

Cycle Routes & Path Improvement Programme CIL Main Fund Application

In 2020 the UK Government launch the cycling and walking strategy for England. Stating that: 'Increasing cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads'.

In response the Council bid for and was awarded capital funding as part of the Active Travel Fund, which is being used to install sustainable lighting along the Prittlebook Greenway, install secure cycle parking and introduce further School Streets projects. Furthermore, following the completion of the city-wide holistic cycle audit, which included public consultation, a short, medium and long-term programme of future works has been developed. To support this Southend also receives Capability Funding to encourage behavioural change as part of the government's commitment to ensure 'that understanding of transport users' needs, motivations and behaviours is central to what we do, in order to maximise our chances of success'. The government have also indicated that there will be further rounds of Capability Funds to reinforce the commitment to behavioural change.

In addition, as part of the Council's development of the Local Transport Plan 4, a Local Cycling and Walking Infrastructure Plan (LCWIP) is being produced. This will build on the work undertaken since Southend was awarded Cycle Town status in 2008. Southend's 2050 ambition states that we will 'continue to work to ensure that our residents, visitors, and those who work in Southend-on-Sea can easily get in, out of and around our city'. As part of this the Council is working to 'facilitate a wide choice of transport that improves accessibility, connectivity and mobility to all residents. Including, working with public transport providers to deliver these long-term aspirations'.

To support and reinforce work that is already in the process of being delivered through the Active Travel Fund, we have taken this opportunity to review the Cycling Delivery report. This Report has been produced from the results of the holistic cycle audit, public consultation, and engagement with the cycling community. The report has a proposed programme of future phased (short, medium and long term) cycling measures to be delivered across the City.

By utilising the CIL funding, it will be possible to expedite the delivery of the cycling measures within this report. These improvements will address a number of identified network deficiencies and also network improvement requests from the cycling community. Taken together, (the Active Travel Fund & CIL) these two cycling improvement programmes will provide the added impetus to net zero by enabling our citizens who are able to travel around the city sustainably.

This CIL bid is in three phases: short, medium and long-term projects.

Short Term

Following a review of the existing cycle facilities there are several areas of existing cycle lanes where the road markings and delineation has become worn. This can cause uncertainty for all road users and discourage those existing or would be cyclists from using the facilities that already exist as well as potentially reduce the uptake of any new facilities that may be constructed.

Seafront Cycle Track Infrastructure Improvement Scheme

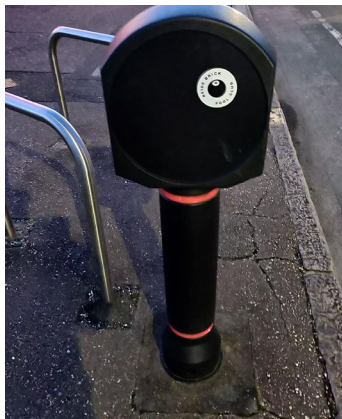
The entire cycle track length from Chalkwell Avenue to Shoebury Common Road requires considerable improvement works. Those items that require the earliest intervention have been summarised below.

The work will cost in the region of £40,000 and will include:

- Replace all missing cycle signs
- Replace / refresh all existing cycle track line markings
- Replace all missing bollards

Chalkwell Avenue to Western Esplanade

- Most of the cycle signs to TSRGD Diag. No. 955 are missing in most of the bollards.
- Most cycle track line markings need refreshing
- 'GIVE WAY' cycle signs to TSRGD Diag. No. 955 are missing in most bollards



- The majority of the cycle track markings on Western Esplanade (near the Southend Pier) need refreshing.

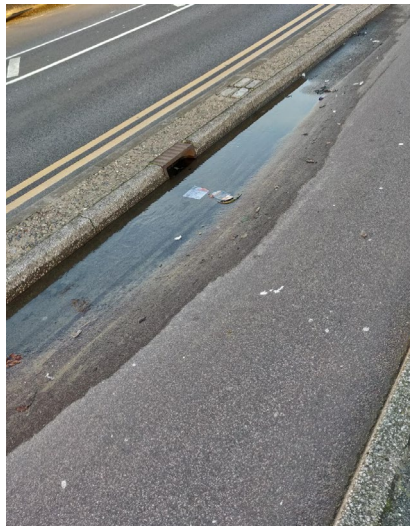


- Additionally, the existing green high friction surface treatment is almost gone from cycle track from Chalkwell Avenue to Western Esplanade. It will cost in the region of £210,000 to re-apply the green high friction surface treatment on the cycle track from Chalkwell Avenue to Western Esplanade.



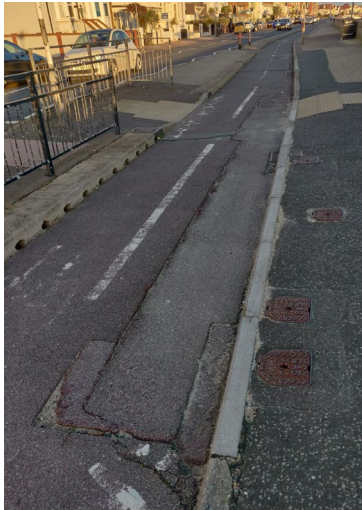
Near Lifstan Way (Eastern Esplanade)

- All cycle track line markings need refreshing.
- Ponding on cycle track, either kerb gully is blocked, or cycle track profile needs reprofiling.



