

Forward Plan reference number: FP/142/08/21

Report title: Active Travel Fund 2 Schemes	
Report to: Councillor Kevin Bentley -Leader of Essex County Council.	
Report author: Andrew Cook – Director, Highways and Transportation	
Date: 14 October 2021	For: Decision
Enquiries to: Ben Fryer – ben.fryer@essex.gov.uk , Principal Transport Planner	
County Divisions affected: Wickford Crouch, Braintree Town, Bocking, Chelmsford Central, Springfield, Abbey, Drury, Mile End and Highwoods, Parsons Heath and East Gates	

1. Everyone's Essex

- 1.1 We have developed proposals for Active Travel Fund (ATF) schemes, following public consultation and engagement with borough and district partners and other interested parties.
- 1.2 This report asks the Leader to approve schemes for further development, funding and implementation
- 1.3 The schemes are all designed to encourage active travel, therefore reducing car use, congestion and emissions as well as improving public health.
- 1.4 This it will help achieve the following aims of Everyone's Essex:
 - Health, well-being, and independence for all ages
 - High quality environment
- 1.5 In Essex, the current practise on the implementation of speed limits is based on the Traffic Management Strategy (2005) and Essex Speed Management Strategy (2010) (which are both currently been reviewed), places a significant importance on the movement of vehicular traffic that no longer fits with the current national and local ambitions for more sustainable travel. To deliver the schemes and create safety, greener environments traffic speeds need to be reduced in locations where schemes promote walking and cycling and aim to create heather environments for people.

2. Recommendations

- 2.1 Authorise officers to progress Phase 1 of the schemes as set out in section four of this report and publish proposals for the traffic regulation orders required to support the schemes.
- 2.2 Agree not to progress a scheme for route 1 in Chelmsford in phase 1 but work on developing a scheme which can be progressed in phase 2 subject to funding.

- 2.3 Agree that the work will be delivered by Ringway Jacobs Limited under the strategic partnering contract and any necessary exemption from the ECC Procurement Rules be granted to allow this to happen.

3. Summary of issue

- 3.1 In July 2020 the Government announced the second Active Travel Fund (ATF2). It invited highways authorities to make bids for funding. The objectives of the ATF2 were to help local authorities implement measures to create an environment that is safer for both walking and cycling. This was to initially enable cycling to replace journeys made by public transport, in order to help avoid overcrowding on the public transport network and to help maintain social distancing during Covid. In the long term it was also expected to help deliver significant health, environmental and congestion benefits by providing better infrastructure to create streets which can accommodate increased levels of cycling and walking.
- 3.2 ECC submitted a bid and was awarded £7.4m in November 2020. This was in order for ECC to deliver five schemes across Essex to maintain the growth in walking and cycling seen across the five areas during the period of the pandemic. This funding, together with an element of match funding by ECC, will fund schemes to improve walking and cycling in Basildon (Wickford), Braintree, Brentwood, Chelmsford, and Colchester.
- 3.3 A key part of ensuring success is that ECC has been working with the local partners and parties in order that the schemes garner wider local support; as well as supporting the social and economic recoveries of each locality after the Covid-19 pandemic. ECC have still managed to undertake a robust and meaningful consultation, taking advantage of technology. Engagement activities that were undertaken included a series of in person consultation road-show events at the locations where the schemes are proposed to allow people to view the plans and ask questions. In addition, a Steering Group for each scheme was made up of representatives from the local authorities, community groups, businesses, access and active travel groups, and these groups helped to shape the proposed schemes ready for consultation. Alongside this a dedicated email address was set up for people to express their views, including any objections. The issues raised in consultation and our response to them are set out in appendix C.
- 3.4 Over 14,000 cycle to work journeys are made in Essex every day, equating to 3.5 million cycle to work journeys every year – journeys not taken by car. Additionally, over 150,000 Essex residents regularly participate in cycling as a sport. There is clear evidence from Essex residents that cycling is a credible mode of travel, and we are seeing an annual increase of at least 1% year on year. With respect to walking, already nearly a third of adults (32%) walk at least five times per week. This is also increasing year on year and Essex will aim to increase to 400 walking trips (for transport) per person per year, by 2025.
- 3.5

2. Policy Background

3.6 While the schemes are consistent with the policy framework set out in the Third Local Transport Plan and the schemes help ECC meet a number of its other policy area objectives, 20mph speed restrictions are not consistent with the Speed Management Strategies (SMS) of either 2005 or 2010. However, this is currently under review and ECC's approach to the use of 20mphs will change, see paragraph 1.5 above. In addition, The Essex County Route Network Traffic Management Strategy which classified all public maintainable roads as PR1 / PR2, or local roads restricts the use of raised tables. This strategy is also currently under review, and we are seeking approval to progress this concurrent with the review.

