

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE –
CLLR BRIDGET WAYMAN**

HIGHWAYS, TRANSPORT AND WASTE SERVICE

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EMERGENCY ACTIVE TRAVEL SCHEMES
RESULTS OF CONSULTATION

Purpose of Report

1. To consider the results of the public consultation on the Tranche 1 and 2 Emergency Active Travel cycle schemes and recommend a way forward.

Relevance to the Council's Business Plan

2. The use of consultation to help inform decision making aligns to the Business Plan – Strong Communities. *“We want people in Wiltshire to be encouraged to take responsibility for their well-being, build positive relationships and to get involved, influence and take action on what is best for their own communities - we want residents to succeed to the best of their abilities and feel safe where they live and work”.*

Background

3. To help local authorities to restart local transport as part of the Government's Covid-19 recovery roadmap, the Department for Transport (DfT) announced a £250 million Emergency Active Travel Fund in May 2020. The Fund was released to local authorities in two tranches. Tranche 1 for temporary projects during the Covid-19 pandemic and Tranche 2 for longer-term projects.

Tranche 1

4. On 25 June 2020, DfT confirmed that the Council had been awarded £227,000 to implement short-term measures to encourage walking and cycling. As a result, the following temporary schemes were progressed to delivery:

- Brown Street and Exeter Street, Salisbury - Cycleway
- Winsley to Bradford on Avon - Cycle/footway
- A420 Bristol Road, Chippenham - Cycleway
- A361 Hilperton Road, Trowbridge - Cycleway
- Monkton Hill, Chippenham – Cycle/footway

Tranche 2

5. In July 2020 the DfT invited the Council to bid for funding under the Tranche 2 allocation for permanent measures to promote active travel. The bid amounted to £1.435 million and included the following schemes:

- A420 Bristol Road, Chippenham
- Lowden Hill, Chippenham
- Downton Road Hospital Path, Salisbury

- Hilperton (Trowbridge) to Melksham via Semington
 - Easton Lane, cycle link between Chippenham and Corsham
6. In November 2020, DfT confirmed that the Council had been awarded a conditional allocation of £681,000. This funding amount was below the bid amount and is therefore insufficient to allow delivery of all the identified schemes.

Consultation

7. One of the requirements of the Tranche 2 award was the need to publish a short summary of intended consultation activities to be undertaken with local stakeholders prior to commencing delivery of the schemes. This was done on 18 November 2020 and is available on the Council's website.
8. In response to this requirement the Council has recently undertaken a public consultation exercise on the Tranche 2 schemes. The opportunity was also taken to include the Tranche 1 schemes in the consultation exercise to gauge the public's view on these temporary schemes. The results are set out in **Appendix 1**.

Main Considerations for the Council

Tranche 1

9. The basis of the Tranche 1 schemes was that they were introduced as a temporary measure on a public transport corridor to enable users to have a choice of travel mode. The DfT guidance at the time stated that Authorities should monitor and evaluate any temporary measures they install, with a view to making them permanent, and embedding a long-term shift to active travel.
10. With the temporary schemes now having been in situ for at least four months, the Council needs to decide which, if any, of the Tranche 1 schemes should be made permanent or now be removed. The consultation results indicate that there is a clear level of support for three schemes (Winsley to Bradford on Avon, Hilperton Road Trowbridge, and Monkton Hill Chippenham) whilst two schemes carried less support (Bristol Road Chippenham, Brown St / Exeter St Salisbury).
11. On this basis it would seem sensible to convert those schemes that are well supported into permanent facilities whilst removing those that carried less support.
12. Of the three supported schemes all have an underlying Traffic Regulation Order that will need to be amended to allow them to operate on a permanent basis. This conversion will allow a further round of statutory consultation with the public to take place.

Tranche 2

13. Whilst the consultation was underway the DfT on 9 December 2020 issued the Active Travel Fund Public Opinion Surveys Good Practise Guidance on how it expected Highway Authorities to engage and consult with local communities prior to the introduction of Active Travel Schemes, suggesting a more in-depth engagement with the public is required.
14. For the Tranche 2 schemes it is therefore proposed that a further round of consultation aligned to the new DfT requirements is undertaken. It is, however, recommended that the results of the recent consultation can be used to help determine which of the schemes, should or should not, proceed to that further consultation.

15. To assist in the decision making a priority assessment table has been prepared that includes an assessment of the scheme deliverability and the compliance level with design standards as well as the consultation results. These can be found at **Appendices 2 and 3.**
16. From the Assessment Table at **Appendix 2** it can be seen that the two highest scoring schemes are Hilperton to Melksham via Semington and Easton Lane at Chippenham. The value of these two schemes included in the bid to DfT amounted to £715,000. This compares to the conditional allocation of £681,000. It is considered possible that the two schemes can be delivered within the allocated amount.
17. Those schemes not taken forward for further consultation at this time should remain as potential candidates for future consideration as other funding streams come forward.

Safeguarding Considerations

18. There is no risk to the Council because of these proposals.

Public Health Implications

19. The introduction of measures which promote sustainable measure of travel can lead to improved health through active travel and improvements with air quality through reductions in vehicle emissions.

Corporate Procurement Implications

20. There are none in this scheme.

Environmental and Climate Change Considerations

21. The introduction of measures which promote sustainable measure of travel can lead to improved health through active travel and improvements with air quality through reductions in vehicle emissions.

Equalities Impact of the Proposal

22. There are none in this scheme.

Risk Assessment

23. There is no risk to the Council arising from these proposals.

Financial Implications

24. The Tranche 1 schemes are funded from by a DfT grant that has been deposited with the Council. The Tranche 2 schemes are similarly to be funded by a DfT grant but this is time limited and must be spent by March 2022. Any delay risks the schemes not progressing and the funding being returned to the DfT.

Legal Implications

25. All changes to speed limits, waiting and parking restrictions, and other regulatory measures on the highway network require a Traffic Regulation Order. The process is governed by the Road Traffic Regulation Act 1984 and associated Procedural Regulations which include undertaking a statutory consultation. Failure to adhere to the statutory processes could result in the restrictions being successfully challenged in the High Court.

Options Considered

26. To:
- (i) Make the existing Tranche 1 Active Travel schemes permanent (in part or in full).
 - (ii) Remove the existing Tranche 1 Active Travel schemes (in part or in full).
 - (iii) Carry out further consultation on potential new schemes.

Reason for Proposals

27. Tranche 1 - After consideration of the consultation response it is considered that three of the temporary schemes are sufficiently well supported that they should be made permanent. The two less well supported schemes should be removed.
28. Tranche 2 – After consideration of the consultation response, the Assessment Framework and the anticipated scheme costs and available budget it is considered that the two highest scoring schemes should move forward to further consultation.

Proposals

29. That:
- Tranche 1
- (i) The schemes at Winsley to Bradford on Avon, Hilperton Road Trowbridge, and Monkton Hill Chippenham be made permanent.
 - (ii) The schemes at Bristol Road Chippenham and Brown St / Exeter St Salisbury be removed.
- Tranche 2
- (i) The schemes at Hilperton to Melksham via Semington and Easton Lane at Chippenham be subject to further consultation.
 - (ii) The schemes at A420 Bristol Road and Lowden Hill, Chippenham and Downton Road Salisbury, should not be progressed at this time but be retained as future scheme candidates.

The following unpublished documents have been relied on in the preparation of this Report:

None