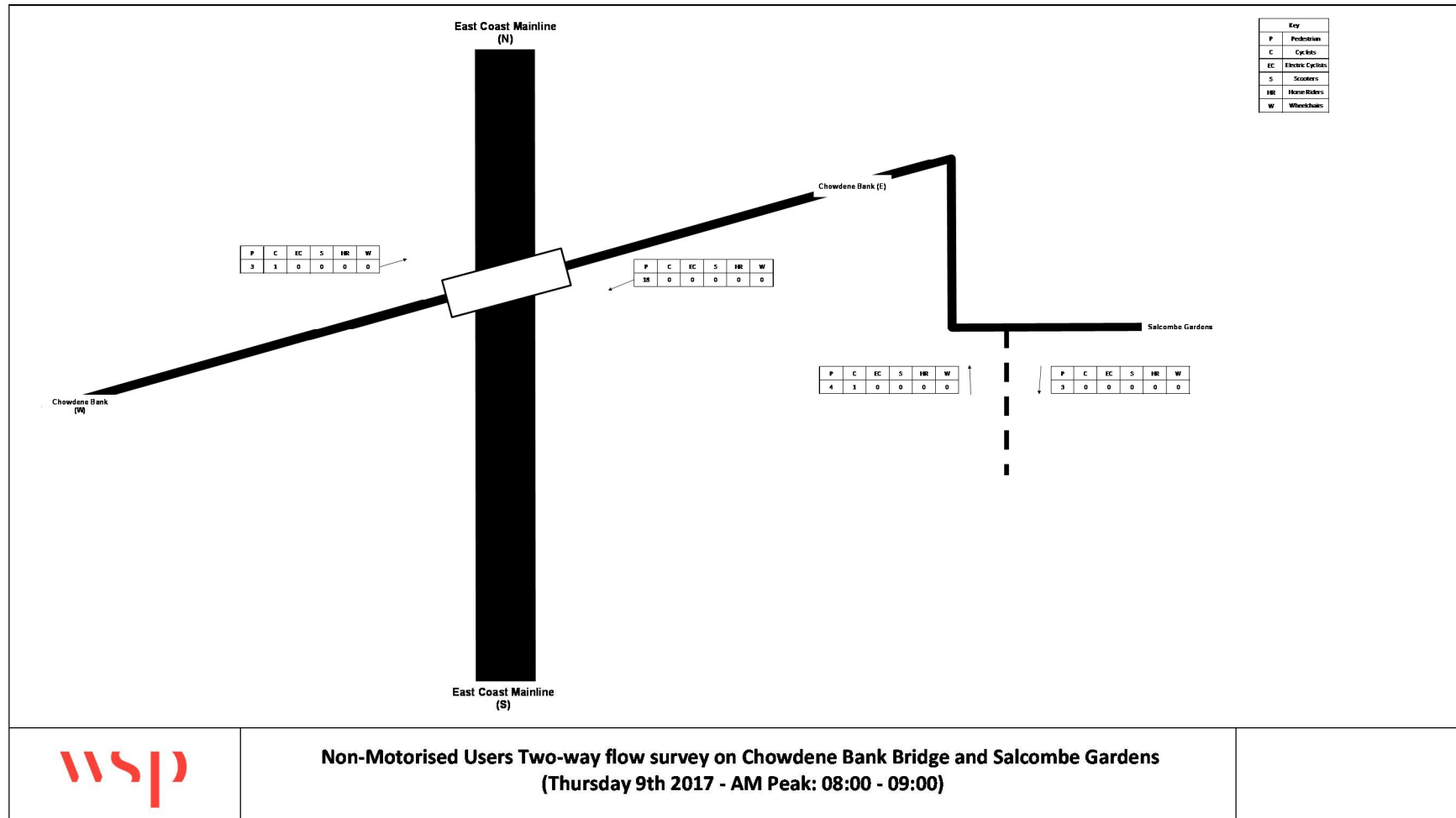


Figure 32 – Weekday PM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge

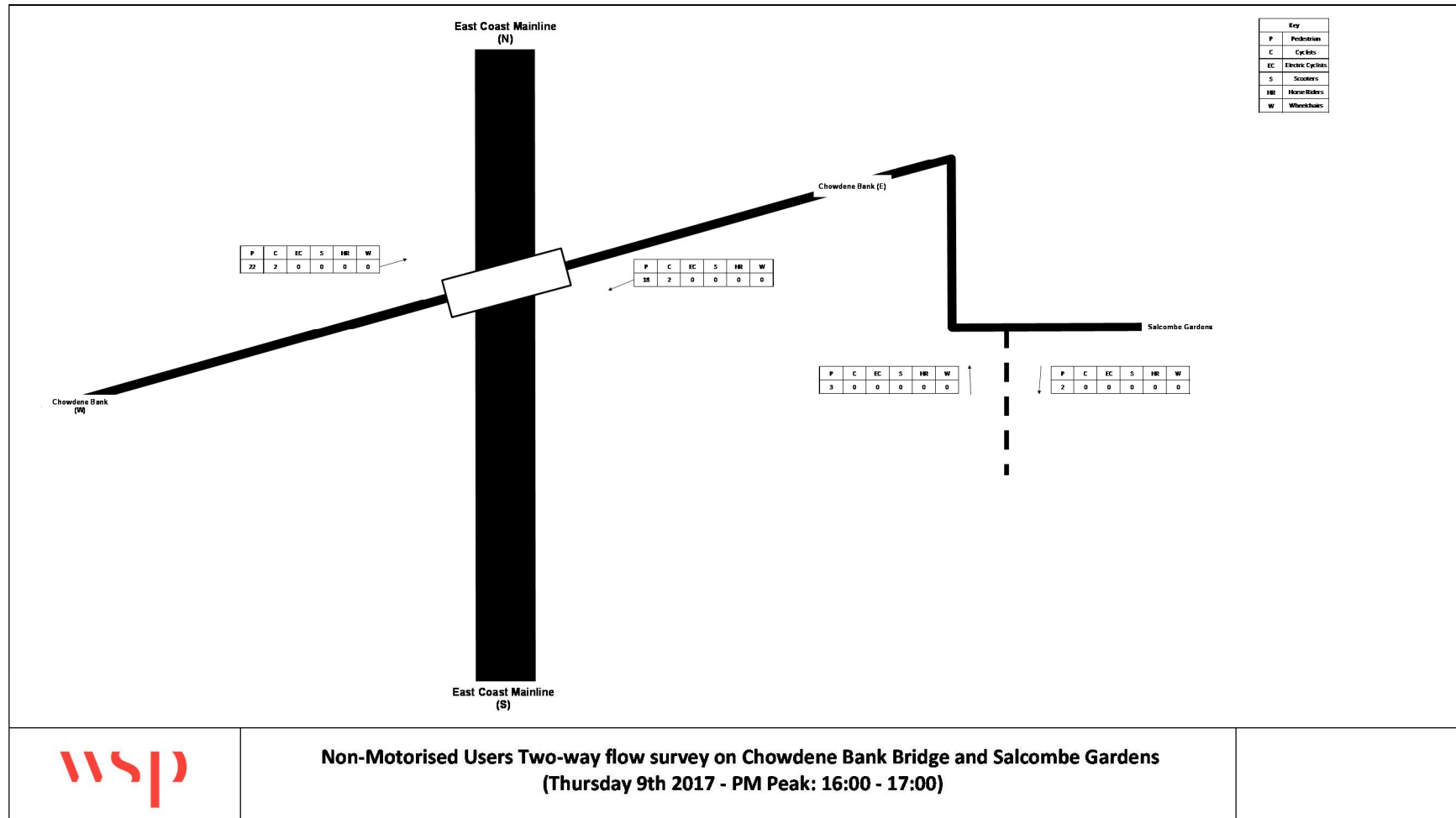


Figure 33 – Weekday daily NMU flows at the Angel Cycleway and Chowdene Bank Bridge

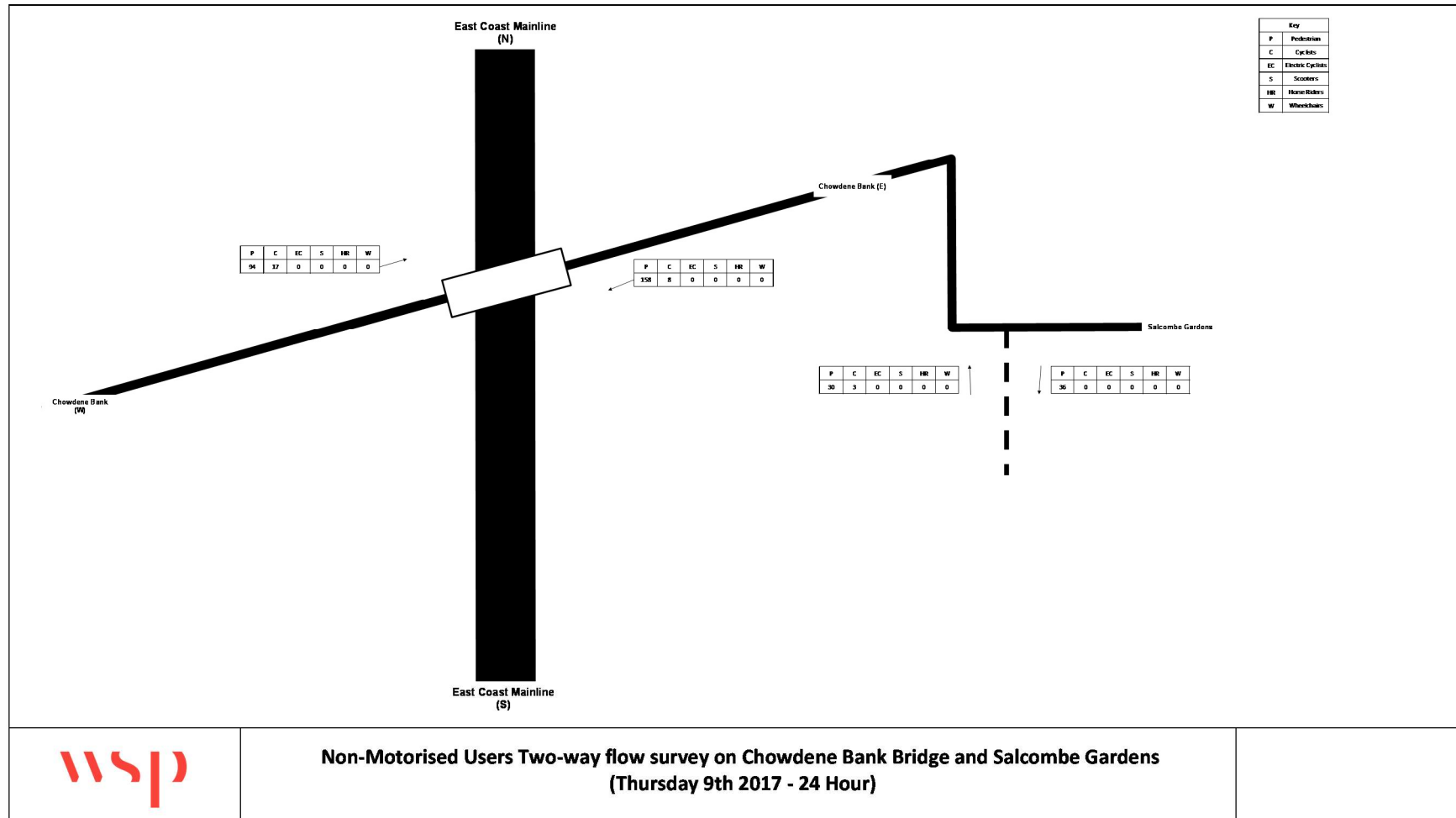


Figure 34 – Weekend AM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge

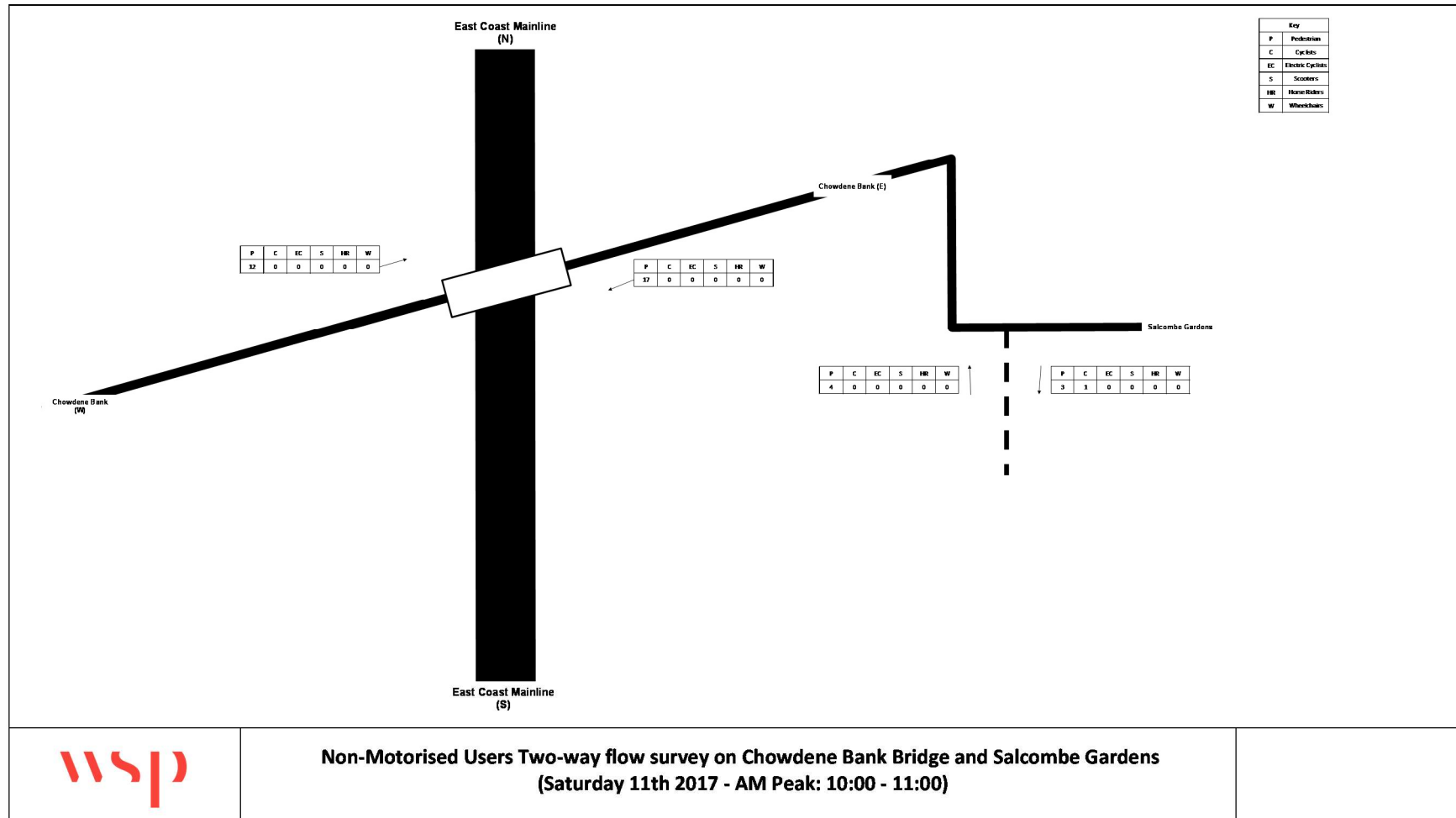


Figure 35 – Weekend PM peak period NMU flows at the Angel Cycleway and Chowdene Bank Bridge