3.7 Set out below are the most relevant policies and objectives that this scheme will help ECC meet its agreed policy objectives.

- Policy 7 - Carbon Reduction: Supporting and encouraging the use of lower carbon travel by promoting the use of more sustainable forms of transport; ensuring new developments minimise the number and length of trips made by private vehicles; supporting use of emerging Low-Carbon technologies; ensuring the Essex Road network operates efficiently to minimise CO2 emissions and adopting measures to improve energy efficiency and further reduce carbon emissions arising from our own activities.
- Policy 8 – Promoting Sustainable Travel Choices: Encouraging the use of more sustainable forms of travel by consistent promotion; providing appropriate infrastructure; working with partners and service providers to promote and identify new ways to provide services; requiring effective travel planning for proposed developments in line with the Council's current development management policies; developing effective travel plans with existing work places, schools, and other attractors and by promoting sustainable access to the county's railway stations, ports and airports.
- Policy 9 – The Natural Historic and Built Environment: Protecting the natural, historic and built environment from the harmful effects of transport by: designing and implementing transport improvements and maintenance works that retain the integrity of the built environment, natural habitats and biodiversity, the natural and historic landscape, and water quality; minimising the visual and noise impacts of transport; addressing air quality issues through appropriate measures, particularly in designated Air Quality Management Areas
- Policy 14 – Cycling: Encouraging cycling by promoting the benefits; continuing to improve the cycling facilities within the main urban areas of Basildon, Chelmsford, Colchester and Harlow; developing existing cycling networks in other towns where cycling offers an appropriate local solution; working with schools and employers to improve facilities for cyclists; integrating the Public Rights of Way, walking and cycling networks to form continuous routes; and providing training opportunities to school children and adults.

- 3.8 The schemes have been designed to meet the following objectives:
- To encourage more walking and cycling in line with the Essex Cycling and Walking Strategies and the Government's Gear Change ambition.
 - To re-allocate road space to walking and cycling.
 - To create an environment which is safer for walking and cycling.
 - To deliver the initial stages of Local Cycling and Walking Plan (LCWIP) routes in Braintree, Colchester, Chelmsford and Wickford.
- 3.9 The implementation of the scheme will support a number of wider Essex Objectives:
- Reduce carbon dioxide emissions in line with the Essex Climate Action Commission and improve air quality through lifestyle changes, innovation, and technology.
 - Provide sustainable access and travel choices for Essex residents to help create sustainable communities.
 - LTP3 Applicable Key transport Policies

The Schemes

- 3.10 ECC has worked closely with the borough and district councils of Basildon, Braintree, Brentwood, Chelmsford (City) and Colchester and key partners and relevant parties to identify a series of transformational measures to deliver the objectives of this fund, selected through a data-led approach, across the five selected towns. Each of the towns has a distinctive character, but all of them are of a scale which makes walking and cycling a more attractive alternative to motorised vehicles for short trips, or part of a longer journey.

Steering Group and Consultation

- 3.11 A Steering Group has been set up to oversee the development of each of the ATF2 schemes. The Steering Groups were made up of representatives from the local authorities, community groups, businesses, access, and active travel groups. They were established to bring together local knowledge and perspectives with each helping to refine its own specific town proposals to address local issues and implement Government guidance with sensitivity to local circumstances, so that schemes were developed that met new design quality standards but are implemented in a way that is broadly supported by local people.
- 3.11 As part of the funding requirement, ECC was required to undertake consultation on the schemes and followed Department for Transport (DfT) guidance on public opinion surveys and data collection.
- 3.12 A map-based consultation platform was used called 'Story Mapper', which enables details of the proposals to be made available to the public. This then linked to ECC's Citizen Space consultation platform to make it easy for people to respond. A survey was carried out for each scheme along with an overarching travel survey. From these responses, traffic congestion and

managing traffic are important issues that people feel the Council should prioritise.

