

Southend-on-Sea Borough Council

Executive Director Neighbourhoods & Environment

to
Cabinet

on
16 June 2020

Agenda
Item No.

Report prepared by Larissa Reed

Emergency Active Travel Fund

Relevant Scrutiny Committee(s): Place Scrutiny
Executive Councillor: Councillor Ron Woodley
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To seek agreement for the construction of temporary interventions to create an environment that is safe for walking and cycling during the Covid-19 pandemic and the period directly after. Agreement will enable the drawdown on the £309k tranche 1 indicative allocation and enabling access to the £1.236m tranche 2 allocation. These monies would enable increased safe transport for people who are have been advised by the government not to use public transport at this time.

2. Recommendations

- 2.1 That Cabinet endorses the bid submitted to DfT on 5 June 2020, for £309k for tranche 1 funding from the Emergency Active Travel Fund.
- 2.2 That delegation is given to the Executive Director of Neighbouring to make a further bid to Department for Transport of £1.236 million for Tranche 2 funding. From the Emergency Active Travel Fund
- 2.3 That delegated authority be given to the Executive Director (Neighbourhoods and the Environment), in consultation with the Deputy Leader of the Council, to agree the final detailed design options based upon the principle in the DfT's guidance for temporary road space reallocation in consultation with ward councillors for both tranche 1 and tranche 2 funding

Delegation

3. Background

- 3.1 On the 27 May the Department for Transport published details of the £250 million Emergency Active Travel Fund announced by the Secretary of State on 9 May.
- 3.2 Of the total £250 million fund, £225 million will be provided directly to local transport authorities and London boroughs, while £25 million will help support cycle repair schemes.
- 3.3 The £225 million allocated to local authorities will be released in two phases. The first tranche consists of £45 million was released as indicative allocations on 27 May. The council was allocated £309k as part of tranche 1 and has been given an indicative allocation £1.236 million as part of tranche 2 (this would be subject to the council delivering the tranche 1 outcomes).
- 3.4 To receive monies as part of either tranche 1 or 2 the council will need to show that there are swift and meaningful plans to temporarily reallocate road space to cyclists and pedestrians, including on strategic corridors.
- 3.5 A mixture of interventions which can be funded. These include:
- Point closures to create low-traffic filtered neighbourhoods
 - Pop up segregated cycle lanes
 - Footway widening
 - 20mph zones (so long as they are implemented with other measures)

The councils proposed interventions are set out in section 4 below

- 3.6 Measure will generally need to be delivered quickly using temporary materials.
- 3.7 Work must have started within four weeks of receiving the allocation and completed within eight weeks of starting.

4. Southend's 'Navigating to New Opportunities' Bid

- 4.1 The council's bid submission took the Southend 2050 themes of Active and Involved, Safe & Well and Pride & Joy, projecting them forward to the recovery phase to safely open up parts of the economy, we have developed a number of Interventions. The bid consists of three elements:

1 Southend's cycle network is identified using Bikeability levels. There are a number of off-road routes, primarily where routes are on principal (level 3) roads. However, there are some missing links in this network. Part one of our programme seeks to provide a temporary solution (a pop-up cycle way), These routes will be created temporarily utilising traffic wands and barriers to segregate cyclists from vehicles. We may have to introduce temporary 20mph speed limits to guarantee cyclist and pedestrian safety, however these will only

remain in place for the period of the scheme. This will be installed in conjunction with footway markings giving priority instructions where pinch points exist. On other routes, temporary matting will be installed on the wide grassed central reserves located on Southend's boulevards (utilising the old tram routes). This will provide a better, weather resilient, ride quality. Again, clear signage will be deployed to give priority instructions. Additional cycle parking will be installed to assist with a cycle and stroll concept.

2 School Streets

This will utilise point closures, we will provide temporary 20mph limits and widened footways to provide an environmental zone around schools only. Where possible, nearby car parks can be used for park and walk solutions. Working with schools we will assist with social distancing measures for safe and efficient pick up and drop off. Signs and footway markings will be installed to reinforce messaging. As stated above, these are temporary 20 mph limits and will be reviewed and brought to cabinet for any decision on future permanent change.

3 Behavioural Change

This programme will utilise the brand awareness Forward Motion behavioural change programme to reinforce messaging and encourage increased usage.

4.2 For the avoidance of doubt, temporary 20mph speed limits are proposed only in respect of areas where temporary pedestrian and cycle lanes are created and around schools as set out above

4.3 Cost: It is estimated that the works will cost approximately £450k of capital and £30k revenue. The revenue elements consist of monitoring and evaluation measures designed to capture the impact of the pop-up routes and interventions. The LTP 3 DfT funding has £100k allocated to cycle lane interventions and this can cover the shortfall in funding over and above the Emergency Active Travel Allocation

5. Reasons for Recommendations

5.1 To provide funding for the temporary interventions that further encourage the increased walking and cycling activity in the borough.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

6.1.1 Active and Involved, Safe & Well and Pride & Joy

6.2 Financial Implications

6.2.1 DfT funding from Emergency Active Travel Fund and LTP3.

6.3 Legal Implications

6.3.1 Temporary traffic orders may be required.

6.4 People Implications

6.4.1 No people implications have been identified at this time.

6.5 Property Implications

6.5.1 There are no property implications

6.6 Consultation

6.6.1 No public consultation has been undertaken, other than with cabinet members.

6.7 Equalities and Diversity Implications

6.7.1 There are no Equality and Diversity Issues

6.8 Risk Assessment

A preliminary stage and stage 3 Safety Audits will be carried out as this work may be present for more than six months

6.9 Value for Money

6.9.1 No issues identified at this time

6.10 Community Safety Implications

6.10.1 No community safety implications have been identified at this time.

6.11 Environmental Impact

6.11.1 There is a positive environmental impact of enabling more walking and cycling.

7. Background Papers

7.1 There are no background papers.

8. Appendices

8.1 There are no Appendices