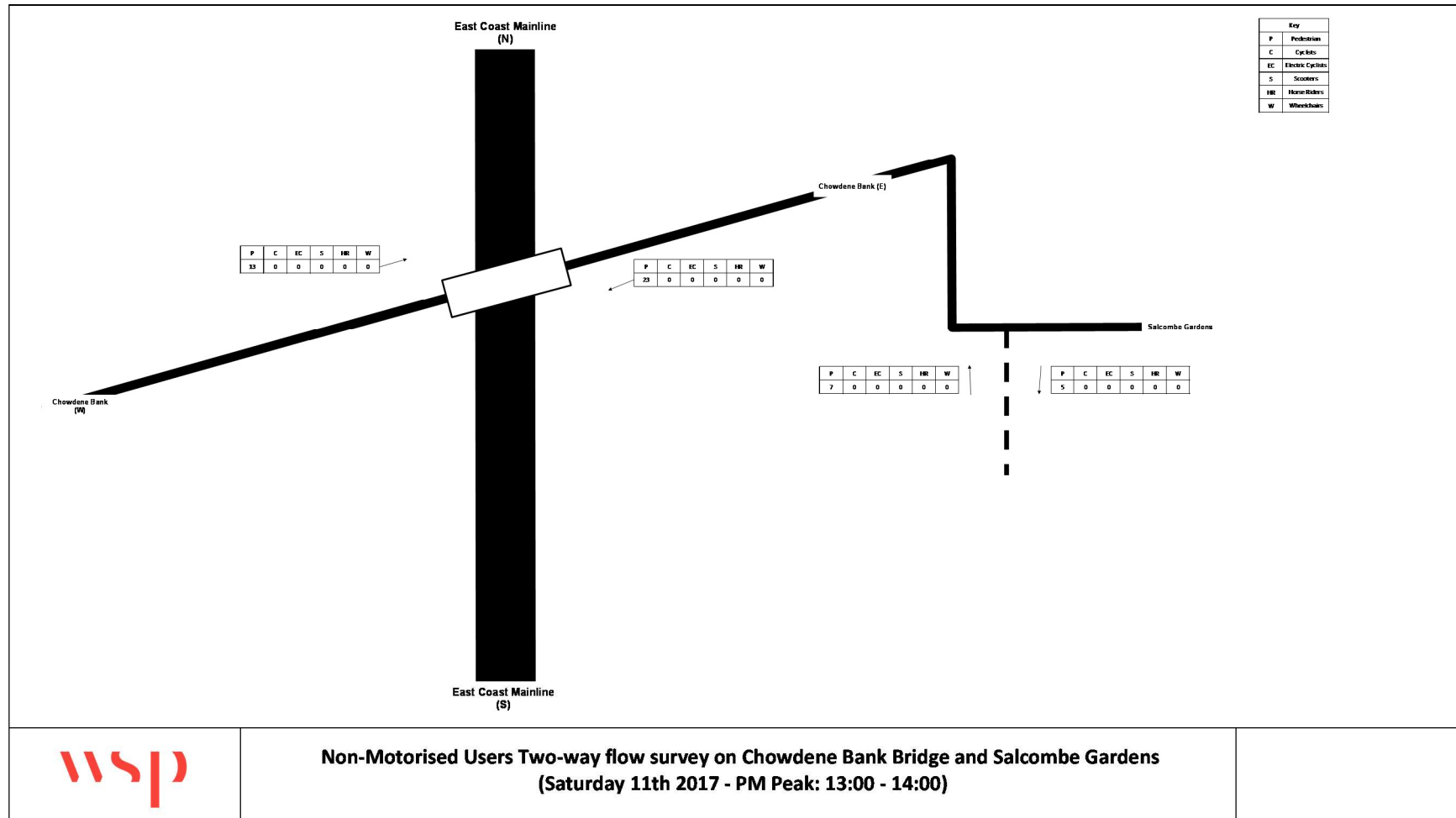
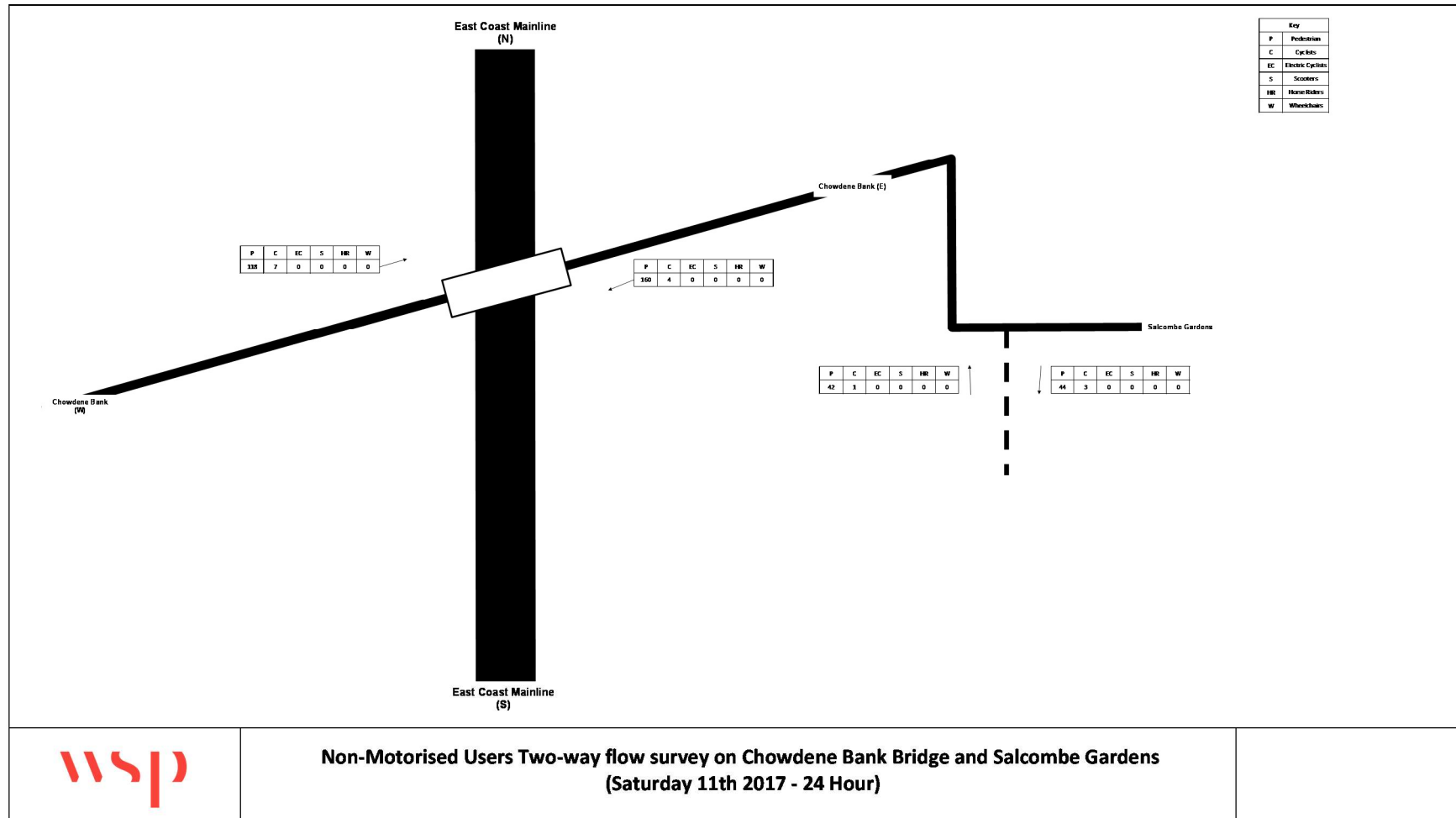


Figure 36 – Weekend daily NMU Flows at the Angel Cycleway and Chowdene Bank Bridge



Section 6 – Coalhouse Interchange

- 2.8.66. To the west side of the Chowdene Bank Bridge, the previously described lit 2.0m wide footway continues for approximately 450.0m to the Coalhouse Interchange at Junction 67 on the A1, which forms a full-movement six-arm, grade-separated roundabout (with part-time signal control on certain arms) between:
- The A1 (West) - Permanent priority control
 - Kingsway South - Part-time traffic signal control during peak periods of operation
 - Chowdene Bank - Permanent priority control
 - A1 (East) - Part-time traffic signal control during peak periods of operation
 - Lamesley Road - Permanent priority control
 - Banesley Lane - Permanent priority control
- 2.8.67. The roundabout has an oval circulatory carriageway, with an ICD of approximately 140.0m (on the North-South alignment) and 125.0m (on the East-West alignment), which passes beneath two bridge structures where the A1 mainline passes over the interchange.
- 2.8.68. Kingsway South is a dual-carriageway two-way road that provides direct access to the Team Valley Industrial and Retail Parks. Chowdene Bank is a single-carriageway two-way road which serves the Sainsbury's and Argos development in addition to the residential areas to the east. Both of these routes provide access to major employment and retail opportunities in the local area, which are trip attractors for both vehicular and non-motorised modes of travel. Lamesley Road is also a single-carriageway two-way road which serves Horse World; an equestrian centre that also sells equipment and supplies to the general public, and further afield continues to Birtley. Banesley Lane is a single-carriageway two-way road which serves a number of residential units.
- 2.8.69. Continuous off-carriageway dedicated non-motorised user provisions are available around the Coalhouse Interchange, with all six arms featuring street lighting, a variable width 2.0m to 2.5m footway and central splitter islands. Various arms also benefit from dropped kerbs with tactile blister-paving and dashed white-lining to provide indicative pedestrian crossing routes over the traffic lanes.
- 2.8.70. Pedestrian/cyclist crossing provisions are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams in order to pass over the various sections of carriageway. On-site observations revealed that this is generally acceptable on receptors with lower vehicular approach speeds (i.e. typically the arms forming part of the local highway network), however, the process is considerably more complicated on entry-arms with higher vehicular approach speeds (i.e. the A1 off-slip roads) and the five exit-arms where traffic typically departs the circulatory carriageway of the roundabout at higher average speeds. It was noted that 'Pedestrian Crossing' signs were present on the two A1 off-slip roads on the approach to the junction, in order to provide advanced warning to motorists. The signage strategy is, however, inconsistent, with the northbound off-slip benefiting from a 'Zebra Crossing Ahead' sign (despite the crossing being uncontrolled in

nature and the southbound off-slip has an ‘Other Danger Ahead’ sign with an accompanying ‘Nature of Danger’ sign located beneath which advises of ‘Pedestrians Crossing’.

- 2.8.71. Crossing opportunities were noted to be further complicated by the horizontal alignment of the five entry-arms and part time signal controlled nature of junction, which (during periods of priority control) required pedestrians to walk in front of vehicles that were attempting to pick a gap in the circulatory traffic stream to the off-side. In such instances, pedestrians located to the near-side kerb-line or crossing the carriageway in front of a vehicle (i.e. those travelling around the junction in an anti-clockwise direction) were typically not located within the driver’s peripheral field of vision.
- 2.8.72. When the traffic signals were operational and drivers were typically looking directly ahead at the aspect/post, however, the presence of pedestrians located to the near-side kerb-line or crossing the carriageway in front of a vehicle was more apparent, which resulted in increased levels of road safety for non-motorised users.
- 2.8.73. Additionally, site observations also revealed that the Sainsbury’s and Argos site acts as a local trip attractor, with pedestrians originating from the south of the Coalhouse Interchange (i.e. those travelling around the junction in an anti-clockwise direction) generally approaching on the southern side of Chowdene Bank and crossing a heavily trafficked stretch of the local highway network in order to reach the main pedestrian access on the northern side of Chowdene Bank. There are currently no formal crossing provisions adjacent to the store access and the primary desire line actively encourages pedestrians to cross the road between two bus lay-bys (on either side of Chowdene Bank) resulting in road safety concerns for non-motorised users.
- 2.8.74. Fully classified surveys using video cameras were conducted at this location (over 24 hour periods) on Thursday 9th and Saturday 11th November 2017 in order to establish existing usage levels for all non-motorised user modes of travel. The results associated with the ‘Coalhouse Interchange’ are presented at **Table 2-10** below:

Table 2-10 - Total NMU usage levels at the Coalhouse Interchange

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (08:00-09:00)	PM Peak (16:00-17:00)	Daily (00:00-24:00)	AM Peak (08:00-09:00)	PM Peak (13:00-14:00)	Daily (00:00-24:00)
Pedestrians	4	8	64	4	14	77
Cycles	4	6	22	2	2	27
Electric Cycles	0	0	0	0	0	0

Travel Mode	Thursday 9 th November 2017			Saturday 11 th November 2017		
	AM Peak (08:00-09:00)	PM Peak (16:00-17:00)	Daily (00:00-24:00)	AM Peak (08:00-09:00)	PM Peak (13:00-14:00)	Daily (00:00-24:00)
Non-motorised Scooters	0	0	0	0	0	0
Equestrians	0	0	0	0	0	0
Powered Wheelchairs	0	0	0	0	0	0
Total	8	14	86	6	16	104

- 2.8.75. The results tabulated above clearly demonstrate that the route currently attracts a modest level of pedestrian and cycle movements during both peak periods and across the daily total (i.e. a maximum average of one movement every 3-4 minutes during the most intensive period of usage).
- 2.8.76. The Cycle Maps in **Appendix F** clearly show that the Coalhouse Interchange is designated as a 'path or footway where you should walk your bike', although it is not a designated cycle route cyclists are the predominant user. The table previously demonstrates low usage levels at this section. Within the immediate vicinity of this section of the study area, much of the Team Valley Trading Estate is designated as providing either a 'traffic-free path' or a 'sign-posted on road cycle route'.
- 2.8.77. The flow diagrams presented on the following pages of this report set out the specific non-motorised user flow profile recorded at this location during both the AM and PM peak period, in addition to the daily totals associated with each mode of travel.

Figure 37 – Weekday AM peak period NMU flows at the Coalhouse Interchange

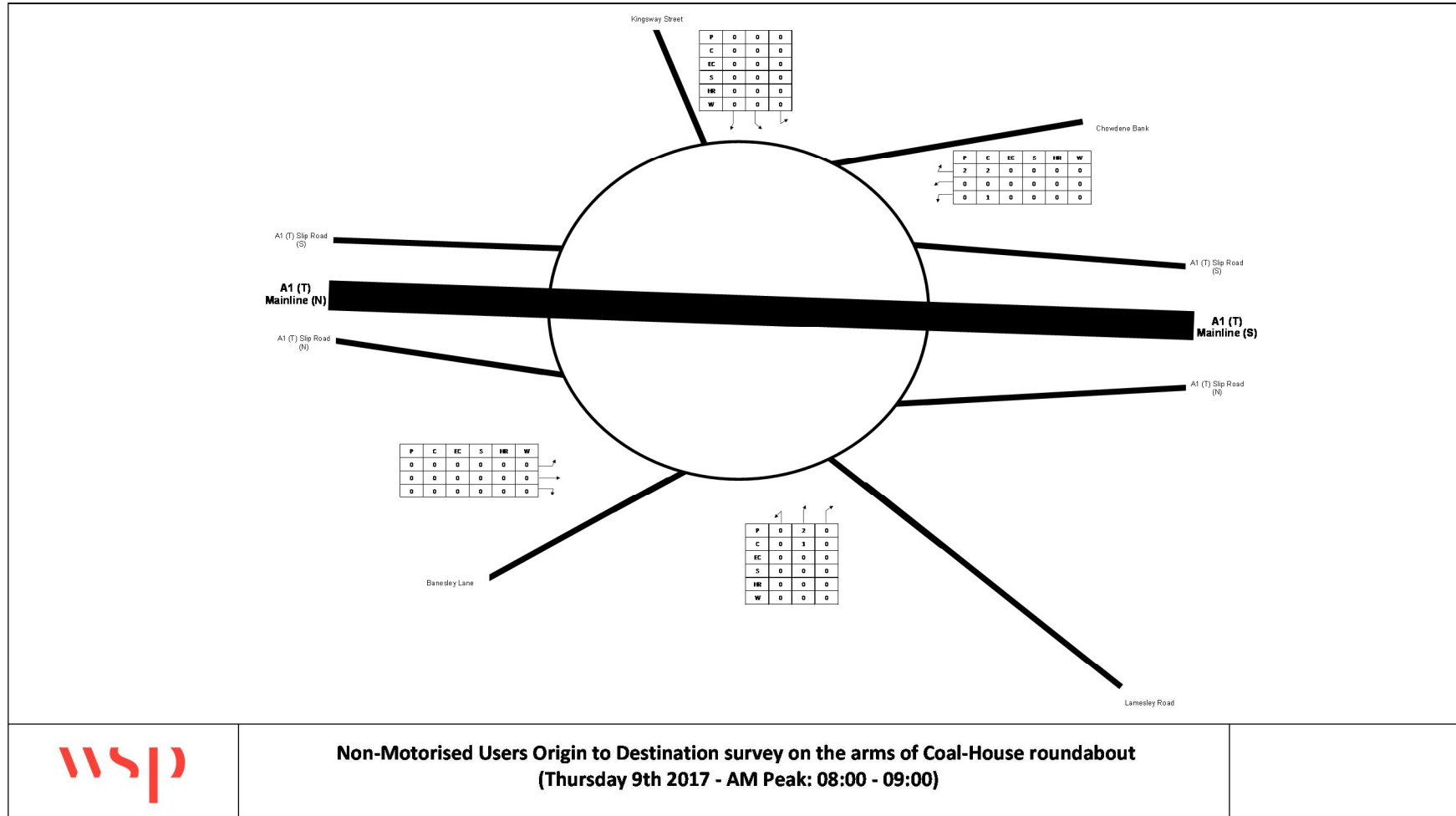
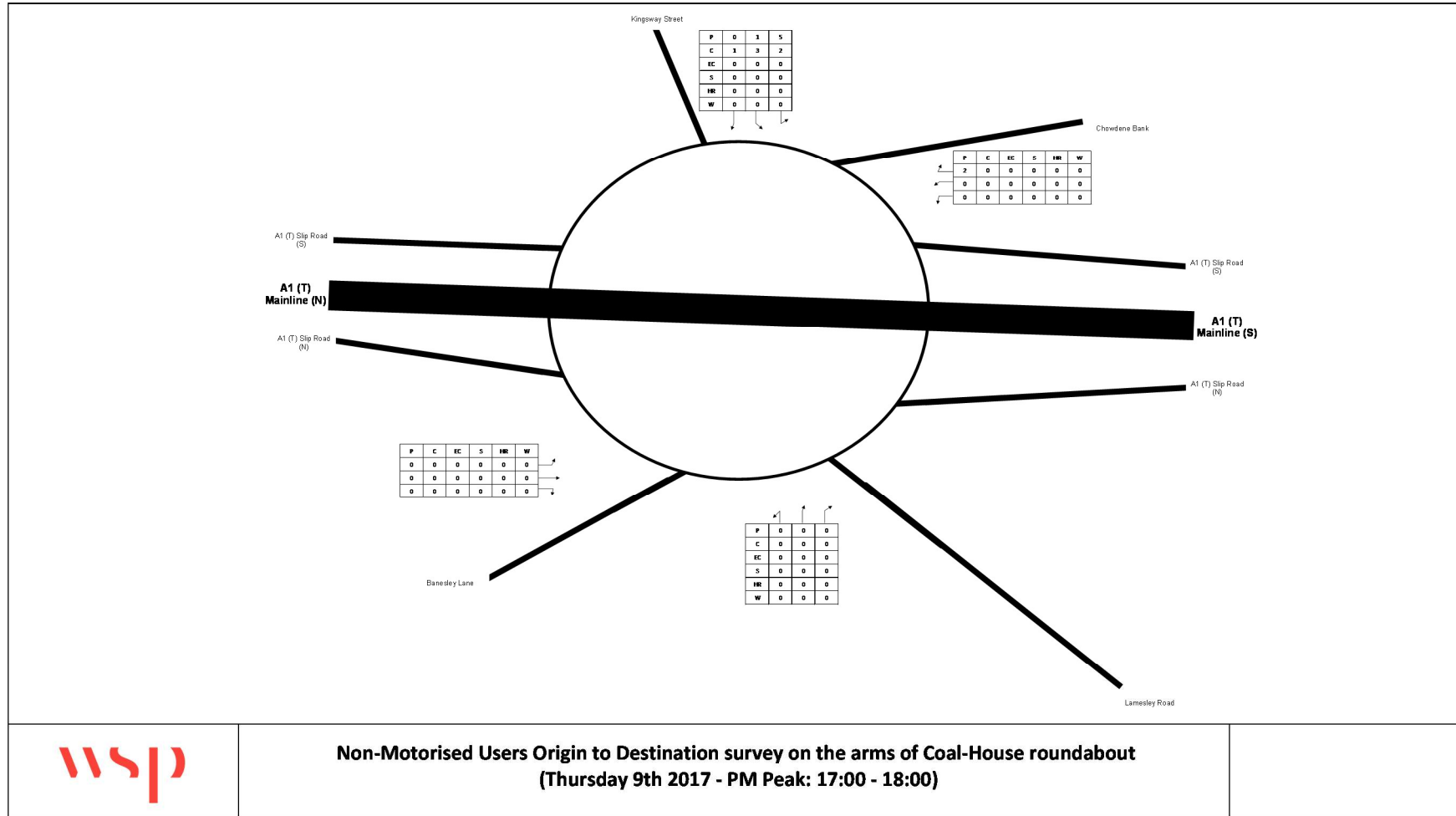


Figure 38 – Weekday PM peak period NMU flows at the Coalhouse Interchange



Non-Motorised Users Origin to Destination survey on the arms of Coal-House roundabout
 (Thursday 9th 2017 - PM Peak: 17:00 - 18:00)