- 3.13 In addition, a Facebook poll was undertaken showing that around 70% of the respondents supported more space being provided for walking and cycling in their local area, and within the attitude survey around 30% of respondents stated they wished to cycle/walk more for leisure in the future.
- 3.14 Within the towns/city surveys responses were mixed, with strongest support for elements which respondents saw as increasing safety in the local area, or where they could see the creation of a route which supported journeys they were likely to consider. This can be seen in the widespread support for the introduction of 20mph zones and the support for safety around school areas, set out within the school street proposals. There was also a desire for some for the schemes to go further in restricting traffic from some town centre areas.
- 3.15 Inconvenience and the potential movement of traffic / impact on parking if vehicles use other roads were cited as the main concerns raised by those who did not support elements of the proposed schemes.
- 3.16 Ensuring access was also a key theme across all of the town/city surveys, particularly with reference to the possible impact of restricting traffic on the elderly/disabled, especially for those who either have no option but to drive or are reliant on carers.

Travel Survey Responses

- 3.17 With nearly half of respondents 'strongly agreeing' with the objectives of the safer, greener, healthier initiative, the survey demonstrated support for our overall aims, including reducing traffic congestion, improving air quality, and enhancing road safety.
- 3.18 Action to tackle speeding was the highest priority to come from the survey, followed by a desire for less traffic overall and for children to be able to play, walk and cycle in their neighbourhood. The ability to drive when and where you want in Essex, parking, and access prioritisation for disabled people, being able to travel easily around the county without using a car, less traffic in residential streets and more space and priority for walking were other priorities for respondents.
- 3.19 Responding to questions about how much active travel they did following the lifting of Covid restrictions, most consultees said this was the same amount, although nearly a third expressed a desire to both walk more and cycle more, with approximately a fifth wishing to replace trips made by driving with walking/cycling.

Specific Proposals

Braintree

- 3.20** The proposals for Braintree will see the creation of a route connecting the train station with the town centre and linking to Coggeshall Road, enabling cyclists to travel eastbound through the town centre and northwards to Panfield Lane. The proposals will convert Station Approach into a one-way street for vehicles, (accessing the station via the Railway Street/South Street junction end) with a 20mph limit. A new bus layby directly outside the station will allow for new wider footways and additional cycle storage.

Brentwood

- 3.21** The proposals for Brentwood will see walking and cycling connections improved on a key corridor between Brentwood High Street and Shenfield. We propose to provide segregated on-road cycleways between Crescent Drive and Wilsons Corner, with-flow on either side of the road.
- 3.22** A 20mph speed limit will be applied in the more residential areas in the vicinity of Shenfield Road to achieve a safer cycling corridor between Shenfield and Brentwood. This will support an on-road cycle route along Crescent Drive/Middleton Road/Worin Road and York Road, linking Shenfield Road to the area of Shenfield Station. Other measures include the installation of cycle parking in the vicinity of Wilsons Corner and Shenfield Rail Station which will allow cyclists a safe destination point to secure their cycles, connecting them to the town centre.
- 3.23** With several schools along Sawyers Hall Lane, this area and Middleton Hall Lane are proposed to be School Streets. These measures will be put in place to help reduce emissions around the school gates and support pupils and parents to walk and cycle more. Such measures are being developed through engagement with the local school and community as well as our partner at Sustrans. (School streets are described in more detail in Appendix D.)

Chelmsford

- 3.24** Route 1: Chelmsford Railway Station to Baddow (via Old Moulsham)
Proposals were developed to create a cycle route from Chelmsford Station, crossing Parkway, through Admirals Park and then onwards through Old Moulsham. This route was linked to a trial for a 'Liveable Neighbourhood' which attempted to incorporate features of a Low Traffic Neighbourhood (LTN). LTNs are areas which filter traffic, so that through motorised trips are inhibited and priority across the neighbourhood is made for walking and cycling trips. While all addresses and residences are accessible by motorised transport, the effect of these schemes is to drastically reduce through traffic. The proposal was to incorporate a scheme of 'quarters' whereby through traffic would have been significantly reduced thus making cycling trips in particular a safer and more attractive option. These proposals did not garner sufficient public support. DfT guidance asks that public opinion surveys are undertaken to test public support for these type of schemes as they are

experimental in nature. The public consultation results indicated significant opposition to these proposals and therefore officers consider that this element of the Chelmsford proposals requires a revised approach and further engagement with the local community. Accordingly, it is proposed to not to proceed with route 1 at all in Phase 1 as there is insufficient time to do the necessary work to produce a revised scheme within the parameters of the grant, that said officers will work up proposals for a new scheme.