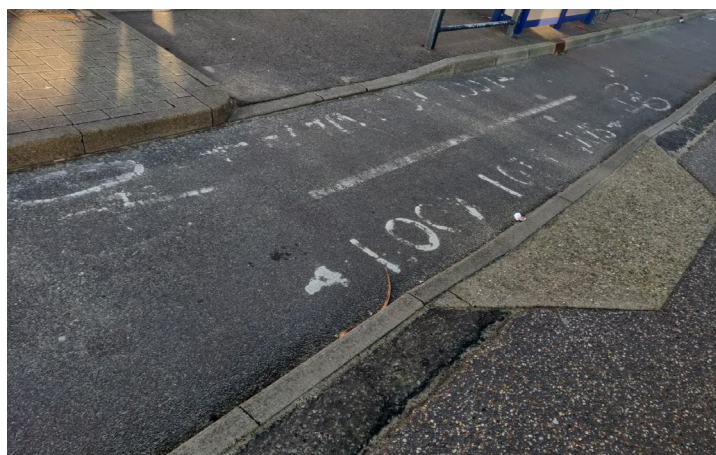
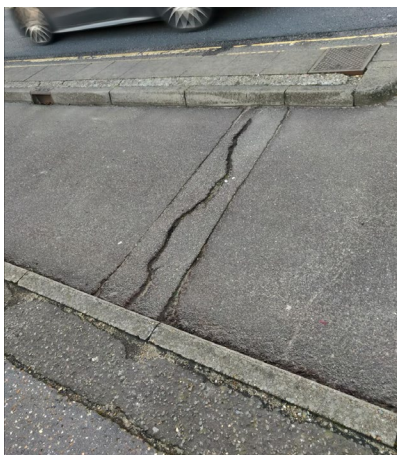
Opposite property No. 173 Eastern Esplanade

- Cycle track in poor condition
- Missing signage
- All cycle track line markings need refreshing
- Missing bollards and signs on existing island



Opposite Camper Road, Eastern Esplanade

- Numerous cracks on the cycle track
- Cycle track line markings needs refreshing
- Lots of missing signs



Opposite Premier Inn, Eastern Esplanade

- Lots of cracks on the cycle track
- Cycle track needs resurfacing & cycle line markings refreshing



- Additionally, this area of cycle track requires cycle track reconstruction, the cost is estimated in the region of £110,000 to undertake this work from Forge Way to Plas Newydd (Eastern Esplanade).

Thorpe Esplanade

- Refresh all cycle lane markings
- Replace all missing cycle signs



Eastern Esplanade – Shoebury Common Road

- Refresh all cycle lane markings
- Replace all missing cycle signs
- Replace all missing and defective bollards



Short-term scheme estimate is £360,000.00

(Please note, no intrusive investigations have been undertaken in terms of carriageway coring or CCTV drainage surveys at the present time).

For proposed scheme drawings, please see Appendix A1.

Medium Term

There are a number of existing roads that do not attract significant levels of motorised vehicles and therefore are ideal for use by less confident cyclists to either link between existing off road cycle facilities or provide relatively 'car free' routes to destinations within the city. These quieter routes will be signed and minimally lined (where required).

The first of these routes will be:

- Leigh to Central Southend Quietway (Southern Spur)
- Leigh to Southend Victoria Quietway (Northern Spur)
- Shoeburyness to Southend Victoria Quietway

The emerging LCWIP will build on these routes along with introducing others.

The estimated cost for these three quieter routes are as follows

Leigh to Central Southend Quietway	£39,000.00
Leigh to Southend Victoria Quietway	£45,000.00
Shoeburyness to Southend Victoria Quietway	£65,000.00

Medium-Term scheme estimate is £149,000.00

For proposed scheme drawings, please see Appendix A2.

Long Term

An off-carriageway cycle route is proposed, utilising the boulevard areas within the central reserve. The proposed route is Blenheim Chase to Prittlewell Chase via Kenilworth Gardens.

An additional route is also proposed, which would connect the proposed Blenheim Chase to Prittlewell Chase route to the existing A127 route, via Mountdale Gardens.

This design will be developed whilst the short and medium terms items are being introduced and their usage monitored.

This work will be subject to a public consultation through the formal Traffic Regulation Order (TRO) process. Following the TRO process, and once the design is developed further, a second report to Cabinet will follow.

The estimated costs for this long-term scheme is as follows

	Boulevard (off-carriageway)	Boulevard (off-carriageway)
	<i>Asphalt Surface</i>	<i>Granular Surface</i>
Blenheim to Prittlewell Chase	£600,000.00	£1,000,000.00

For proposed scheme drawings, please see Appendix A3.

Price and Programme Summary for CIL Cycling Improvements Bid

Depending on which long-term proposed option is chosen, the total price of the works varies, please see below.

Short Term Scheme	£360,000.00
Medium Term Schemes	£149,000.00
Long Term Scheme – off carriageway	£600,000 to £1,000,000.00 (dependant on surface type chosen)

Whilst it is clear from the summary table above that the estimated cost of the whole proposed scheme is in excess of the £1,000,000.00 currently available from CIL funding, it is proposed that LTP funding, spanning two financial years (23/24 & 25/25) will be utilised to address the shortfall in funding.

For this reason, and to also allow sufficient time to develop the detailed design of the proposed off and on carriageway routes, (including time for consultations, Cabinet reports, statutory traffic orders) the proposed programme is below.

Scheme	Commence	Complete
Short Term	March 2023	April 2023
Medium Term	March 2023	May 2023
Long Term – preliminary design	March 2023	August 2023
Long Term – detailed design	September 2023	January 2024
Long Term – construction	February 2024	May/June 2024