Figure 39 – Weekday daily NMU flows at the Coalhouse Interchange

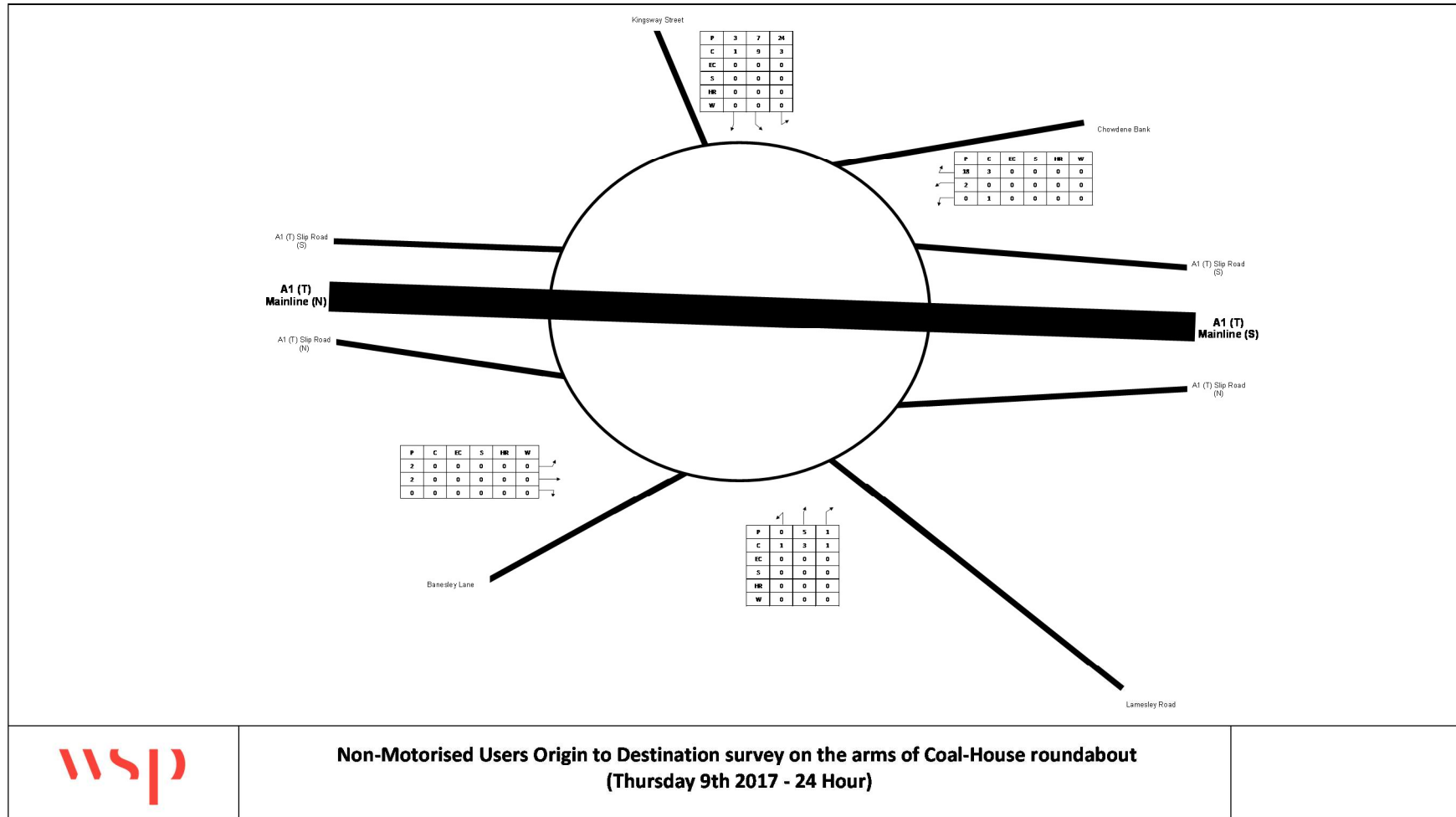
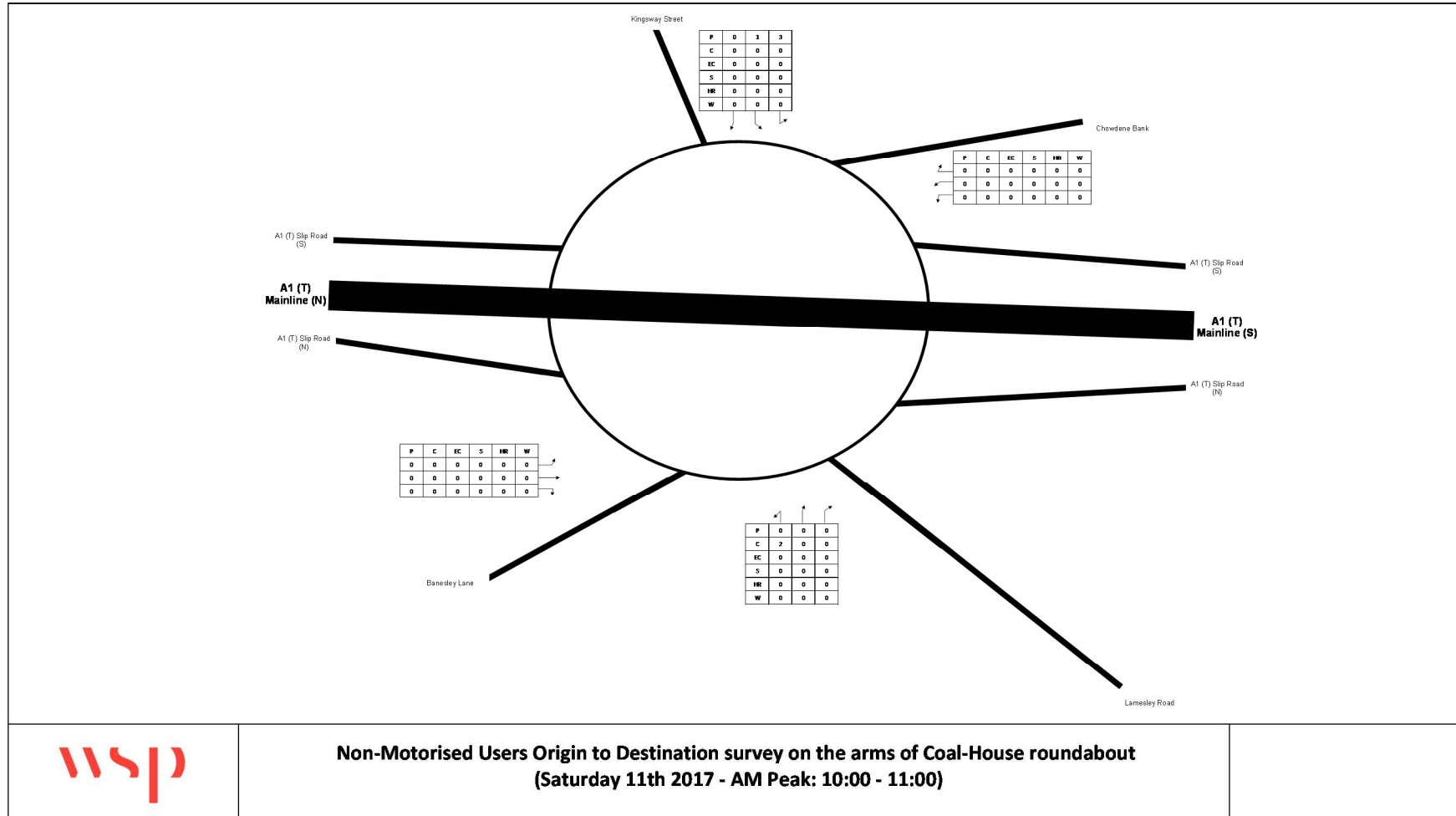
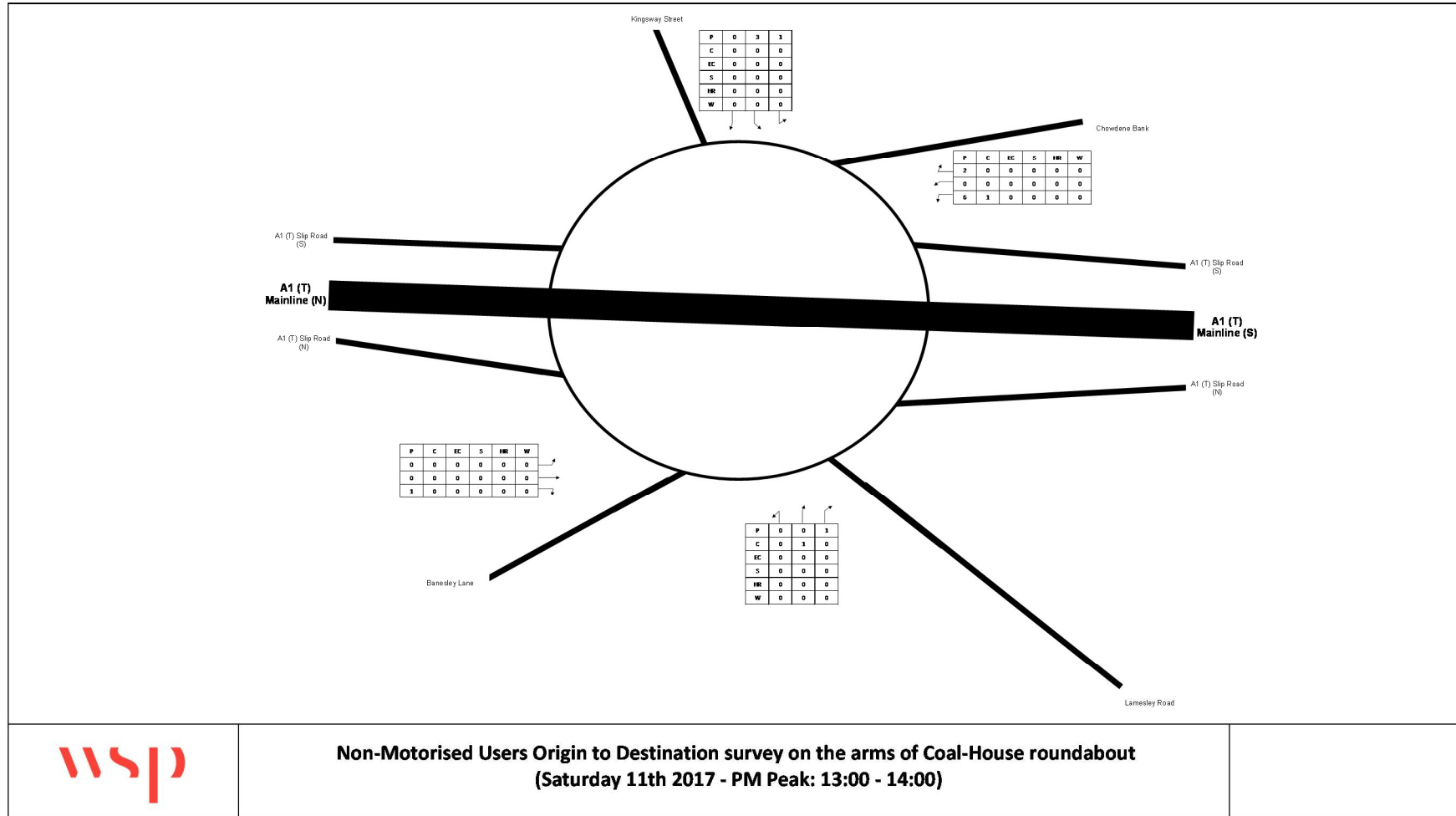


Figure 40 – Weekend AM peak period NMU flows at the Coalhouse Interchange



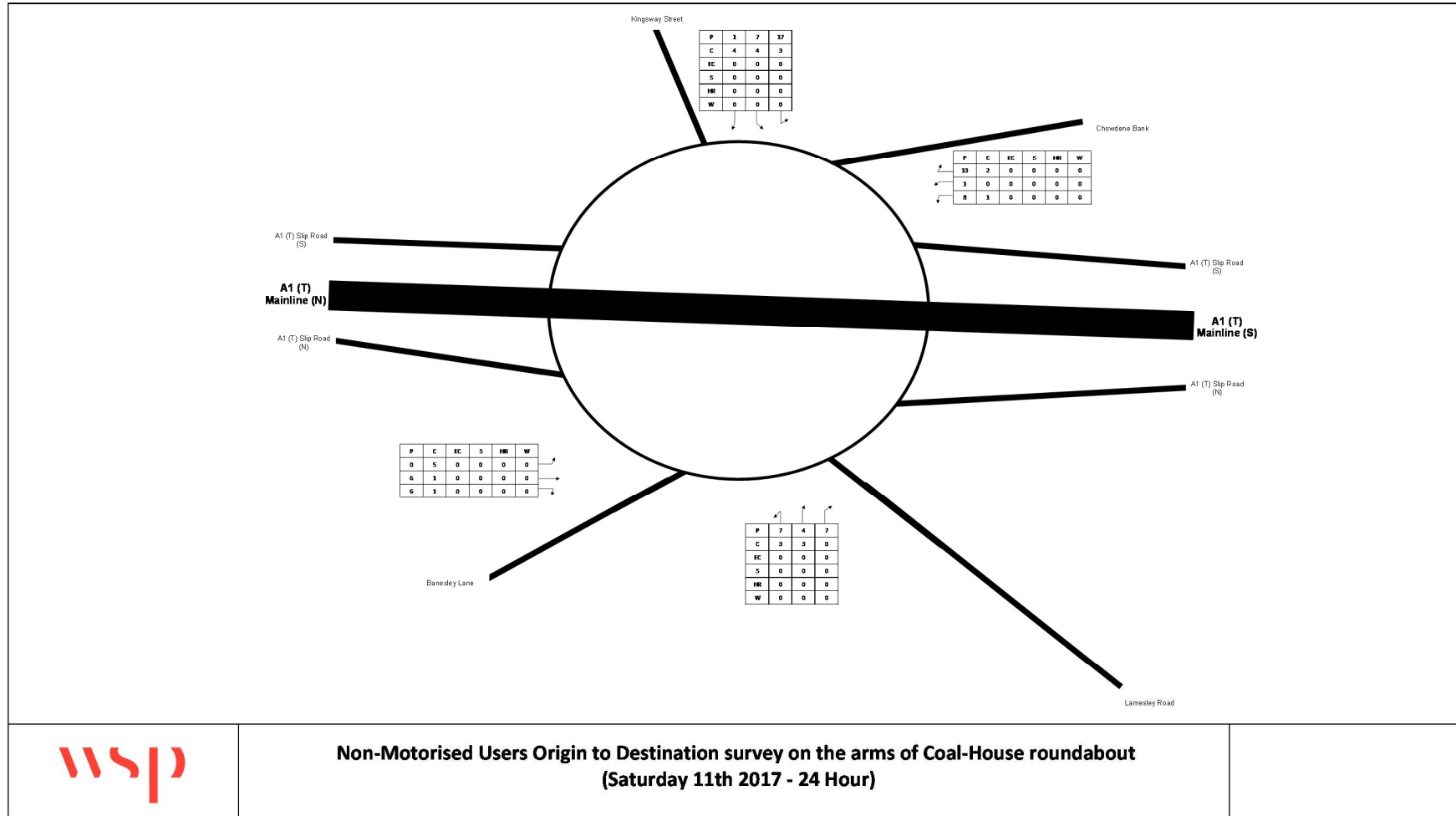
Non-Motorised Users Origin to Destination survey on the arms of Coal-House roundabout
 (Saturday 11th 2017 - AM Peak: 10:00 - 11:00)

Figure 41 – Weekend PM peak period NMU flows at the Coalhouse Interchange



Non-Motorised Users Origin to Destination survey on the arms of Coal-House roundabout
 (Saturday 11th 2017 - PM Peak: 13:00 - 14:00)

Figure 42 – Weekend daily NMU flows at the Coalhouse Interchange



3. USER OPPORTUNITIES

3.1. IDENTIFIED ISSUES AND CORRESPONDING USER OPPORTUNITIES

- 3.1.1. Following detailed consideration of the existing routes, connections, facilities, infrastructure, etc, that are available at each of the locations within the overall study area, the opportunities discussed within this section of the report has highlighted potential improvements which are relevant to the Scheme.
- 3.1.2. These opportunities should be considered by the wider design team throughout the progression of the scheme design, in addition to any further opportunities that may arise through the ongoing development of the design phase(s).
- 3.1.3. Whilst some of the improvements identified are associated with infrastructure that Gateshead Council are responsible for maintaining, it is considered that Highways England should work in a collaborative manner with the Local Highway Authority to ensure that the impact of the Scheme is suitably mitigated.