- 3.25 Route 2: City Centre Connections: As set out in the Chelmsford City Growth Package consultation included a segregated contraflow cycleway; the relocation of the disabled parking to the existing taxi rank at the eastern end Market Road; increasing provision of the existing taxi rank; Duke Street and Market Road signals / crossings are to be coordinated and Waterloo Lane will have on-carriageway cycle markings along with a proposed raised table linking into the Riverside Cycle Path.
- 3.26 Chelmsford Route 3: Trinity Road is a proposed School Street (plus Queens Road, Hill Road and Springfield Park Road). The extent of measures is subject to further engagement with schools, parents and local residents. Such measures are being developed through engagement with the local school and community as well as our partner at Sustrans. On Springfield Park Road, cyclists will benefit from enhancements, an extension of 20mph zone to Queen Street / Navigation Road, connecting from existing cycleways within Chelmer Village, and other improvements for cyclists and pedestrians.

Colchester

- 3.27 It is recommended that the two routes, a north south and an east west route will be delivered over several years, in phases. The work will include walking and cycling improvements, school streets and new 20 mph limits. Following the implementation of the first phase, future phases will see improvements will be made to the routes, dependent on available funding in the future.

Wickford (Basildon)

- 3.28 The scheme will install a 20mph speed limit covering Nevendon Road and the surrounding streets, catering for several streets in the vicinity. Reducing traffic speeds in an area can have a transformational impact and help people choosing to walk and cycle by improving the safety of the roads. Signage and road markings will be reviewed and refreshed throughout Nevendon Road along with the look and feel of a rejuvenated southern gateway from the A132.
- 3.29 The height of existing zebra crossings will be raised along Nevendon Road to form humps and tables, so providing improved crossing points for pedestrians and helping to ensure car speeds are maintained at a low speed. Elsewhere along the road, existing traffic/satellite islands will be reviewed and upgraded where required alongside several new satellite islands. To support people on bikes, cycle symbols will be added to the road to emphasise the presence of a cycling route. In order to support the implementation of the scheme, a small length of waiting restriction will be introduced near the fire station as well as

the introduction of double yellow lines (No Waiting at Any Time) at the Laburnum Avenue junction.

- 3.30 Within the Nevendon Road area, Elder Avenue, Grange Avenue, North Crescent, Oakhurst Drive and Bromfords Drive will all be designated as School Streets. Such measures are being developed through engagement with the local school and community as well as our partner at Sustrans.

Procurement of works

- 3.31 Each scheme has a value of more than £0.5m which is potentially above the threshold for inclusion within the RJ Core or Core Optional contract. However, each scheme is made up of more minor elements and it is considered that batches of smaller work can be awarded under the contract.
- 3.32 The funding for the scheme is mainly DfT grant. The grant conditions required funding to be committed and contracts in place by March 2021. DfT are aware of the delay to entering into contracts because the public opinion surveys and consultation was delayed due to county council elections in May 2021. ECC report progress on scheme delivery at regular intervals. To date DfT have not raised this as a problem in respect to grant retention. Schemes do have to be delivered by Spring/Summer 2022 or risk reductions in grant funding in future years. However, despite these delays, ECC is confident that delivery can be completed within these timescales or will seek an extension to the programme should there be mitigating circumstances. If no extension can be secured, funding will be reallocated from existing budgetary allocations within the capital programme so as not to increase the revenue cost.
- 3.33 It is proposed that Ringway Jacobs will manage the works as part of the Essex Highways Partnership, Essex Highways have supported the development of the schemes from the bid stage to detailed design. Delivery of the schemes will be sub-contracted with open competition to independent suppliers who are part of the RJ supplier framework via a competitive tender. RJ will seek best value and efficiency of costs from these suppliers and will bring to bear their expertise in managing the contracts to deliver the schemes within the timescales required by DfT and to the scope and quality standards which will be specified.
- 3.34 The Director for Highways and Transportation is confident that this will deliver good value for money because RJ will be able to oversee the competitive tenders using their market insight to determine the best possible rates within the timescales required by the DfT. Furthermore, RJ may be able to secure materials through bulk purchase and minimise known supply chain challenges arising from various disruptions. Therefore, ECC will benefit from economies of scope and scale afforded through the partnership while being able to secure the best rates through open competition.
- 3.35 The Leader is therefore asked to authorise an exemption from the Council's Procurement Rules to allow the contracts to be placed.

4. Options Considered

- 4.27 The options are different for different schemes. If the Council does nothing it will have to return the DfT funding and future funding will be at risk.

