

**Wiltshire Council**

**Trowbridge Area Board**

**1 October 2020**

---

### **The Emergency Active Travel Fund**

During lockdown, many people discovered, or rediscovered, cycling and walking, and the Government was keen to capitalise on this as lockdown was eased. As more people returned to their places of work and the country started to get moving once again, increased levels of traffic were making it more difficult for the many people who had increased their levels of walking and cycling to do so safely. There is also less capacity on public transport due to the need for distancing, and this is adding to journeys by cars, cycling and walking. As a result, the Department for Transport (DfT) issued new statutory guidance as a part of its Emergency Active Travel Fund, which sets out how the Government expects local authorities to make significant, and in many cases temporary, changes to their road layouts to give more space to cyclists and pedestrians, particularly along bus routes. It also states that measures should be taken as swiftly as possible, and that given the urgency, a normal consultation process is not required.

We recognise that some may be concerned over the lack of consultation, but the DfT has made it clear that these temporary schemes should go ahead without the usual extensive consultation process with stakeholders or the public, as the timescale requirements for these schemes would not be met if we did so. Comments are welcomed once the schemes have been delivered and, along with monitoring, will be used to determine how the schemes progress.

You can read the full guidance here:

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

#### Hilperton Road, Trowbridge

The scheme on Hilperton Road has been provided as part of the DfT Emergency Active Travel Fund. The scheme is currently intended to be a pop-up temporary scheme to encourage a modal shift for those who would ordinarily make short commuter journeys to the workplace etc by private motor vehicle or public transport.

A cycle lane using light segregation in the form of cycle separators is now in place on both sides of the carriageway between Stancomb Avenue and the roundabout with County Way. This approach has not been used in Wiltshire before now, but is commonly used in other parts of the country particularly London. The cycle separators are made of recycled rubber from tyres with a reflective, re-bounceable post. Reflectors similar to reflective road studs (cats eyes) are also mounted at each end of the base.

Further along Hilperton Road, the existing carriageway width is insufficient to accommodate the marked cycle lanes and still maintain two way vehicle flow, hence the change in cycle demarcation. Along this section we have adopted an approach which is again well used by Transport for London whereby cycle markings are installed in the main running lane to alert drivers that cyclists will be using that lane and that it is a cycle route. This is again a new approach for Wiltshire.

A safety check was undertaken by a road safety auditor based on the plans prior to installation and a road safety audit will be undertaken by an independent safety audit team once the works are complete. If the auditors recommend any remedial or additional works, then these will be undertaken.

In addition to the safety audit, we will be monitoring the route to gather information regarding cycle usage, traffic flow and public feedback. This information will be taken into consideration when determining the longer term future of the installed scheme.

Should this installation be made permanent, either in its current form or with changes, there is scope to introduce further sections of shared use cycleway at both ends of the route to link with the County Way shared use path at one end and Elizabeth Way at the other. This could be funded by S106 monies currently available.

A further bid has been made, as part of the Tranche 2 submission of the Emergency Active Travel Fund, to provide a continuous cycle route from Hilperton to Melksham (see attached route map). Should this be successful, the combination of these two schemes will provide a cycle route between Trowbridge and Melksham. The outcome of the Tranche 2 funding bid has not yet been announced by the DfT.

Comments relating to the scheme should be sent to [integrated.transport@wiltshire.gov.uk](mailto:integrated.transport@wiltshire.gov.uk).