Table 3-1 - Opportunities at the Northside Overbridge

	Section 1 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The footway provision on the approach the A1231 Northside Overbridge is substandard in width (on both the eastern and western sides).		✓
Corresponding Opportunity 1	Provision of a 2.0m (acceptable minimum) to 2.6m (preferred width) pedestrian only route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
Identified Issue 2	The condition of the pavement surface of the footway provision on both the eastern and western approaches to the A1231 Northside Overbridge is poor.		✓
Corresponding Opportunity 2	Re-surface the footway pavement to provide a higher quality bituminous material for non-motorised users.		✓

	Section 1 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 3	Vegetation on the western verges encroaches onto the existing footway, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.		✓
Corresponding Opportunity 3	Removal of vegetation from the boundary of the footway provision to reinstate its full usable width and avoid the presence of tripping hazards.		✓
Identified Issue 4	No lighting is available on the approach to the A1231 Northside Overbridge (on both the eastern and western sides).		✓
Corresponding Opportunity 4	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.		✓
Identified Issue 5	The condition of the concrete post and tubular pole fencing on both the eastern and western approaches to the A1231 Northside Overbridge is poor.		✓
Corresponding Opportunity 5	Provide an upgraded fence treatment to protect non-motorised users.		✓
Identified Issue 6	No directional signage is available on either side of the A1231 Northside Overbridge.		✓
Corresponding Opportunity 6	Implement directional signage to advise non-motorised users of available routes or destinations.		✓
Identified Issue 7	No dedicated cycle facilities available, despite the A1231 being a derestricted dual-carriageway, two-way road at this location.	✓	✓

	Section 1 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
	The 1.0m high parapet fence to protect crossing pedestrians is insufficient.		
Corresponding Opportunity 7	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route (with a 1.4m high parapet fence) in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).	✓	✓
Identified Issue 8	Only uncontrolled pedestrian crossing facilities over the A1 southbound off-slip road are available (i.e. dropped kerbs, tactile paving and 'Look Left/Look Right' white lining on the carriageway) at the signal controlled intersection between the A1231 and the A1 southbound off-slip road.		✓
Corresponding Opportunity 8	Provision of formal signal control to assist pedestrians crossing the A1 southbound off-slip road during breaks in the traffic flow of approximately 15 seconds (i.e. whilst the A1231 mainline receives a green signal).		✓

Table 3-2 - Opportunities at the Northside to North Dene Footway and North Dene Footbridge

	Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	There is no boundary fence treatment between the Northside Footway and the A1 mainline.	✓	
Corresponding Opportunity 1	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	✓	

	Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 2	The Northside to North Dene Footway (for the 65m stretch south of North Dene Footbridge), which is designated on 'a traffic free path' on the Gateshead Cycle Map, is substandard in width.		✓
Corresponding Opportunity 2	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
Identified Issue 3	No lighting is available on the Northside to North Dene Footway.		✓
Corresponding Opportunity 3	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.		✓
Identified Issue 4	The North Dene Footbridge deck and ramp is substandard in width (on both the eastern and western sides) in light of its use by both pedestrians and cyclists. North Dene Footbridge is designated as 'a National Cycle Network off-road cycle path' and is identified as Route 11 a 'Regional Cycle Network' on the Gateshead Cycle Map.	✓	
Corresponding Opportunity 4	Provision of a 3.5m (unsegregated) pedestrian/cycle path over the bridge deck (with a 1.4m high parapet fence) and ramp in accordance with the recommendations of DMRB Volume 2, Section 2, Part 8 (BD29/17) Design Criteria for Footbridges.	✓	
Identified Issue 5	North Dene Footbridge is accessed via a stepped ramp with a single landing, which features a 1 in 6 gradient between ground level and the bridge deck.	✓	

	Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Corresponding Opportunity 5	Provision of a 1 in 12 (minimum) gradient ramp to provide improved access for non-motorised users.	✓	
Identified Issue 6	The bridge deck and ramp landings on either side do not currently benefit from tactile paving provisions.	✓	
Corresponding Opportunity 6	Installation of corduroy tactile paving to aid the movement of partially sighted non-motorised users.	✓	
Identified Issue 7	No directional signage is available on either side of the North Dene Footbridge.	✓	
Corresponding Opportunity 7	Implement directional signage to advise non-motorised users of available routes or destinations.	✓	
Identified Issue 8	To the eastern side of North Dene Footbridge the public right of way takes the form of an unmade footpath.		✓
Corresponding Opportunity 8	Re-surface the footway pavement to provide a higher quality bituminous material for non-motorised users.		✓
Identified Issue 9	To the eastern side of North Dene Footbridge the public right of way passes through a 'kissing gate' that is only suitable for pedestrian access.		✓
Corresponding Opportunity 9	Replace with access control barriers that are appropriate for all non-motorised users.		✓

Table 3-3 - Opportunities at the North Dene to Longbank Footpath and Longbank Bridleway underpass

	Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The North Dene to Longbank Footpath, which is designated on 'a traffic free path' on the Gateshead Cycle Map, is substandard in width and suffers from poor horizontal alignment in certain locations.		✓
Corresponding Opportunity 1	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05) with improved alignment.		✓
Identified Issue 2	No lighting is available on the North Dene to Longbank Footpath.		✓
Corresponding Opportunity 2	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.		✓
Identified Issue 3	Vegetation in the verges encroaches onto the existing footpath, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.		✓
Corresponding Opportunity 3	Removal of vegetation from the boundary of the footpath provision to reinstate its full usable width and avoid the presence of tripping hazards.		✓
Identified Issue 4	The condition of the concrete post and wire-mesh fencing between the North Dene to Longbank Footpath and the A1 mainline is poor.	✓	
Corresponding Opportunity 4	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	✓	

	Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 5	No directional signage is available on the North Dene to Longbank Footpath.		✓
Corresponding Opportunity 5	Implement directional signage to advise non-motorised users of available routes or destinations.		✓
Identified Issue 6	Pedestrian access to the Longbank Bridleway underbridge is provided by means of an informal and unmade ramp, leading to a flight of steps (constructed of wood, with a loose paved tread surface and wooden handrails to aid ascent/decent).		✓
Corresponding Opportunity 6	Provide a ramp with a bituminous material and upgraded steps for non-motorised users.		✓
Identified Issue 7	Cycle access to the Longbank Bridleway underbridge is only available via an at-grade ramp 200.0m southwest, where the route meets the A167 Newcastle Bank.		✓
Corresponding Opportunity 7	Provide a formal ramp with a high quality bituminous material or provide an upgraded flight of steps for non-motorised users with a 100.0mm wide runner-rail style ramp feature to allow cycles to be pushed up/down the steps.		✓
Identified Issue 8	The Longbank Bridleway underbridge is an unlit 80.0m long, domed corrugated-steel lined structure, which is intimidating to pedestrians and cyclists.	✓	
Corresponding Opportunity 8	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users.	✓	

	Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 9	During heavy rain-fall, the bridleway is susceptible to flooding, with the loose/coarse surface treatment being known to either wash away completely or being overrun with earth which encroaches from the adjacent cutting slopes.		✓
Corresponding Opportunity 9	Re-surface the footpath pavement to provide a higher quality bituminous and improve the available drainage channel.		✓
Identified Issue 10	The eastern headwall of the Longbank Bridleway underbridge passes between a brick built parapet wall and 2.0m high wooden close-board fence treatment, with the available width varying between approximately 1.5m (substandard) and 3.0m.	✓	
Corresponding Opportunity 10	Provide a higher wooden close-board fence treatment to ensure that horses are not exposed to oncoming traffic and ensure a standard 3.0m wide passage is available across the entire width of the headwall	✓	

Table 3-4 - Opportunities at the Longbank to Eighton Lodge Footpath and Eighton Lodge Interchange

	Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The Longbank to Eighton Lodge Footpath, which is designated on 'a traffic free path' on the Gateshead Cycle Map, is substandard in width.		✓

	Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Corresponding Opportunity 1	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
Identified Issue 2	No lighting is available on the Longbank to Eighton Lodge Footpath.		✓
Corresponding Opportunity 2	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.		✓
Identified Issue 3	Vegetation in the verges encroaches onto the existing footpath, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.		✓
Corresponding Opportunity 3	Removal of vegetation from the boundary of the footpath provision to reinstate its full usable width and avoid the presence of tripping hazards.		✓
Identified Issue 4	The condition of the concrete post and wire-mesh fencing between the Longbank to Eighton Lodge Footpath and the A1 mainline is poor.	✓	
Corresponding Opportunity 4	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	✓	
Identified Issue 5	No directional signage is available on either end of the Longbank to Eighton Lodge Footpath.		✓

	Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Corresponding Opportunity 5	Implement directional signage to advise non-motorised users of available routes or destinations.		✓
Identified Issue 6	The shared footway/cycleway provisions at Eighton Lodge Interchange, which are designated as part of the NCN Route 725, are substandard in width.		✓
Corresponding Opportunity 6	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
Identified Issue 7	Crossing provisions are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams (some of which are under part-time signal control) in order to pass over the various sections of carriageway.		✓
Corresponding Opportunity 7	Provide full time signalisation at the interchange and provide signal controlled crossing facilities with dedicated pedestrian phases and look left/look right white lining. Responsibility for this improvement will be reviewed following finalisation of the scheme design proposal.		✓
Identified Issue 8	Crossing opportunities were complicated by the horizontal alignment of entry-arms and the location/height of traffic signage on the approach to the junction, which often acted as a sight-screen prohibiting visibility for pedestrians.	✓	
Corresponding Opportunity 8	Relocate traffic signage and increase the height to in excess of 2.0m above ground level, in order to improve the visibility sight-	✓	

	Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
	lines for pedestrians (thus increasing road safety for non-motorised users).		

Table 3-5 - Opportunities at the Smithy Lane Overbridge and Angel Cycleway/Chowdene Bank Bridge

	Section 5 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The footway provision on the approach to Smithy Lane overbridge is generally substandard in width (on both the eastern and western sides).		✓
Corresponding Opportunity 1	Provision of a 2.0m (acceptable minimum) to 2.6m (preferred width) pedestrian only route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
Identified Issue 2	No lighting is available on the approach the Smithy Lane overbridge (on both the eastern and western sides).		✓
Corresponding Opportunity 2	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness (especially during winter months).		✓
Identified Issue 3	Chowdene Bank Bridge is unsuitable for the high level of use by pedestrians and cyclists.		✓
Corresponding Opportunity 3	Provide a new bridge for pedestrians and cyclists adjacent to the south side of the existing bridge. Additionally, introduce a crossing facilitate so pedestrians can access		✓

	the 2.0m wide footway on the northern side of Chowdene Bank.		
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Table 3-6 - Opportunities at the Coalhouse Interchange

	Section 6 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The footway provisions around the Coalhouse Interchange are generally substandard in width. There are no dedicated cycle facilities available around the junction.		✓
Corresponding Opportunity 1	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
Identified Issue 2	The six arms of the roundabout currently have varying degrees of physical pedestrian infrastructure at crossing points.	✓	
Corresponding Opportunity 2	Temporary works associated with the scheme will cause disruptions to this infrastructure. Once they are finalised, Highways England will replace substandard infrastructure with improved dropped-kerbs, tactile paving and look left/look right white lining at all crossing points.	✓	
Identified Issue 3	Crossing provisions are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams (some of which are under part-time signal control) in order to pass over the various sections of carriageway.		✓
Corresponding Opportunity 3	Provide full time signalisation at the interchange and provide signal controlled crossing facilities with dedicated pedestrian		✓

	Section 6 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
	phases. Responsibility for this improvement will be reviewed following finalisation of the scheme design proposal.		
Identified Issue 4	No directional signage is available around the Coalhouse Interchange.		✓
Corresponding Opportunity 4	Implement directional signage to advise non-motorised users of available routes or destinations.		✓
Identified Issue 5	No formal crossing provisions adjacent to the Sainsbury's and Argos store access and the primary desire line encourages pedestrians to cross the road between two bus lay-bys (on either side of Chowdene Bank).		✓
Corresponding Opportunity 5	Implementation of dropped-kerbs, tactile paving and look left/look right white lining at a location west of the bus lay-bys to improve road safety for non-motorised users.		✓
Identified Issue 6	Pedestrian Crossing signs are present on the two A1 off-slip roads on the approach to the junction, in order to provide advanced warning to motorists. The signage strategy is, however, inconsistent, with the northbound off-slip benefiting from a 'Zebra Crossing Ahead' sign (despite the crossing being uncontrolled in nature) and the southbound off-slip has an 'Other Danger Ahead' sign with an accompanying 'Nature of Danger' sign located beneath which advises of 'Pedestrians Crossing'.	✓	
Identified Issue 6	Provide consistent signage strategy to replace the existing northbound off-slip 'Zebra Crossing Ahead' sign with an 'Other Danger Ahead' sign and an accompanying	✓	

	Section 6 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
	'Nature of Danger' sign located beneath which advises of 'Pedestrians Crossing'.		

4. WALKING, CYCLING & HORSE-RIDING ASSESSMENT TEAM STATEMENT

4.1. ASSESSMENT TEAM STATEMENT

- 4.1.1. As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with DMRB HD 42/17 and thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Lead Assessor WSP

Simon Pratt

Director
09/03/2018

Signed: 

Date:

Walking, Cycling & Horse-Riding Assessor WSP

Chris Appleton



Principal Engineer

Walking, Cycling & Horse-Riding Assessor WSP

Ben Handley

Graduate Transport Planner
09/03/2018

Signed:

Date: 09/03/2018

Signed: *B. Handley*

Date:

1.1 DESIGN TEAM STATEMENT

- 4.1.2. As Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the scheme development and that the wider design team has been involved in the process.
- 4.1.3. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in HD 42/17.

Design Team Leader WSP

Nigel Rawcliffe

Associate Director

Signed:

Date: 09/03/2018

5. REVIEW OF WALKING, CYCLING AND HORSE-RIDING ASSESSMENT OPPORTUNITIES

5.1. INTRODUCTION

- 5.1.1. This chapter provides a summary of the opportunities identified as part of the original Walking, Cycling and Horse-Riding Assessment and the resulting actions taken by the design team or related outcomes from the preliminary design phase of the Scheme. For consistency, the identified opportunities are presented in the same format as those contained at Section 3 of this report.
- 5.1.2. The purpose of conducting this Walking, Cycling & Horse-Riding Review are to:
- Review proposals for pedestrians, cyclists and equestrians throughout the Scheme design process.
 - Review the potential impact of the Scheme on users in the area and on existing facilities.
 - Identify new opportunities for improvement for users that may arise from the development of the Scheme that were not evident during the Assessment phase.
- 5.1.3. In order to ensure that this phase of the process is meaningful and constructive, the Walking, Cycling and Horse-Riding Review has been undertaken following the initial Assessment phase and once the design team has had the opportunity to consider/incorporate the findings from this report into the Scheme design. This chapter, also, takes into consideration the consultations outlined in **Section 2.6** and 2.7.
- 5.1.4. The identification of opportunities for improving existing Walking, Cycling & Horse-Riding facilities or for creating new ones has not been restricted to those that can be delivered within the context of the Scheme. Recording details of these opportunities is presented within this review in order to inform the ongoing maintenance and management of the A1 within the study area and can be shared with key stakeholders such as Gateshead Council.
- 5.1.5. The Walking, Cycling and Horse-Riding Assessment report has been considered prior to this review being conducted to ensure that the previously identified opportunities for improvement are considered during Review phase. It is intended that this preliminary design stage Review report will be considered further during the subsequent detailed design stage Review.
- 5.1.6. The Scheme design drawings and associated information have been reviewed with a specific emphasis on:
- Ensuring that previously identified opportunities at the Assessment phase have been considered and implemented where appropriate.

- Identifying opportunities for improvement for pedestrians, cyclists and equestrians as a result of the developing Scheme design.

5.1.7. Once again, the impact on all modes (and user groups) has been reviewed both in isolation and within the context of the various other user groups (i.e. how proposed facilities for pedestrians will impact cyclists and horse-riders, etc).

5.2. TRAFFIC FLOWS

5.2.1. The strategic macro-simulation area wide traffic model has been utilised to extract forecast flows associated with the 2038 design year with and without the Scheme.

5.2.2. The relative potential impact of the proposal upon non-motorised users (at the various locations considered within this WCHAR) has been considered and forms the basis of the 'Assessor Comments' provided in Section 5.4 of this review.

5.3. PRELIMINARY DESIGN STAGE WALKING CYCLING & HORSE-RIDING REVIEW OPPORTUNITIES

5.3.1. Following detailed consideration of the existing routes, connections, facilities, infrastructure, etc, that are available at each of the locations within the overall study area, the opportunities discussed within Section 3 of the Walking, Cycling and Horse-Riding Assessment report highlighted potential improvements which are relevant to the Scheme.

5.3.2. These opportunities were considered by the wider design team throughout the progression of the Scheme design, in addition to any further opportunities that may arise through the ongoing development of the various design phase(s).

5.3.3. Whilst some of the improvements identified are associated with infrastructure that Gateshead Council are responsible for maintaining, it is considered that Highways England should work in a collaborative manner with the Local Highway Authority to ensure that the impact of the Scheme is suitably mitigated.

5.3.4. The tables presented below provide a summary of the opportunities identified as part of the previous assessment and the resulting actions taken by the design team or related outcomes from the preliminary design phase of the Scheme. For ease of reference the 'Assessor Comments' within these tables are marked with either a:

(✓) Which signifies that design action is required by Highways England; or

(✗) Which signifies that no design action is required by Highways England.

Table 5-1 - Opportunities at the Northside Overbridge

	Section 1 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The footway provision on the approach the A1231 Northside Overbridge is substandard in width (on both the eastern and western sides).		✓
Corresponding Opportunity 1	Provision of a 2.0m (acceptable minimum) to 2.6m (preferred width) pedestrian only route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 2	The condition of the pavement surface of the footway provision on both the eastern and western approaches to the A1231 Northside Overbridge is poor.		✓
Corresponding Opportunity 2	Re-surface the footway pavement to provide a higher quality bituminous material for non-motorised users.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified	Vegetation on the western verges encroaches onto the existing footway,		✓

	Section 1 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Issue 3	reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.		
Corresponding Opportunity 3	Removal of vegetation from the boundary of the footway provision to reinstate its full usable width and avoid the presence of tripping hazards.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 4	No lighting is available on the approach to the A1231 Northside Overbridge (on both the eastern and western sides).		✓
Corresponding Opportunity 4	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 5	The condition of the concrete post and tubular pole fencing on both the eastern and western approaches to the A1231 Northside Overbridge is poor.		✓

	Section 1 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Corresponding Opportunity 5	Provide an upgraded fence treatment to protect non-motorised users.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 6	No directional signage is available on either side of the A1231 Northside Overbridge.		✓
Corresponding Opportunity 6	Implement directional signage to advise non-motorised users of available routes or destinations.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 7	No dedicated cycle facilities available, despite the A1231 being a derestricted dual-carriageway, two-way road at this location. The 1.0m high parapet fence to protect crossing pedestrians is insufficient.	✓	✓
Corresponding Opportunity 7	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route (with a 1.4m high parapet fence) in accordance with the	✓	✓

	Section 1 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
	recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		

Assessor Comment: No design action required by Highways England (✘). The identified improvement is associated with infrastructure that Gateshead Council/Highways England are responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.

Identified Issue 8	Only uncontrolled pedestrian crossing facilities over the A1 southbound off-slip road are available (i.e. dropped kerbs, tactile paving and 'Look Left/Look Right' white lining on the carriageway) at the signal controlled intersection between the A1231 and the A1 southbound off-slip road.		✓
Corresponding Opportunity 8	Provision of formal signal control to assist pedestrians crossing the A1 southbound off-slip road during breaks in the traffic flow of approximately 15 seconds (i.e. whilst the A1231 mainline receives a green signal).		✓

Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and it is considered necessary that Highways England mitigate this impact through the introduction of formal signal control to assist pedestrians crossing the A1 southbound off-slip road and it is advised that this is introduced as part of the scheme design (ensuring co-ordination with Highways England Area 14 proposals for the traffic signals).

