

Report to Councillor Roger Elkins, Cabinet Member for Highways and Infrastructure

January 2021

Active Travel Fund Phase 2 – approval of schemes/programmes

Report by Director of Highways, Transport and Planning

Electoral division(s): All

Summary

The [Department for Transport's Active Travel Fund](#) supports plans to reallocate road space to cyclists and pedestrians and create an environment that is safer for walking and cycling.

The County Council has received additional funds from the Active Travel Fund to deliver various active travel schemes and improvements across the county. Funding amounts to £1.881m capital and £0.470 revenue. In order to deliver the schemes associated with the bid, priorities for the fund need to be established.

Recommendations

That the Cabinet Member for Highways and Infrastructure:

- (1) approves the allocation of funds (subject to revenue and capital budget approval) to deliver the five schemes / programmes outlined in section 2 of the report and
 - (2) delegates authority to the Director of Highways, Transport and Planning to amend schemes/programmes in consultation with the Cabinet Member for Highways and Infrastructure.
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Proposal

1 Background and context

- 1.1 In August 2020, the County Council submitted a bid (Appendix A) to the Department for Transport (DfT) for Tranche 2 of the Emergency Active Travel Fund. The DfT has subsequently renamed this to Phase 2 of the Active Travel Fund.
- 1.2 In November 2020, the DfT advised all councils of the outcome of their bid and West Sussex was awarded £2.351m which includes £470k of revenue funding.

The award letter, which sets out the funding conditions, is attached at Appendix C.

2 Proposal details

2.1 The original bid was in excess of the award therefore proposed schemes have been revised to match the funding allocated by the DfT.

Revised proposals

Priority	Description	Capital	Revenue
1	A24 Findon Valley to Findon Village cycleway/footway*	£1,000,000	NIL
2	A pilot project for 'school gate' improvements, plus county-wide Bikeability training*	£350,000	£150,000
3	Design for enhancement of Tranche 1 temporary cycleway scheme – Upper Shoreham Road, Shoreham*	NIL	£250,000
4	Active Travel Improvements Programme*	£400,000	NIL
5	Promotion, monitoring and evaluation	£131,000	£70,250
	Totals	£1,881,000	£470,250
Grand total		£2,351,250	
* schemes marked with an asterisk will be subject to consultation in line with the County Council's Active Travel Fund Consultation Plan			

2.2 The A24 remains the priority for ATF Phase 2 as it is a high scoring priority in the [West Sussex Walking & Cycling Strategy 2016-2026](#). As such, the scheme has been subject to detailed design and (subject to consultation) will be constructed. The scheme also offers high value for money when measured against DfT assessment criteria.

2.3 The Travel Demand Management project has involved contact with schools throughout West Sussex seeking to determine behavioural and infrastructure interventions that will ease problems associated with school gate congestion. This programme element will deal solely with the infrastructure elements; schemes will be prioritised using the Community Highways Scheme scoring system and considered by the Walking and Cycling Executive Task and Finish Group.

2.4 The Bikeability programme element will be delivered via liaison with schools and will include those pupils who, due to the impact of C19, did not receive Bikeability training in Year 6 as would normally be the case.

2.5 The only candidate scheme suitable for enhancement of Tranche 1 schemes programme is the Upper Shoreham Road; this is the only Tranche 1 scheme that demonstrated significant local support. It is consistent with the objectives

of the Active Travel Fund and the County Council’s application for funding to enhance successful tranche 1 schemes and therefore is included in the proposals. The proposal is to design a permanent high-quality cycle facility to the new national standard for cycling infrastructure known as [LTN 1/20](#) . Progression to construction would be subject to a future decision and a successful bid to the Active Travel Fund.

- 2.6 Many small-scale local schemes to improve active travel have been identified from suggestions by local stakeholders including cycling forums during the summer of 2020. Schemes will be prioritised using the Community Highways Scheme scoring system, which is a Member-approved process.
- 2.7 The DfT requires that sufficient promotion, monitoring and evaluation of schemes is undertaken, this item therefore must form part of the programme.
- 2.8 Further descriptions of the actions and outline timescales associated with these proposals can be found at Appendix B.
- 2.9 Proposed schemes are subject to full consultation and the outcome of that consultation may result in amendments to some/all of the proposals. The Director of Highways, Transport and Planning will have delegated authority to make changes to the proposals after consulting the Cabinet Member for Highways and Infrastructure.

3 Other options considered (and reasons for not proposing)

The ATF funding approved by DfT is on the basis of the original bid submitted and the funding should not be used for alternative purposes. Therefore the only alternative would be to not accept the funding from DfT. This was considered however the level of interest locally and also the engagement and direction from Government meant that this option was not pursued.

4 Consultation, engagement and advice

- 4.1 The revised proposals for phase 2 have been considered and are supported by the Cabinet Member for Environment, the Cycling and Walking Executive Task and Finish Group and the Department for Transport.
- 4.2 A key DfT requirement is that all schemes will [involve full consultation](#) with members, local residents and other stakeholders.

5 Finance

- 5.1 There is no impact on the net expenditure on the budget.
- 5.2 Revenue consequences

	Current Year 2020/21 £m	Year 2 2021/22 £m	Year 3 2022/23 £m	Year 4 2023/24 £m	Total £m
Increase in expenditure	0.075	0.395	0.000	0.000	0.470
Funded through grant	-0.075	-0.395	-0.000	-0.000	-0.470

5.3 Capital consequences

	Current Year 2020/21 £m	Year 2 2021/22 £m	Year 3 2022/23 £m	Year 4 2023/24 £m	Total £m
Capital budget	0.000	1.000	0.881	0.000	1.881
Expenditure on travel schemes	0.000	-1.000	-0.881	0.000	-1.881
Remaining budget	0.000	0.000	0.000	0.000	0.000

5.4 The Active Travel Fund Phase 2 is fully funded by DfT grant. The grant award is £2.351m, split £1.881m capital and £0.470m revenue and all funding has been received.

5.5 The DfT has stated that funding should, as far as possible, be committed by the end of 2020/21, and as far as possible for schemes to be completed by the end of 2021/22, whilst noting that larger or more complex schemes may take longer.

6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Consultants and contractors may not be able to resource work required	WSP consultants have been engaged to support the programme funded via Phase 2 and have confirmed resources. All other works will be procured via the department's contracting arrangements
Funding may not cover full implementation costs.	Schemes will be designed to ensure compliance with budgetary constraints.
Schemes may be unpopular / cause traffic management issues.	Schemes will be subject to full engagement and consultation as described in section 4.2 above.
Programmed highway schemes under the Local Transport Improvements Programme 2021/22 (e.g. safety, school gate, bus priority and other cycling and walking schemes) may be deferred or reduced.	Programmed work will be kept under review. Members will be advised about any delays in due course when the implications are understood.

7 Policy alignment and compliance

7.1 Delivering active travel schemes and improvements aligns to the Prosperous Place priority in the West Sussex Plan.

7.2 Legal implications - the terms and conditions associated with the grant are attached at appendix C. There are no specific legal implications.

- 7.3 A specific equalities analysis has not been undertaken for this proposal. However, all schemes developed as part of this programme will have individual assessments made during their development.
- 7.4 Social value and sustainability assessment - as reported in 7.2 assessments have not yet been made. Similarly, these will be undertaken as appropriate during scheme development.
- 7.5 No Crime and Disorder Reduction Assessment implications have been identified.

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Appendices

Appendix A – Bid submission

Appendix B – Outline Programme Actions and Timeline

Appendix C – DfT Bid Confirmation Letter

Background Papers

None