Table 5-2 - Opportunities at the Northside to North Dene Footway and North Dene Footbridge

	Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	There is no boundary fence treatment between the Northside Footway and the A1 mainline.	✓	
Corresponding Opportunity 1	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	✓	
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that the local landowner is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that its customers are protected and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using the A1 mainline adjacent to this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate this impact through the installation of a boundary fence to restrict access to the Strategic Road Network for pedestrians and animals. The strategy involves the replacement of existing substandard fencing and the installation of new post and rail fencing where gaps currently exist.</p>			
Identified Issue 2	The Northside to North Dene Footway (for the 65m stretch south of North Dene Footbridge), which is designated on 'a traffic free path' on the Gateshead Cycle Map, is substandard in width.		✓
Corresponding Opportunity 2	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse</p>			

		Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
		HE	GC		
<p>scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>					
Identified Issue 3	No lighting is available on the Northside to North Dene Footway.			✓	
Corresponding Opportunity 3	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.			✓	
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. Highways England propose to mitigate any scheme impact through the installation of street lighting along the North Dene Footway. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>					
Identified Issue 4	The North Dene Footbridge deck and ramp is substandard in width (on both the eastern and western sides) in light of its use by both pedestrians and cyclists. North Dene Footbridge is designated as 'a National Cycle Network off-road cycle path' and is identified as Route 11 a 'Regional Cycle Network' on the Gateshead Cycle Map.		✓		
Corresponding Opportunity 4	Provision of a 3.5m (unsegregated) pedestrian/cycle path over the bridge deck (with a 1.4m high parapet fence) and ramp in accordance with the recommendations of DMRB Volume 2, Section 2, Part 8 (BD29/17) Design Criteria for Footbridges.		✓		
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Highways</p>					

		Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
<p>England is responsible for maintaining. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate any scheme impact through the installation of a 3.5m (unsegregated) pedestrian/cycle path over the bridge deck (with a 1.4m high parapet fence) and ramp in accordance with the recommendations of DMRB Volume 2, Section 2, Part 8 (BD29/17) Design Criteria for Footbridges.</p>					
Identified Issue 5	North Dene Footbridge is accessed via a stepped ramp with a single landing, which features a 1 in 6 gradient between ground level and the bridge deck.	✓			
Corresponding Opportunity 5	Provision of a 1 in 12 (minimum) gradient ramp to provide improved access for non-motorised users.	✓			
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate any scheme impact through the installation of a 1 in 12 gradient ramp.</p>					
Identified Issue 6	The bridge deck and ramp landings on either side do not currently benefit from tactile paving provisions.	✓			
Corresponding Opportunity 6	Installation of corduroy tactile paving to aid the movement of partially sighted non-motorised users.	✓			
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate any scheme impact through the installation of corduroy tactile paving.</p>					

	Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 7	No directional signage is available on either side of the North Dene Footbridge.	✓	
Corresponding Opportunity 7	Implement directional signage to advise non-motorised users of available routes or destinations.	✓	
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. Highways England propose to mitigate any scheme impact through the installation of directional signage to advise non-motorised users of available routes or destinations. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>			
Identified Issue 8	To the eastern side of North Dene Footbridge the public right of way takes the form of an unmade footpath.		✓
Corresponding Opportunity 8	Re-surface the footway pavement to provide a higher quality bituminous material for non-motorised users.		✓
<p>Assessor Comment: No design action required by Highways England (✗). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 9	To the eastern side of North Dene Footbridge the public right of way passes through a		✓

	Section 2 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
	'kissing gate' that is only suitable for pedestrian access.		
Corresponding Opportunity 9	Replace with access control barriers that are appropriate for all non-motorised users.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			

Table 5-3 - Opportunities at the North Dene to Longbank Footpath and Longbank Bridleway

	Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The North Dene to Longbank Footpath, which is designated on 'a traffic free path' on the Gateshead Cycle Map, is substandard in width and suffers from poor horizontal alignment in certain locations.		✓
Corresponding Opportunity 1	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05) with improved alignment.		✓
<p>Assessor Comment: No design action required by Highways England (*). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to</p>			

		Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
<p>working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>					
Identified Issue 2	No lighting is available on the North Dene to Longbank Footpath.				✓
Corresponding Opportunity 2	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.				✓
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. Highways England propose to mitigate any scheme impact through the installation of street lighting along the North Dene to Longbank Footpath. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>					
Identified Issue 3	Vegetation in the verges encroaches onto the existing footpath, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.				✓
Corresponding Opportunity 3	Removal of vegetation from the boundary of the footpath provision to reinstate its full usable width and avoid the presence of tripping hazards.				✓
<p>Assessor Comment: No design action required by Highways England (✗). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse</p>					

		Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement	
		Responsibility	
		HE	GC
scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.			
Identified Issue 4	The condition of the concrete post and wire-mesh fencing between the North Dene to Longbank Footpath and the A1 mainline is poor.	✓	
Corresponding Opportunity 4	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	✓	
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that its customers are protected. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate this impact through the installation of a noise barrier (between North Dene Footbridge - Longbank Bridleway) and boundary fence to restrict access to the Strategic Road Network for pedestrians and animals.</p>			
Identified Issue 5	No directional signage is available on the North Dene to Longbank Footpath.		✓
Corresponding Opportunity 5	Implement directional signage to advise non-motorised users of available routes or destinations.		✓
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. Highways England propose to mitigate any scheme impact through the installation of directional signage to advise non-motorised users of available routes or destinations. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>			

		Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
Identified Issue 6	Pedestrian access to the Longbank Bridleway underbridge is provided by means of an informal and unmade ramp, leading to a flight of steps (constructed of wood, with a loose paved tread surface and wooden handrails to aid ascent/decent).				✓
Corresponding Opportunity 6	Provide a ramp with a bituminous material and upgraded steps for non-motorised users.				✓
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. Highways England propose to mitigate any scheme impact through the installation of a ramp with a bituminous material and upgraded steps for non-motorised users. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>					
Identified Issue 7	Cycle access to the Longbank Bridleway underbridge is only available via an at-grade ramp 200.0m southwest, where the route meets the A167 Newcastle Bank.				✓
Corresponding Opportunity 7	Provide a formal ramp with a high quality bituminous material or provide an upgraded flight of steps for non-motorised users with a 100.0mm wide runner-rail style ramp feature to allow cycles to be pushed up/down the steps.				✓
<p>Assessor Comment: No design action required by Highways England (✘). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority</p>					

		Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
<p>may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>					
Identified Issue 8	The Longbank Bridleway underbridge is an unlit 80.0m long, domed corrugated-steel lined structure, which is intimidating to pedestrians and cyclists.	✓			
Corresponding Opportunity 8	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users.	✓			
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate any scheme impact through the installation of appropriate lighting to ensure safe usage for non-motorised users (although this is currently being considered by Gateshead Council, with the impact upon bats being considered).</p>					
Identified Issue 9	During heavy rain-fall, the bridleway is susceptible to flooding, with the loose/coarse surface treatment being known to either wash away completely or being overrun with earth which encroaches from the adjacent cutting slopes.				✓
Corresponding Opportunity 9	Re-surface the footpath pavement to provide a higher quality bituminous and improve the available drainage channel.				✓

		Section 3 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
		HE	GC		
<p>Assessor Comment: No design action required by Highways England (✘). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>					
Identified Issue 10	The eastern headwall of the Longbank Bridleway underbridge passes between a brick built parapet wall and 2.0m high wooden close-board fence treatment, with the available width varying between approximately 1.5m (substandard) and 3.0m.	✓			
Corresponding Opportunity 10	Provide a higher wooden close-board fence treatment to ensure that horses are not exposed to oncoming traffic and ensure a standard 3.0m wide passage is available across the entire width of the headwall.	✓			
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that its customers are protected. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate this impact through the installation of a 2.5m high close-board fence treatment, with a standard 3.0m wide passage across the entire width of the headwall (which will be 1.8m high as the link forms part of a bridleway).</p>					

Table 5-4 - Opportunities at the Longbank to Eighton Lodge Footpath and Eighton Lodge Interchange

	Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The Longbank to Eighton Lodge Footpath, which is designated on 'a traffic free path' on the Gateshead Cycle Map, is substandard in width.		✓
Corresponding Opportunity 1	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
<p>Assessor Comment: No design action required by Highways England (✖). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 2	No lighting is available on the Longbank to Eighton Lodge Footpath.		✓
Corresponding Opportunity 2	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness.		✓
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. Highways England propose to mitigate any scheme impact through the installation of street lighting along the Longbank to Eighton Lodge Footpath. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding</p>			

		Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
		HE	GC	HE	GC
application progressed in order to facilitate the design of an appropriate mitigation scheme.					
Identified Issue 3	Vegetation in the verges encroaches onto the existing footpath, reducing the usable width of the infrastructure and its effectiveness for less abled bodied pedestrians.			✓	
Corresponding Opportunity 3	Removal of vegetation from the boundary of the footpath provision to reinstate its full usable width and avoid the presence of tripping hazards.			✓	
<p>Assessor Comment: No design action required by Highways England (✘). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>					
Identified Issue 4	The condition of the concrete post and wire-mesh fencing between the Longbank to Eighton Lodge Footpath and the A1 mainline is poor.	✓			
Corresponding Opportunity 4	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	✓			
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that its customers are protected and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using the A1 mainline adjacent to this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate this impact through the installation of a boundary</p>					

		Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
fence to restrict access to the Strategic Road Network for pedestrians and animals. The strategy involves the replacement of existing substandard fencing and the installation of new post and rail fencing where gaps currently exist.					
Identified Issue 5	No directional signage is available on either end of the Longbank to Eighton Lodge Footpath.				✓
Corresponding Opportunity 5	Implement directional signage to advise non-motorised users of available routes or destinations.				✓
<p>Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible. Highways England propose to mitigate any scheme impact through the installation of directional signage to advise non-motorised users of available routes or destinations. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.</p>					
Identified Issue 6	The shared footway/cycleway provisions at Eighton Lodge Interchange, which are designated as part of the NCN Rote 725, are substandard in width.				✓
Corresponding Opportunity 6	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance				✓

		Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
		with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).			
<p>Assessor Comment: No design action required by Highways England (✖). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>					
Identified Issue 7	Crossing provisions at the interchange are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams (some of which are under part-time signal control) in order to pass over the various sections of carriageway.				✓
Corresponding Opportunity 7	Provide full time signalisation at the interchange and provide signal controlled crossing facilities with dedicated pedestrian phases and look left/look right white lining. Responsibility for this improvement will be reviewed following finalisation of the scheme design proposal.				✓
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and it is considered necessary that Highways England mitigate this impact through the introduction of formal priority control to assist pedestrians crossing the various approach/exit arms at the roundabout. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a</p>					

		Section 4 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.					
Identified Issue 8	Crossing opportunities were complicated by the horizontal alignment of entry-arms and the location/height of traffic signage on the approach to the junction, which often acted as a sight-screen prohibiting visibility for pedestrians.	✓			
Corresponding Opportunity 8	Relocate traffic signage or increase the height to in excess of 2.0m above ground level, in order to improve the visibility sight-lines for pedestrians (thus increasing road safety for non-motorised users).	✓			
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and it is considered necessary that Highways England mitigate this impact through the introduction of relocated traffic signage (with increased height in excess of 2.0m above ground level) to improve visibility sight-lines for pedestrians and it is advised that this is introduced as part of the scheme at the detailed design stage.</p>					

Table 5-5 - Opportunities at the Smithy Lane Overbridge and Angel Cycleway/Chowdene Bank Bridge

		Section 5 - Walking, Cycling and Horse-Riding Opportunities for Improvement		Responsibility	
				HE	GC
Identified Issue 1	The footway provision on the approach to Smithy Lane overbridge is generally				✓

	Section 5 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
	substandard in width (on both the eastern and western sides).		
Corresponding Opportunity 1	Provision of a 2.0m (acceptable minimum) to 2.6m (preferred width) pedestrian only route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
<p>Assessor Comment: No design action required by Highways England (✖). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 2	No lighting is available on the approach the Smithy Lane overbridge (on both the eastern and western sides).		✓
Corresponding Opportunity 2	Provide an appropriate level of street lighting to ensure safe usage for non-motorised users during hours of darkness (especially during winter months).		✓
<p>Assessor Comment: No design action required by Highways England (✖). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.</p>			
Identified Issue 3	Chowdene Bank Bridge is unsuitable for the high level of use by pedestrians and cyclists.		✓

	Section 5 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Corresponding Opportunity 3	Provide a new bridge for pedestrians and cyclists adjacent to the south side of the existing bridge. Additionally, introduce a crossing facilitate so pedestrians can access the 2.0m wide footway on the northern side of Chowdene Bank.		✓

Assessor Comment: No design action required by Highways England (✖). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.

Table 5-6 - Opportunities at the Coalhouse Interchange

	Section 6 - Walking, Cycling and Horse-Riding Opportunities for Improvement	Responsibility	
		HE	GC
Identified Issue 1	The footway provisions around the Coalhouse Interchange are generally substandard in width. There are no dedicated cycle facilities available around the Coalhouse Interchange.		✓
Corresponding Opportunity 1	Provision of a 3.0m (acceptable minimum) to 5.0m (preferred width) off-carriageway shared pedestrian/cycle route in accordance with the recommendations of DMRB Volume 6, Section 3, Part 5 (TA90/05).		✓
<p>Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and Highways England proposes to mitigate this impact through the introduction of an improved standard width foot/cycleway provision.</p> <p><i>Note: Paragraph 7.34 of 'Local Transport Note 1/12: Shared Use Routes for Pedestrians and Cyclists' advises that "a width of 3 metres should generally be regarded as the preferred minimum on an unsegregated route, although in areas with few cyclists or pedestrians a narrower route might suffice." A total of 86 non-motorised users were recorded during the 24 hour weekday survey (of which 64 were pedestrians / 22 were cyclists) and a total of 104 non-motorised users were recorded during the 24 hour weekend survey (of which 77 were pedestrians / 27 were cyclists).</i></p>			
Identified Issue 2	The six arms of the roundabout currently have varying degrees of physical pedestrian infrastructure at crossing points.	✓	
Corresponding Opportunity 2	Temporary works associated with the scheme will cause disruptions to this	✓	

	infrastructure. Once they are finalised, Highways England will replace substandard infrastructure with improved dropped-kerbs, tactile paving and look left/look right white lining at all crossing points.		
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Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and Highways England proposes to mitigate this impact through the introduction of improved dropped-kerbs, tactile paving and look left/look right white lining at all crossing points.

Identified Issue 3	Crossing provisions at the interchange are uncontrolled in nature and require users to accept gaps between the conflicting traffic streams (some of which are under part-time signal control) in order to pass over the various sections of carriageway.		✓
Corresponding Opportunity 3	Provide full time signalisation at the interchange and provide signal controlled crossing facilities with dedicated pedestrian phases. Responsibility for this improvement will be reviewed following finalisation of the scheme design proposal.		✓

Assessor Comment: Design action required by Highways England (✓). The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using this part of the network, which may result in a negative adverse impact upon non-motorised users at this location. The identified opportunity is located within the DCO redline boundary and it is considered necessary that Highways England mitigate this impact through the introduction of formal priority control to assist pedestrians crossing the various approach/exit arms at the roundabout. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a

subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.

Identified Issue 4	No directional signage is available around the Coalhouse Interchange.		✓
Corresponding Opportunity 4	Implement directional signage to advise non-motorised users of available routes or destinations.		✓

Assessor Comment: Design action identified by Highways England (✓).
The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible and the A1 Birtley to Coalhouse scheme will result in significant levels of additional vehicular trips using the A1 mainline adjacent to this part of the network. Highways England propose to mitigate any scheme impact through the installation of directional signage to advise non-motorised users of available routes or destinations. This will necessitate a Highways England Designated Funds study (independent of the A1 Birtley to Coalhouse scheme) to further investigate the impact of the proposals, with a subsequent funding application progressed in order to facilitate the design of an appropriate mitigation scheme.

Identified Issue 5	No formal crossing provisions adjacent to the Sainsbury's and Argos store access and the primary desire line encourages pedestrians to cross the road between two bus lay-bys (on either side of Chowdene Bank).		✓
Corresponding Opportunity 5	Implementation of dropped-kerbs, tactile paving and look left/look right white lining at a location west of the bus lay-bys to improve road safety for non-motorised users.		✓

Assessor Comment: No design action required by Highways England (✗).
The identified improvement is associated with infrastructure that Gateshead Council is responsible for maintaining. Highways England is committed to working in a collaborative manner to ensure that the Local Highway Authority may improve its network where possible, however, the A1 Birtley to Coalhouse

scheme will not directly result in a negative adverse impact upon non-motorised users at this location. It is not considered necessary for Highways England to provide mitigation associated with this infrastructure.

<p>Identified Issue 6</p>	<p>Pedestrian Crossing signs are present on the two A1 off-slip roads on the approach to the junction, in order to provide advanced warning to motorists. The signage strategy is, however, inconsistent, with the northbound off-slip benefiting from a 'Zebra Crossing Ahead' sign (despite the crossing being uncontrolled in nature) and the southbound off-slip has an 'Other Danger Ahead' sign with an accompanying 'Nature of Danger' sign located beneath which advises of 'Pedestrians Crossing'.</p>	<p>✓</p>	
<p>Identified Issue 6</p>	<p>Provide consistent signage strategy to replace the existing northbound off-slip 'Zebra Crossing Ahead' sign with an 'Other Danger Ahead' sign and an accompanying 'Nature of Danger' sign located beneath which advises of 'Pedestrians Crossing'.</p>	<p>✓</p>	

Assessor Comment: Design action identified by Highways England (✓). The identified improvement is associated with infrastructure that Highways England is responsible for maintaining. The identified opportunity is located within the DCO redline boundary and Highways England propose to mitigate any scheme impact through the installation of a an 'Other Danger Ahead' sign and an accompanying 'Nature of Danger' sign located beneath which advises of 'Pedestrians Crossing' in accordance with the recommendations of The Traffic Signs Manual Chapter 4 - Warning Signs.

5.4. ROAD SAFETY AUDIT

5.4.1. A stage 1 Road Safety Audit of the proposed A1 Birtley to Coalhouse scheme was conducted on 10th August 2018 and initial comments raised the following points in relation to non-motorised users:

- Location – A1 Junction 66 – northbound off-slip
- Summary – All Footway users have insufficient visibility sight-line to observe approaching traffic – possible Ped/cyclist conflict with vehicle
- Recommendation – Raise all signs and cut back vegetation.
- Location – Longbank Bridleway east side of A1

- Summary – Wooden fencing separating bridleway from southbound carriageway is poor condition – fast moving traffic could spook horse.
 - Recommendation – Installation of appropriate fencing to ensure safety of equestrians passing close to carriageway
 - Location – Footpath over the Longbank Bridleway bridge on western side of A1 between Longbank and Eighton Roundabout
 - Summary – Existing fencing separating northbound carriageway from footpath is in poor condition – fence could fail resulting in direct access to live traffic lane
 - Recommendation – Provision of adequate fencing to ensure safety of all footpath users.
 - Location – M1 J67, J66 and J65 all NMU Routes
 - Summary – None of the existing uncontrolled NMU routes around the existing roundabout junctions are being improved – potential conflict between a shared-use footway user and vehicle at each crossing point
 - Recommendation – Install appropriate measures that would establish a safer passage for all shared-use footway users to access local facilities.
- 5.4.2. All of the points raised within the Stage 1 Road Safety Audit have been adequately addressed within this Walking, Cycling & Horse-Riding Assessment and Review (WCHAR) for the proposed A1 Birtley to Coalhouse scheme.


6. WALKING, CYCLING & HORSE-RIDING ASSESSMENT AND REVIEW TEAM STATEMENT

6.1. ASSESSMENT TEAM STATEMENT

- 6.1.1. As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment and Review Report has been compiled in accordance with DMRB HD 42/17 and thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment and Review was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Lead Assessor WSP

Simon Pratt

Signed: 

Director
15/11/2018

Date:

Walking, Cycling & Horse-Riding Assessor WSP

Chris Appleton

Signed:



Principal Engineer

Date: 15/11/2018

Walking, Cycling & Horse-Riding Assessor WSP

Ben Handley

Signed: *B. Handley*

Graduate Transport Planner
15/11/2018

Date:

6.2. DESIGN TEAM STATEMENT

- 6.2.1. As Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the scheme development and that the wider design team has been involved in the process.
- 6.2.2. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in HD 42/17.

Design Team Leader WSP

Nigel Rawcliffe

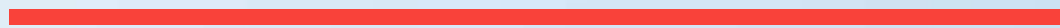
Signed:

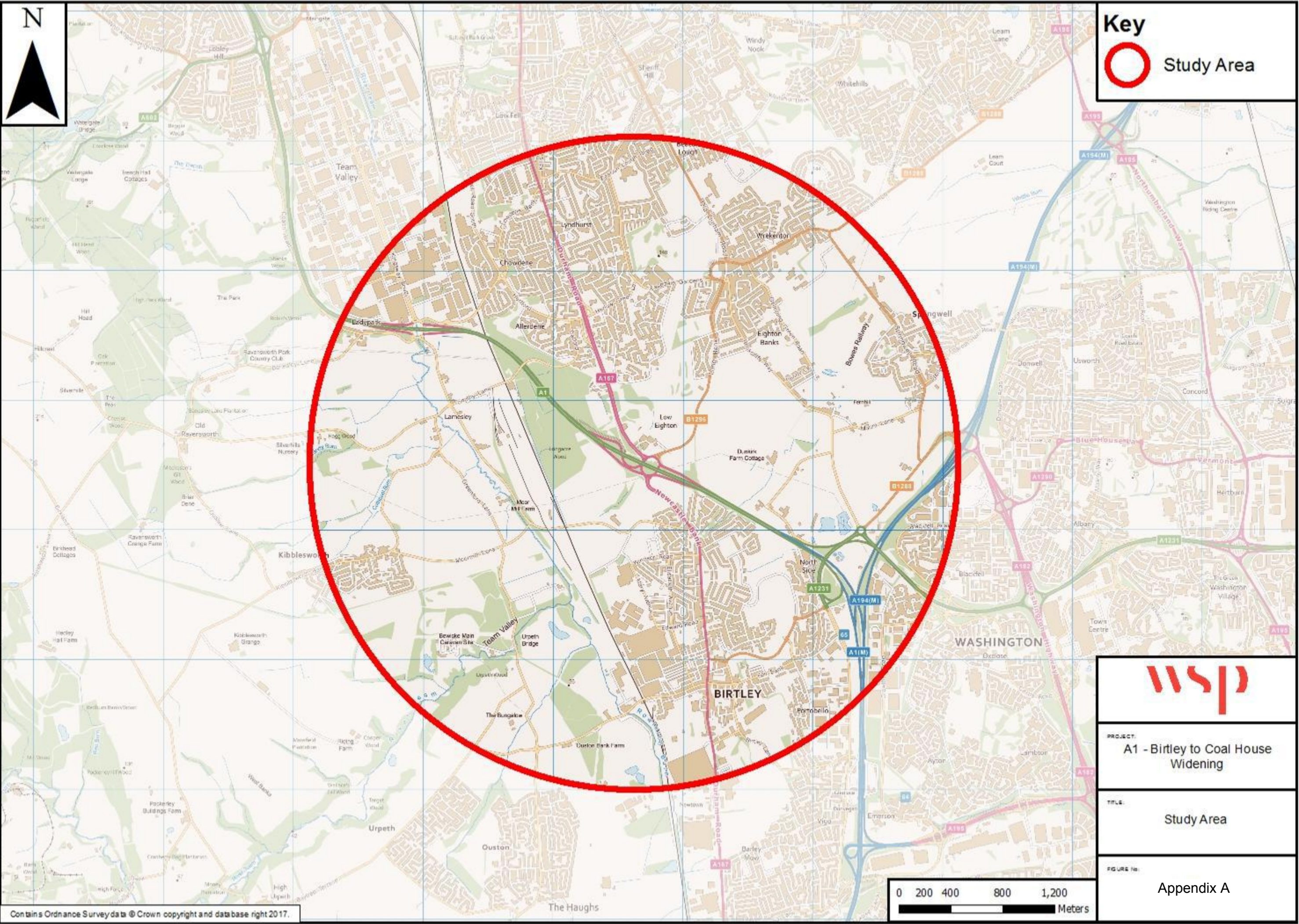
Associate Director

Date: 15/11/2018


Appendix A


STUDY AREA





Key

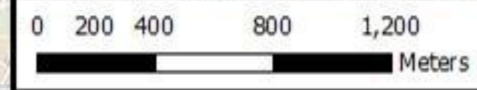
 Study Area



PROJECT:
A1 - Birtley to Coal House Widening

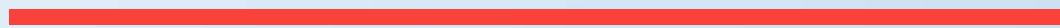
TITLE:
Study Area

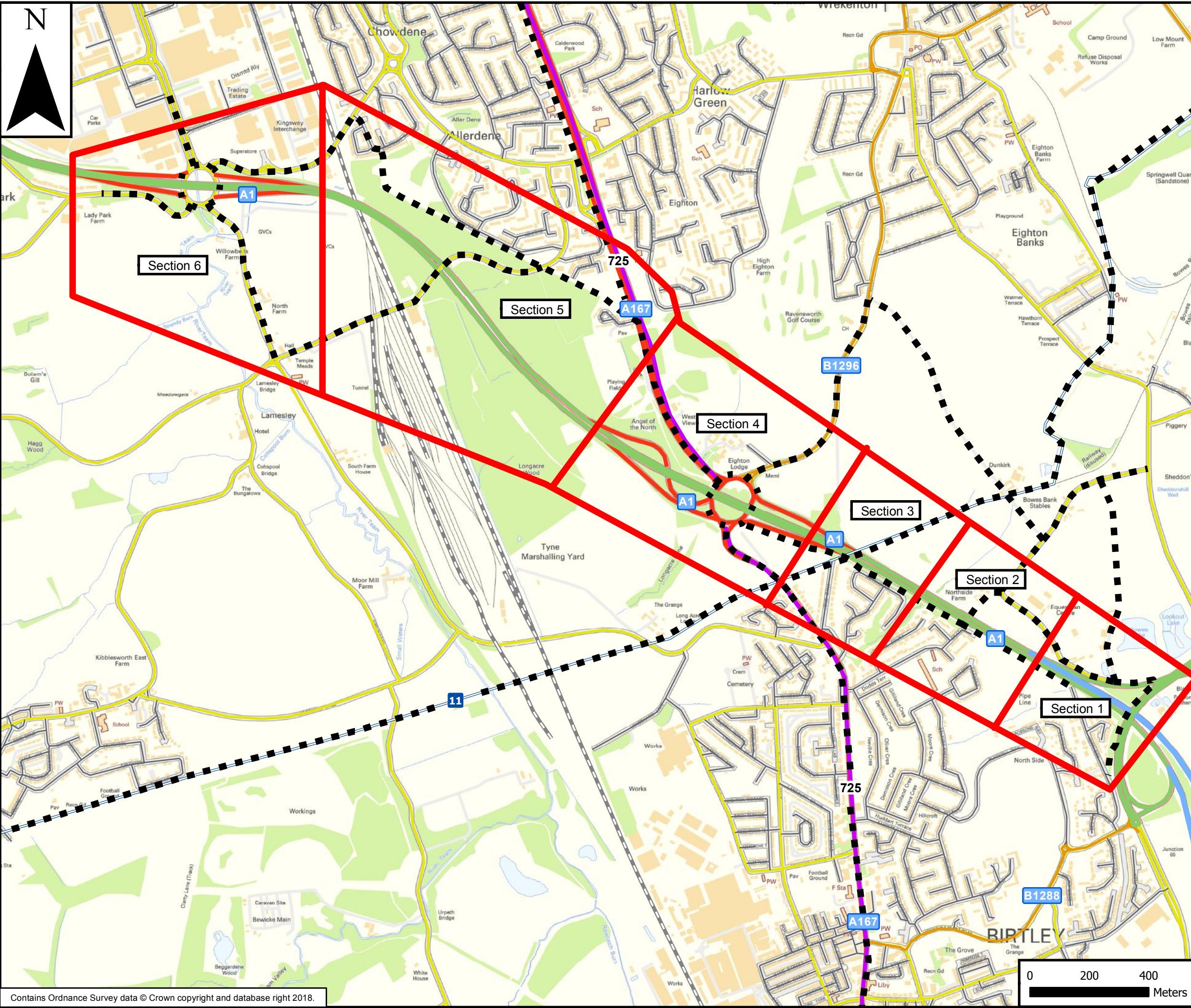
FIGURE No:
Appendix A



Appendix B

STUDY SECTIONS






Contains Ordnance Survey data © Crown copyright and database right 2018.

Key

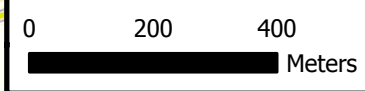
- ■ ■ ■ WCH Assessment Routes
- Sustrans Regional Route**
- Regional Route (off road)
- National Cycling Network**
- Local Route (off road)
- Cycle Route 725
- Road Network**
- Motorway
- Primary Road
- A Road
- B Road
- Minor Road
- Local Street
- Railway Line**
- Railway Line



PROJECT:
A1 - Birtley to Coal House Widening

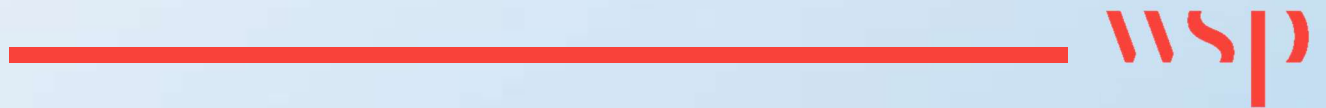
TITLE:
Study Sections

FIGURE No:
Appendix B



Appendix C

COLLISION DATA PLOT



Collisions between 30/11/12 and 01/12/2017



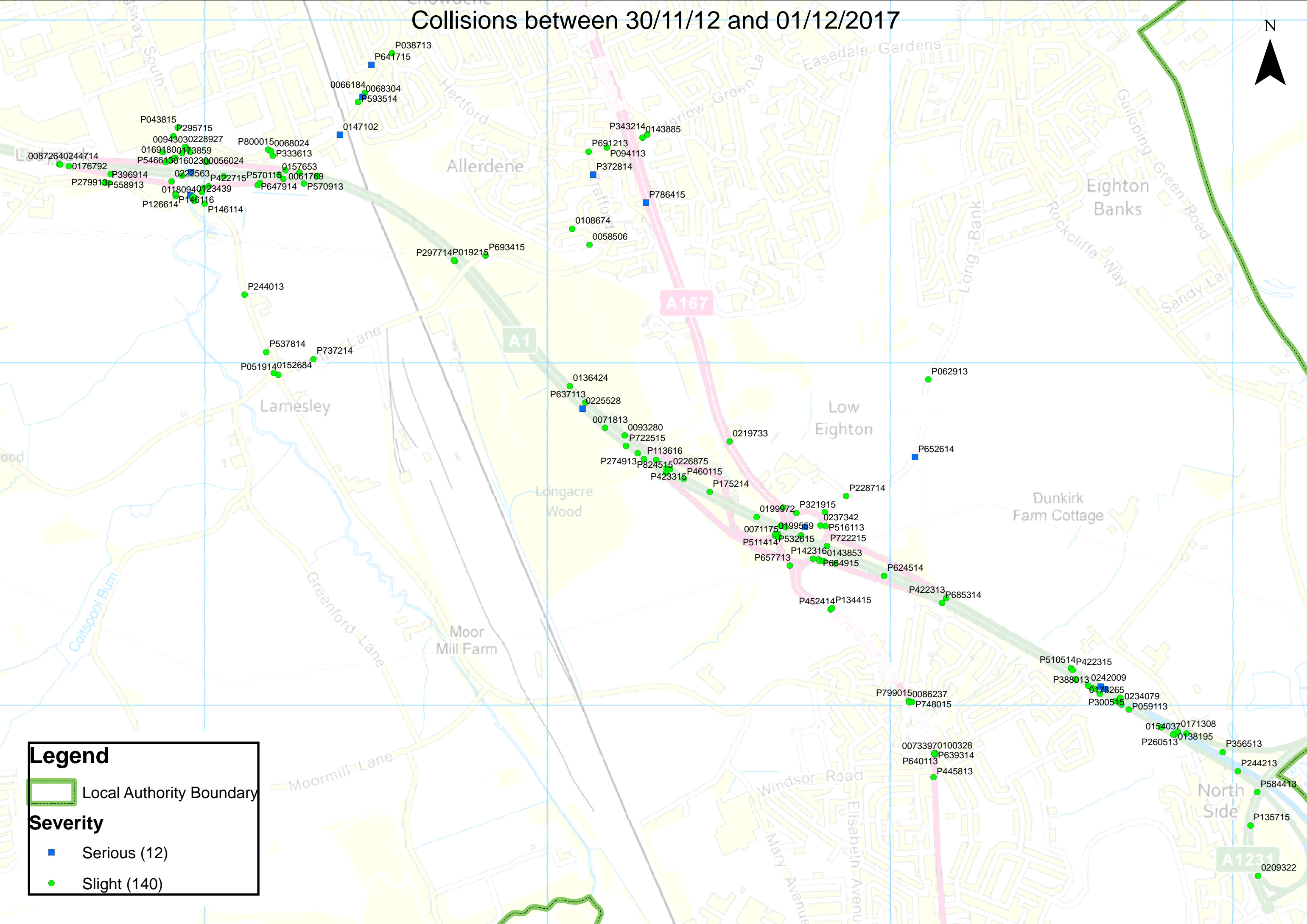
Legend

Local Authority Boundary

Severity

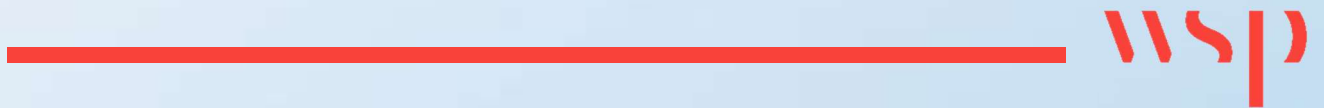
■ Serious (12)

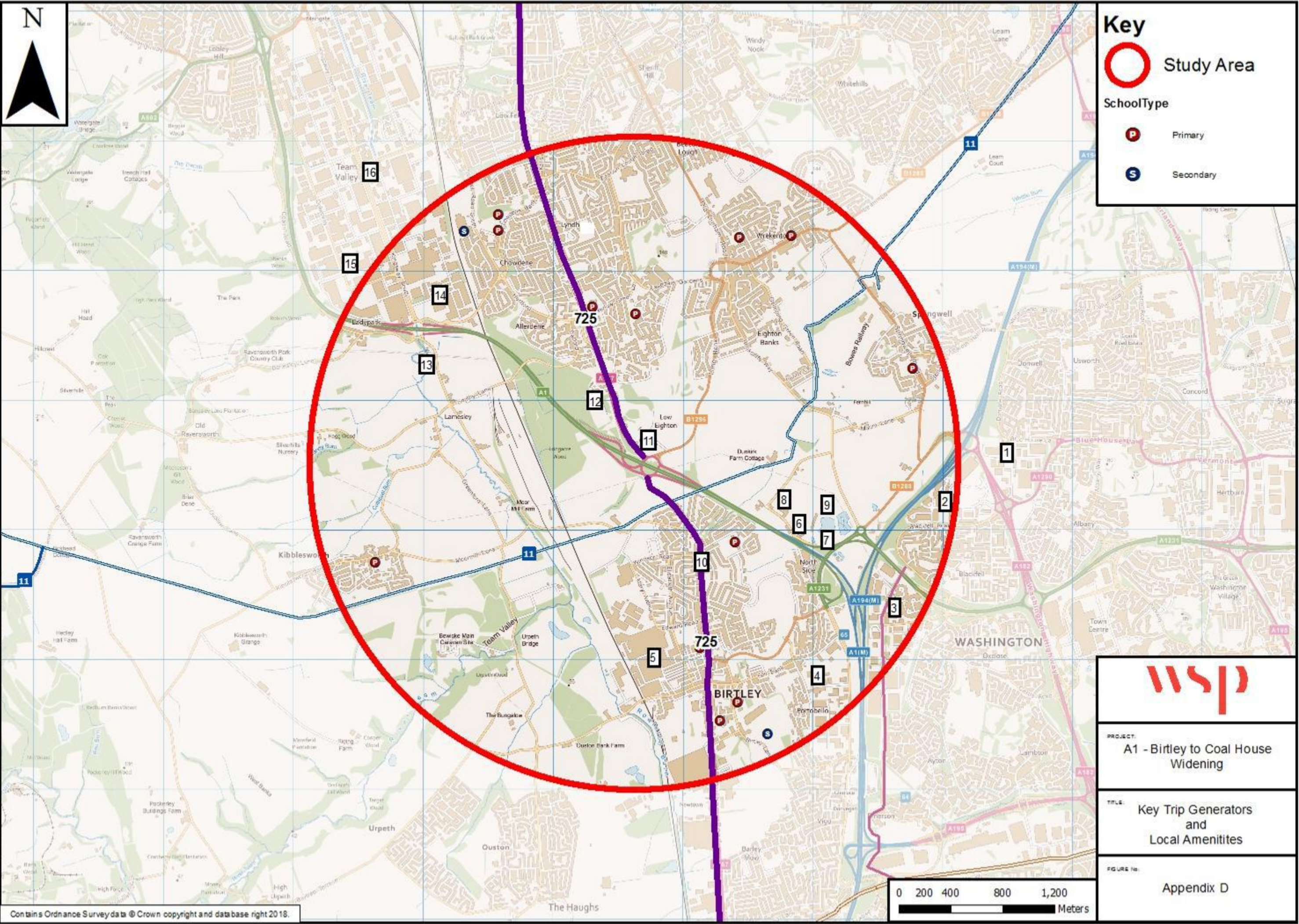
● Slight (140)



Appendix D

KEY TRIP GENERATORS AND LOCAL AMENITIES





Key

Study Area

SchoolType

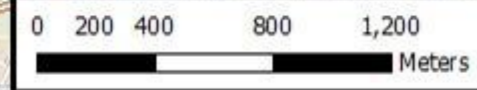
Primary

Secondary

PROJECT:
A1 - Birtley to Coal House Widening

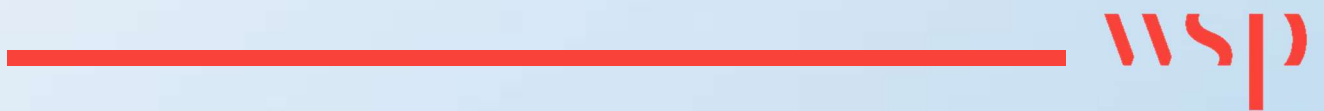
TITLE:
Key Trip Generators and Local Amenities

FIGURE No:
Appendix D



Appendix E

PHOTOGRAPHS



Section 1 – A1231 Northside Overbridge



F.1 – A photo from the western side looking eastwards



F.2 – A photo from the eastern side looking eastwards

In the foreground of both photos, it is shown that the footway provision is substandard in width and the condition of the pavement surface is poor. On the left-hand side of photo F.1, the vegetation on the verge encroaches onto the existing footway. Both photos show that no lighting, no directional signage and no dedicated cycle facilities are available along this route.



F.3 – A photo focusing in on the fencing on the western side



F.4 – A photo with a zoomed extent of the fencing

Photos F.3 and F.4 were taken to highlight the poor condition of the current concrete post and tubular pole fencing.



F.5 – A photo showing the passage way from Northside Road to the A1231

Section 2 – Northside to North Dene Footway and the North Dene Footbridge



F.6 – A photo looking south (west of the A1 mainline) along Northside Footway



F.7 – A photo taken on the western side of North Dene Footbridge

Photo F.6 demonstrates that Northside Footway is unlit as well as there being no physical fence that would prevent people and animals accessing the A1 mainline. The deck and ramp shown in the foreground of photo F.7 is substandard in width.



F.8 – A photo taken from North Dene Footbridge looking eastwards



F.9 – The 'Kissing Gate' and unmade footpath on the eastern side of North Dene Footbridge

Photo F.8 further highlights the substandard width of the deck and ramp on North Dene Footbridge and no tactile paving is provided. Photo F.9 shows the unmade footpath and a 'kissing gate' which is unsuitable for cyclists. No directional signage is provided in any of the four above pictures.

Section 3 – North Dene to Long Bank Footway and the Long Bank Underpass



F.10 – A photo looking north from North Dene Footbridge to Longbank Footway

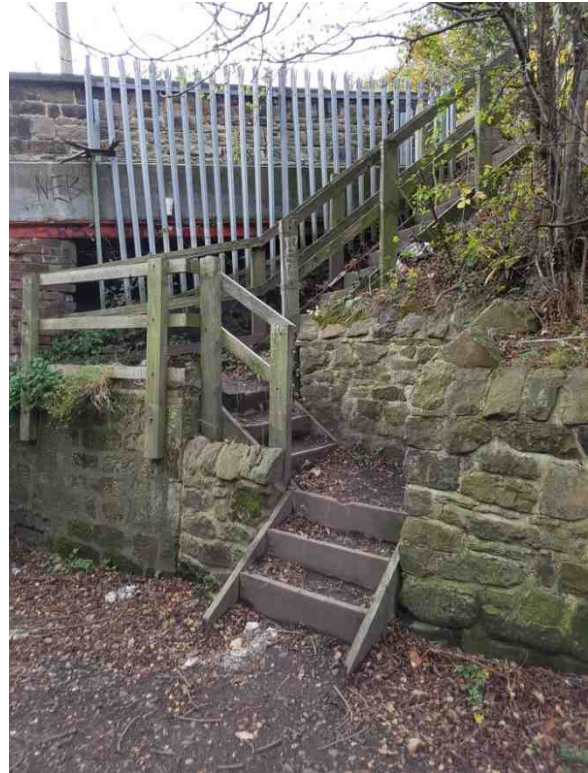


F.11 – A photo looking north and on the western side of the A1 mainline of Longbank Footway

In the foreground of both photos it is shown that footway provision is substandard in width for the usage from cyclists and it can also be seen that vegetation in the verges encroaches onto the existing footway. Both photos show that this footway is unlit with no directional signage. Photo F.11 highlights the poor outdated condition of the concrete post and wire-mesh fencing which acts as a barrier to the A1 mainline.



F.12 – A photo of an informal and unmade ramp



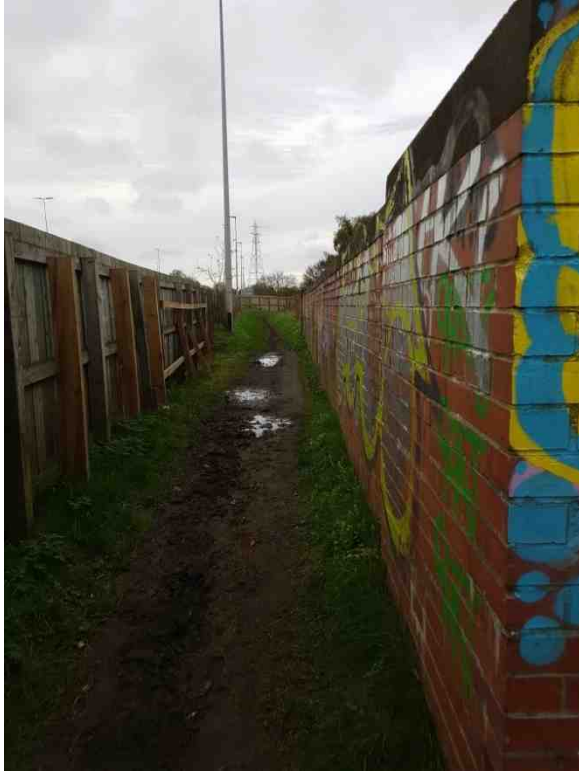
F.13 – A photo of the flight of wooden steps that lead to Longbank Bridleway



F.14 – A photo taken from Longbank Bridleway looking westwards highlighting the A167 Newcastle Bank access



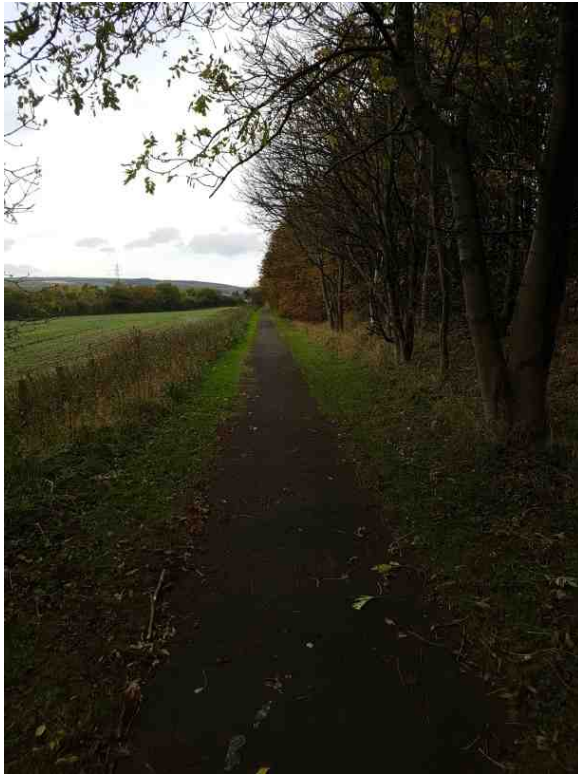
F.15 – A photo taken from Longbank Bridleway looking westwards under the A1 mainline



F.16 – A photo on the eastern side of the A1 mainline looking north

The A1 mainline southbound is behind the 2.0m high wooden close-board fence on the left of photo F.16.

Section 4 – Long Bank to Eighton Lodge Footway and the Eighton Lodge Interchange



F.17 – The Footway from Longbank to Eighton Lodge taken looking north



F.18 – The concrete post and wire-mesh fencing on the western side of the A1 mainline on the Footway from Longbank to Eighton Lodge



F.19 – Shared Footway/Cycleway provision taking facing north on the A167 Durham Road



F.20 – This photo was taken from the crossing point looking southwards up the A1 northbound slip road



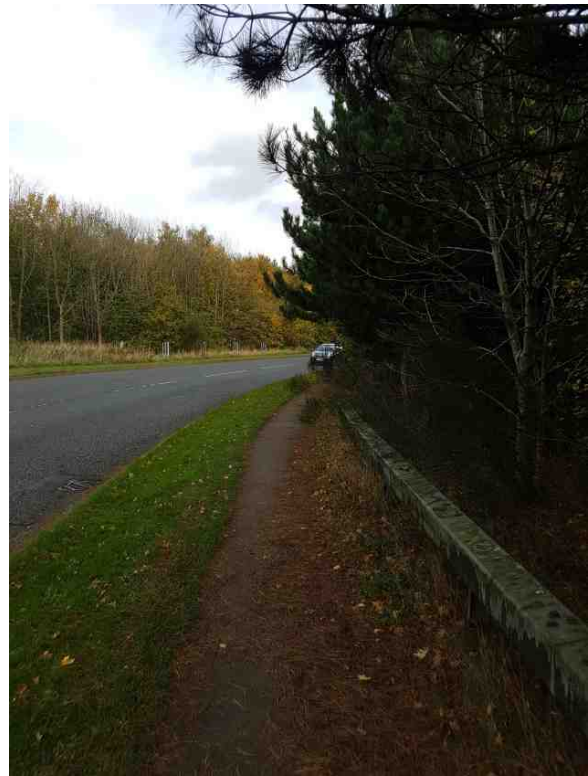
F.21 – A photo taken looking eastwards from the crossing point on the B1296 Long Bank

Photos F.20 and F.21 both demonstrate the impact the signage has on the visibility for people crossing the roads.

Section 5 – Smithy Lane Over-bridge and the Angel Cycleway/Chowdene Bank Bridge



F.22 – Western side of Smithy Lane Bridge



F.23 – Eastern side of Smithy Lane Bridge

Photo F.22 was taken looking north-east along Smithy Lane on the approach to the Bridge, this photo is a good example of firstly the narrow footway and secondly how motorists park indiscriminately along this part of the road, which reduces the width further. Photo F.23 further supports this argument of a narrow footway. Both photos are unlit.



F.24 – The Angel Cycleway



F.25 – South-westerly for Chowdene Bank Bridge

Photo F.24 was taken walking south along The Angel Cycleway, as shown in the photo the cycleway is well lit with a well maintained pavement surface. Photo F.25 is looking south-west down Chowdene Bank Bridge, in the forefront of the photo is a narrow footway which is only on one side of the bridge.

Section 6 – Lamesley Roundabout



F.26 – Western view from Chowdene Bank to Kingsway

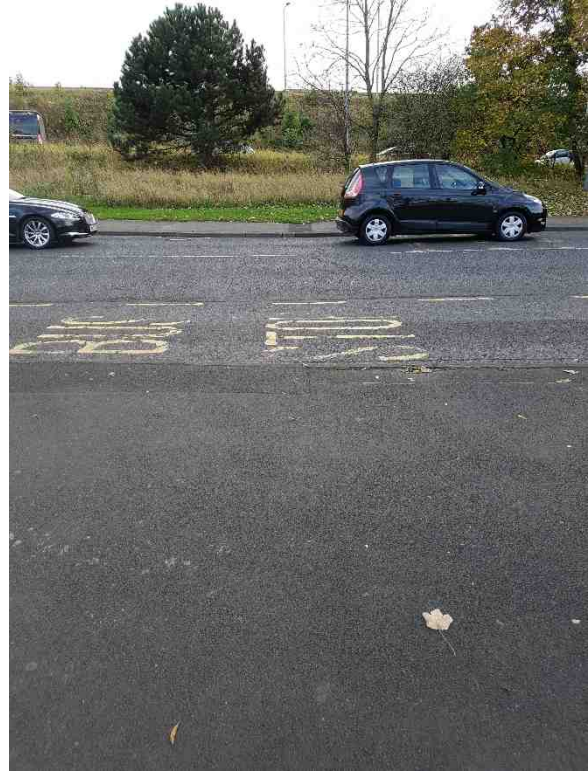


F.27 – Crossing facilities at the Banesley Lane Arm of Lamesley Roundabout

Photo F.26 was taken looking west across the Kingsway Arm of Lamesley Roundabout, this photo in particular highlights that footway provision is substandard in width and this is a reoccurring theme around the roundabout. Photo F.27 was taken at the crossing point on Banesley Lane Arm of Lamesley Roundabout and is a typical example of how there is a varying degree of physical pedestrian infrastructure at crossing points. In this photo there are dropped kerbs and white line markings however there is no tactile paving.



F.28 – A1 northbound slip road crossing point

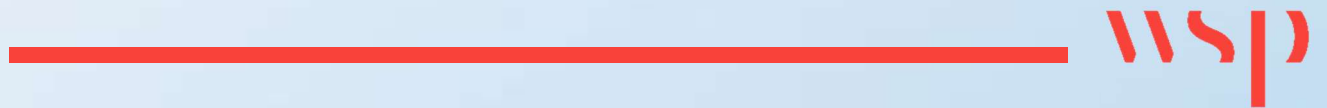


F.29 – Southern view from Sainsbury's Pedestrian access over Chowdene Bank

Photo F.28 was taken at the crossing point on the A1 northbound slip road to Lamesley Roundabout, this photo depicts the conflict between non-motorised users and vehicles as well as the difficulties non-motorised users face when crossing. Photo F.29 was taken at the southern entrance point into the Sainsbury's and Argos store park overlooking Chowdene Bank, this photo shows a bus lay-by in the primary pedestrian desired line.

Appendix F

CYCLE MAPS



5
Gateshead
Cycle Map

Fourth Edition

Go Smarter Gateshead Council

Double sided map with hundreds of miles of routes

5 Gateshead

This map series covers the areas of:

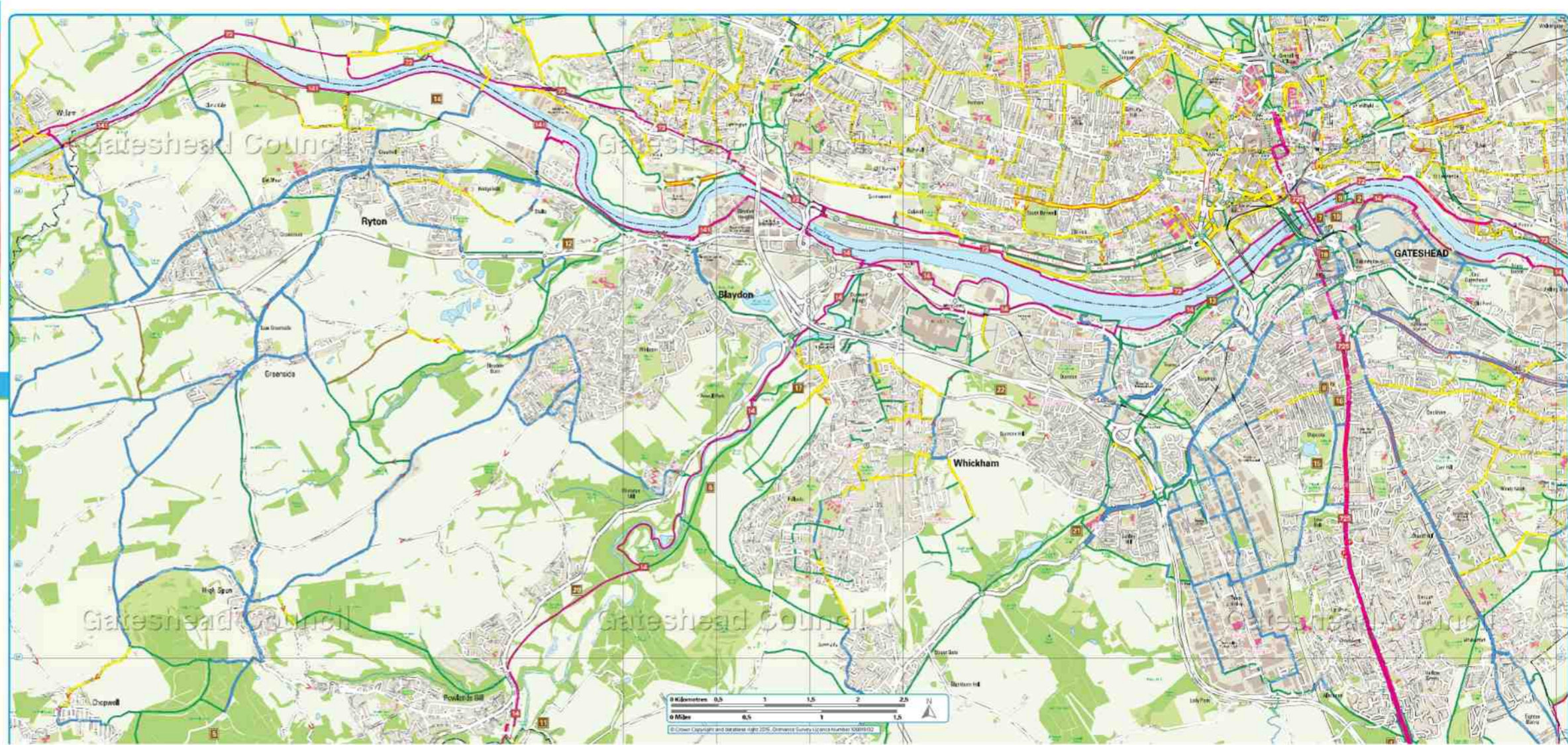
- South East Northumberland
Tel: 0169 506 8400
- North Tyneside
Tel: 0191 642 6086
- South Tyneside
Tel: 0191 424 7665
- Sunderland
Tel: 0191 581 2450
- Gateshead
Tel: 0191 4333108
- Newcastle upon Tyne
Tel: 0191 277 8956

Please cycle responsibly, according to the Highway Code.

The Councils of Tyne and Wear and Northumberland are developing a network of cycle routes to all local areas, linking homes to employment, shops, education, recreation and medical facilities. For more information and advice about cycling visit:

- www.northumberland.gov.uk
- www.northtyneside.gov.uk
- www.newcastle.gov.uk
- www.sunderland.gov.uk
- www.gateshead.gov.uk
- www.southtyneside.gov.uk
- www.sunderland.gov.uk/cycling
- www.sir.org.uk
- www.gateshead.co.uk

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Welcome to the Gateshead cycle map, and its surrounding area. This map is one of six in total, covering the whole of Tyne and Wear and South East Northumberland. The other five maps are:

- North Tyneside
- South Tyneside
- Newcastle upon Tyne
- Sunderland
- South East Northumberland

Whether you are cycling for business or pleasure, we trust that this map will help you to travel from A to B by bike safely and efficiently, using our ever expanding network of on- and off-road cycle routes.

5 Gateshead

Gateshead has so much to offer the cyclist. It has everything that you'll need whether you're shopping, laying a bill or just out for a job.

Cyclists have easy access to the borough's natural and industrial heritage. You can enjoy some of the area's most scenic countryside along the Tyne, through the Derwent valley and across the west of the borough. You can also experience the area's industrial heritage at Blaydon Barrs, revisit the age of steam at the Tanfield Railway and see a working water wheel at Path Head Water Mill.

If you have more cultural pursuits in mind, Gateshead offers its world famous contemporary arts and music venues at Baltic and the Sage Gateshead. Cyclists can enjoy Oldside Park and Chappel, the Shipley Art Gallery, the Riverside Sculpture Park and the numerous art installations across the borough. Perhaps best of all, you can have direct access to the region's most famous artwork - the Angel of the North. Cycle parking is provided across the town centre and at many of the local centres across the borough, allowing cyclists access to the full range of shops and services on offer. In addition, there is now vastly improved cycle parking and cycle routes around the MetroCentre.

For those wanting to travel further afield, Gateshead Interchange offers secure cycle parking and access to a network of bus and metro services that cover much of the region. These services also provide frequent connections to the National Rail Network.

And we haven't even mentioned the Gateshead Millennium Bridge!

If you have any questions or ideas about cycling in Gateshead please contact:

Neil Fife
Team Leader Traffic Solutions
Tel: 0191 433 3500
Email: neil.fife@gateshead.gov.uk

Go Smarter

Go Smarter is the sustainable transport programme for Tyne and Wear. Go Smarter encourages people to travel sustainably on their daily journeys to school and work. Go to www.gosmarter.co.uk for more information and to use the Go Smarter journey planner.

Map Key

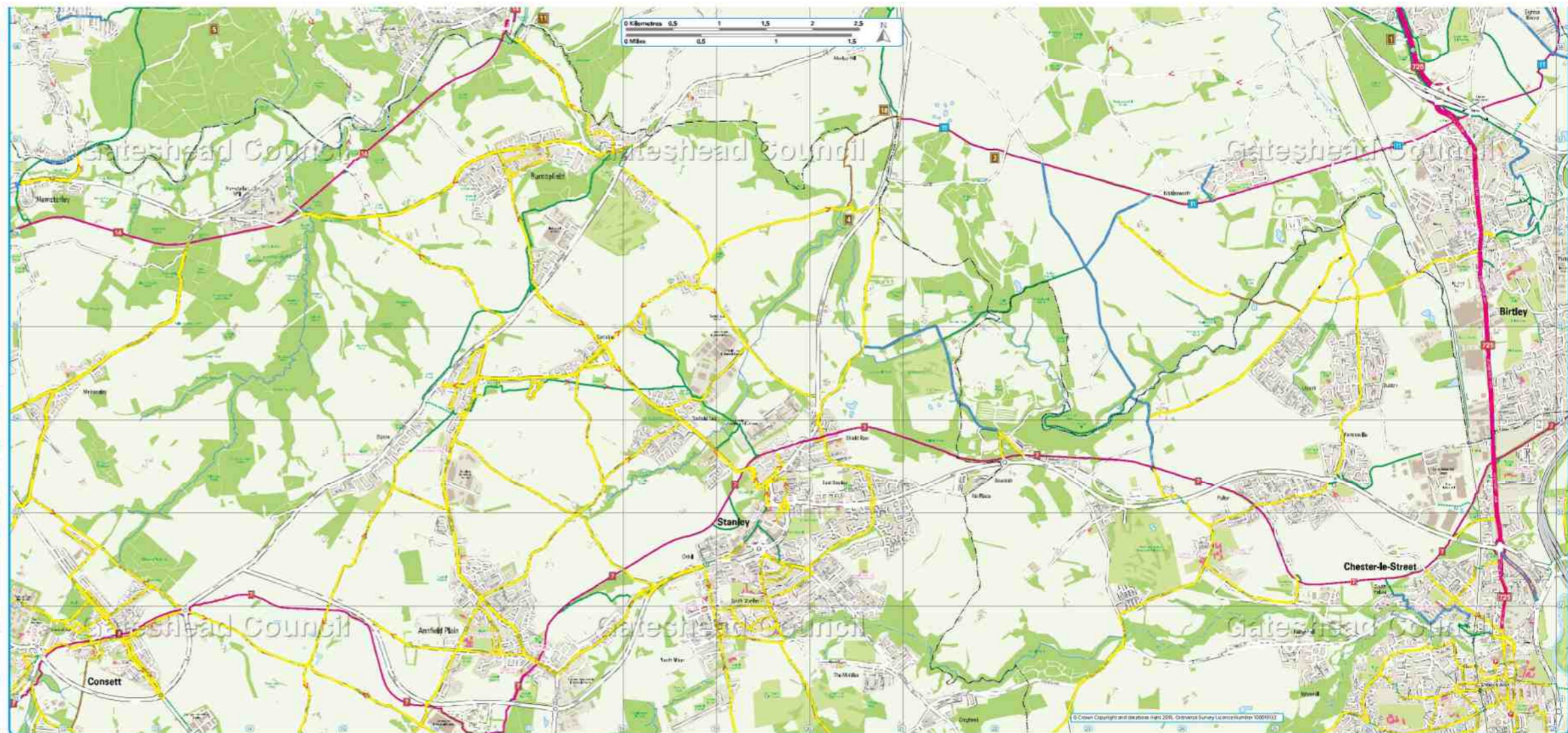
National Cycle Network off-road cycle path	National Cycle Network shared route	Cycle parking	No entry
Traffic-free path	Path or footway where you should walk your dog	Motor vehicles prohibited (except postmen)	No trucks
Footway/Highway	Segregated on-road cycle route	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited
Shared route	Shared on-road cycle route	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited
Shared route	Shared on-road cycle route	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited

Traffic Signs

No entry	Motor vehicles prohibited (except postmen)	No trucks	Heavy trucks (over 7.5 tonnes) prohibited
Motor vehicles prohibited (except postmen)	No trucks	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited
No trucks	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited
Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited	Heavy trucks (over 7.5 tonnes) prohibited

Gateshead Town Centre

Detailed inset map of Gateshead Town Centre, highlighting various cycle routes (red, yellow, blue, green) and key landmarks like the Sage Gateshead and the Birtley area.



Places of Interest

Angel of the North	Saltwell Park
Baltic Centre for Contemporary Art	Shipley Art Gallery
Blickhead Secret Gardens	Swaheli Walker Centre
Causey Arch	Tonfield Railway
Chopwell Woods	The Sage Gateshead
Benwell Walk Country Park	Thornley Woodlands Centre
Gateshead Heritage @ St Mary's	Watergate Forest Park
Gateshead Leisure Centre	Whickham Thorns Outdoor Activity Centre
Gateshead Millennium Bridge	
Gateshead Old Town Hall	
Clibside	
Path Head Water Mill	
Riverside Park	
Ryton Willows Local Nature Reserve	



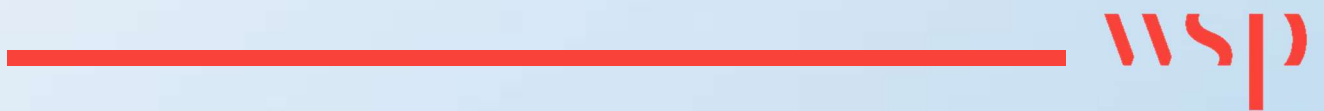
Tourist Information Centres

Gateshead Tourist Information Centres will help you make the most of your stay. They can advise on a whole host of things to do and see in Newcastle, Gateshead, Whickham & County. Use music or special events, they'll be only too pleased to help. You can book your accommodation, buy tickets for walking tours, bus tours and their custom and pick up great gifts, souvenirs and what's On/Guides too.

St Mary's Heritage Centre St Mary's Square, Oakwellgate, Gateshead NE8 2NU Tel: 0191 433 4009 Email: heritage@gateshead.gov.uk	Gateshead Central Library Prince Consort Road, Gateshead NE8 3LN Tel: 0191 433 8420 Midweek: 09:00 - 17:00 Email: enquiries@gateshead.gov.uk Open Weekdays 9am - 5pm (Closed 5pm - 9pm) Weekends: Gateshead Park Need accommodation? If you are planning a trip to Newcastle Gateshead and you need to find a place to stay call the accommodation booking line on 0800 680 8805 (7pm per minute) or visit, call, email or write to our Tourist Information Centres.
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Appendix G

PUBLIC CONSULTATION FEEDBACK



Statutory consultation under section 47 and 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
3. Cycle, pedestrian and equestrian facilities			
Junction 67 pedestrian and cycling facilities	<p>Request for crossing facilities for pedestrians and cyclists at junction 67 (Coal House) roundabout between Lady Park/Kibblesworth and Sainsburys. Suggestions received included:</p> <ul style="list-style-type: none"> • Crossing points further up the slip road on north and southbound lanes to increase safety; • Zebra crossings; • Full time traffic lights on junction 67/pedestrian crossings; • Request for safe cycle connection through junction 67 roundabout (Team Valley to Lamesley). 	N	<p>As part of the Scheme, the crossing points at junction 67 will be upgraded so that they are consistent around the roundabout and tactile paving will be provided.</p> <p>Crossing points further up the slip roads is not a safer option as vehicle speeds become faster. Therefore, these will not form part of the Scheme proposals.</p> <p>Zebra crossings are not suitable to be placed at junction 67 on the A1 due to potential safety issues with high vehicle speeds and they also give priority to pedestrians at the crossing and so if there is a regular flow of pedestrians, it could cause issues on the strategic road network with traffic blocking back onto the junction entrances. Therefore, zebra crossings are not being proposed as part of the Scheme.</p>

Junction 66 pedestrian and cycling facilities	Request for safer pedestrian and cycle access across junction 66 from Birtley to Low Fell. Dangerous to cross/fast traffic.	N	This is outside the scope of the Scheme and therefore not included in the DCO application because the impact of the Scheme on the junction is minimal. However, the Applicant recognises the issue and is looking to address the problems raised via a separate project.
General cycle provision	Requested provision for cyclists to be included on the Scheme. This includes a safe cycle lane separate from the highway to encourage people to cycle to work.	N	<p>The Scheme does not currently propose a segregated cycle lane to run parallel to the A1 mainline, as the traffic surveys did not show evidence of any form of cycle usage along this section of the strategic road network and it seems unlikely that there is suppressed demand, given the high quality nature of the alternative National Cycle Network (NCN) Route 725 'Great North Cycleway' (which follows the alignment of the A167, running locally from Chester-Le-Street to Gateshead and onto Newcastle upon Tyne).</p> <p>There are a number of cycle routes that currently exist off-carriageway in the area, although due to land constraints some routes need to be on the road. New cycle lanes are not being considered for this Scheme.</p>
Wider cycle provision	Wants better cycle lanes for wider area and onto Team Valley.	N	Any cycle lanes proposed for the wider area and onto Team Valley would be outside the Scheme scope. These would be the responsibility of Gateshead Council.

Longbank Bridleway and Underpass	Request for improvements to Longbank Bridleway between A167 and Kibblesworth/Lamesley marshes.	N	This section of Longbank Bridleway is west of the A167, and therefore is not affected by the Scheme proposals on the A1 and hence is outside the scope. This will be the responsibility of the local authority Gateshead Council.
	Tyne and Wear Joint Local Access Forum comments - Longbank Bridleway is prone to erosion during heavy rainfall from surface water run-off and there are concerns that tarmacking the bridleway will worsen drainage issues. Request for measures such as holding ponds to be considered to mitigate the risk.	N	Tarmacking of Longbank Bridleway was considered as part of the Scheme proposals but it was concluded that this be unsuitable for land associated with a SM such as Bowes Railway. The source of the surface water causing the flooding is outside the highway boundary. As the cause is likely to be from fields near to Longbank Bridleway, this cannot be connected to the road drainage system. It is therefore not proposed to provide any drainage provision to the Longbank Bridleway. Assessments have confirmed that the Scheme itself will not exacerbate the issues raised from the previous flooding history.
	Concerns that the extension of Longbank Underpass would make the tunnel dark – would prefer that any lighting was only on during daylight hours to discourage antisocial behaviour at night.	Y	Longbank Underpass is currently unlit, which is intimidating to pedestrians and cyclists. The proposed Scheme requires the underpass to be extended because of the highway widening works. This may trigger the requirement to light the structure in accordance with the British Standard BS5489-2 2016 Code of practice for the design of road lighting (lighting of tunnels). The Applicant has consulted with Gateshead

			<p>Council and they have advised that the underpass should be lit. The ES assessment has assumed that sensors will be used to reduce the length of time the underpass is lit to reduce the impact on wildlife and the environment.</p>
	<p>Comments that the extension of Longbank Underpass will affect the labyrinth of paths that feed the main paths. Request that these are replaced to allow horse rider access from the Eighton Lodge direction in particular.</p> <p>Request for improvements to the immediate access to Longbank Bridleway from the street 'Long Bank'. There are currently only stairs which are only suitable for the fit and able.</p>	N	<p>The potential to introduce a highway scheme to improve access to Longbank Bridleway has been fully considered, however, the available land is currently extremely constrained and is therefore not being proposed as part of the Scheme.</p> <p>It is proposed as part of the Scheme, that a ramp with a bituminous material will be provided to connect the existing footway which runs parallel to the A1 (between Eighton Lodge and Crathie) and the existing steps that lead down to the Longbank Bridleway (which will be fully upgraded for the benefit of pedestrians).</p>
	<p>Comments that relate to equestrian access to Longbank Bridleway from British Horse Society including:</p> <ul style="list-style-type: none"> • Request for alternative connection on south of A1 underpass to give connectivity from Eighton Lodge stables; • Request for disused Longbank section to be set up as a bridleway; • Request for further improvements at junctions of Smithy Lane, Hunerby 	N	<p>Access to Longbank Bridleway will not be affected by the Scheme once it is completed. The proposed extension of the underpass will be undertaken on the north side of the A1 and the access ramp will be retained. In addition, the route of the top of the bridleway on the north side of the A1 will be widened to allow better passage for equestrians.</p> <p>During the construction of the Scheme alternative routes will be provided for equestrian users. The improvements requested further afield are remote from the A1 and are therefore not included in the</p>

	<p>Road (horse warning sign) during construction due to increased traffic volumes;</p> <ul style="list-style-type: none"> Request that Longbank Bridleway is not closed, as will greatly reduce the number of routes available for horse riders. 		<p>scope of the Scheme.</p>
	<p>A number of comments received from horse riders who use Angel Fishing Lakes Stables/Local Riding Schools concerned about access during construction:</p> <ul style="list-style-type: none"> Concerns that horse riders will be forced onto main roads during construction works with associated safety issues; Request to retain bridleway for riding-safer than roads and for less confident riders; Comment that the bridleway from North Side to Kibblesworth will be affected, but there is also a track that runs alongside the A1 over the top of the bridleway, that allows access from Longbank. Wants a suitable safe alternative provided if this access is removed; Concerns about bridleway access linking Longbank and Bowes path during construction. Says proposed 	<p>N</p>	<p>Appropriate access and diversion routes will be provided for equestrian riders during Scheme construction. Longbank Bridleway will be required to be closed for a limited period of time but an appropriate diversion route will be provided by the contractor. The Applicant would ensure that closures are communicated in advance by the appointed contractor so that disruption is kept to a minimum for users.</p>

	diversion route is unacceptable to horse riders as it uses busy public roads and a major roundabout.		
No loss of Walking, Cycling, Horse-riding facilities	Request that there is no loss of walking, cycling or horse-riding (WCH) facilities as a result of the Scheme. Crossing access should be improved or at least not lessened. A1 already represents a division and major barrier for pedestrians in the area.	N	There will be no loss of facilities as a result of the Scheme, although routes will be closed temporarily whilst construction works take place. Impacts on WCH have been assessed and the outcome is set out in Chapter 12 , 'Population and Human Health' of the ES (Application Document Reference: TR010031/APP/6.1).
Footpath safety	Concerns over footpath safety during construction.	N	Footways will be maintained during the Scheme construction. A Construction Phase Plan will be produced to ensure appropriate safety measures are in place to protect pedestrians during the works.
Chowdene Bank	Request to improve pedestrian safety on the railway between the Gold Medal restaurant and junction 67 (Coal House) roundabout. Suggests 2 improvements: 1) Footbridge on both sides of Gold Medal/Coal House bridge; 2) Widen this road bridge by removing path on north side.	N	The current Scheme proposals do not affect the route between the Gold Medal restaurant and junction 67 (Coal House) roundabout. Therefore, there are no proposals to improve this footbridge as it is outside of the Scheme scope.
Birtley footpath near North Dene	Request that the well-used footpath on Birtley side of North Dene Footbridge is replaced, as it is currently blocked by a	N	It is understood that the large earth mound has been provided as a noise barrier as part of new housing in Birtley. This footpath is outside of the Scheme scope and therefore any improvements

Footbridge	large earth mound.		would be the responsibility of Gateshead Council.
	<p>Tyne and Wear Joint Local Access Forum request for the footpath that runs adjacent to the south side of the A1 from junction 66 to new housing at Birtley to be upgraded to a multi-user route – says would have the following short and long-term benefits:</p> <ul style="list-style-type: none"> • By replacing North Dene Footbridge before the works on Bowes Railway, an alternative route would be created for cyclists and horse riders. • A route would be created for cyclists parallel to the A1 from cycle route 725 across the North Dene Footbridge, past Bowes Incline Hotel to Washington – a safer alternative than cyclists using the A1 from junction 65 to 66. 	N	<p>The A1 widening will affect land on the northern side of the A1 mainline and, as such, no physical alterations to the footway will be necessary to implement the Scheme. It is considered that aspirations to upgrade this infrastructure (to provide a 3m minimum width shared foot/cycleway along the entire length of the footpath to assist the local community linking with other parts of the local cycle network) is the responsibility of Gateshead Council.</p>

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psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this document A1BirtleytoCoalhouse@highwaysengland.co.uk or call **0300 470 4580***.

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