Chelmsford

- 4.2 It is proposed to implement routes 2 and 3 in Chelmsford as designed as there was no significant opposition to these. There are four main options for route 1 in Chelmsford:

(a) **Implement a revised version of Route 1 as follows:**

Toucan crossing on Parkway, on-carriageway cycle markings along New Writtle Street north supported by a modal filter on New Writtle Street north, on-carriageway cycle markings along New Writtle Street south supported by a modal filter on New Writtle Street south at the Moulsham Street junction, cycle parking within the modal filter space, contraflow segregated cycle lane along Moulsham Street between New Writtle Street south and Grove Road, one-way working for vehicles and cyclists southbound on Hamlet Road and northbound on Grove Road, on-carriageway cycle markings along Lady Lane supported by a modal filter (bus gate) on Lady Lane. In addition, we could consider, potential for road narrowing treatment at one or two locations where modal filters were previously proposed, subject to further engagement.

This option is not supported by the steering group as it is likely to be unpopular given the views previously expressed.

(b) **Further exploration of Steering Group's Preferred Option**

New Writtle Street south / Moulsham Street modal filter, Moulsham Street contraflow, road narrowing on Lady Lane, Grove Road/Mildmay and Mildmay/Lady Lane – junction re-prioritisation, Mildmay – road narrowing (to the east of Hamlet Road, previously to the west in consultation), Extending 20mph to whole area.

This will require additional design and development work and officers consider that it cannot be delivered within the timescale and cannot therefore be funded from phase 1 money.

- (c) **Reduced scheme (Light)**
Moulsham/New Street modal filter, Moulsham contraflow cycle lane between New Writtle Street south and Grove Road, road narrowing on Lady Lane.

This is deliverable within the timescales but would not achieve the same benefits as the preferred option

- (d) **Minimum Scheme**

Install Moulsham/New Street modal filter, Moulsham contraflow cycle lane between New Writtle Street south and Grove Road.

It is therefore recommended that the Chelmsford route 1 scheme is explored in detail as an option for future delivery as part of phase 2. This will enable us to:

- Align the ECC / DfT ambition with an option which is publicly acceptable (acknowledging that quarters are not supported) with a view to delivering a transformational and coherent route.
- Undertake further engagement on revisions / options. This could still result in the delivery of Option A, B or C for example, or another alternative developed via further engagement.
- Pursue future ATF or other funding opportunities

4.2 Colchester

4.2.1 The Steering Group developed a comprehensive set of proposals covering a North-South Route and an East-West Route across the Town Centre. The Steering Group supports the delivery of both routes; however, it agrees that in phase one, priority should be given to most of the east-west route from the Town Centre to Lexden Road and a proportion of the North-South route (details in Appendix D).

4.2.2 The recommended option, which is supported by the steering group, is to take forward the scheme agreed by the Steering Group, subject to Traffic Order approvals. The ATF proposals are critical foundations to link and deliver the wider LCWIP route objectives, providing improved provisions in line with latest Government design guidelines (LTN1/20) and meet the objectives under the ATF2 funding criteria. All recommended measures have been through consultation through a public engagement process, with information from this consultation included as part of the decision-making process.

4.2.3 The results of the consultation provide an overall level of support for the ATF measures proposed. The TRO statutory process provides a further opportunity for consultation and comments and if necessary, a further opportunity for Cabinet Member review and decision should objections be received.

4.3 Braintree

4.3.1 The recommendation is to proceed with the scheme as a whole as it connects into existing cycling and walking provision, supports future LCWIP schemes and importantly meets DfT funding and government design requirements. The modal filter (a modal filter is a term used to describe filtering out motorised vehicles on a section of route to create access for pedestrians and cyclists) element is not fully supported in the consultation is key to the scheme and if removed would result in an unsafe and non-transformational scheme that would not meet DfT funding and LTN/ 120 requirements. Two options were provided to the Steering Group after consultation:

4.3.2 Option 1: Modal filter as a permanent TRO

4.3.3 Option 2: Modal Filter as an Experimental TRO – recommended option

This would enable a monitoring and reflection period for the impact of a modal filter on Braintree town's traffic. This option (2) was agreed upon.

4.4 Brentwood - Shenfield Road

4.4.1 Option 1

Option 1 is the recommended option: installing a segregated 1.5m wide cycle lane on each side of the carriageway of Shenfield Road and removal of right turn filter lanes, along with the shortening of the right-hand turn lane on the approach to Wilsons Corner. This option does not require land acquisition. Subject to design feasibility, a new signalised crossing will be installed at Crescent Drive will be introduced, along with informal crossing improvements near Sawyers Hall Lane and Middleton Hall Lane.

4.4.2 Option 1a

As option 1 except it would see the use of temporary wands to reduce width on Shenfield Road north and removing existing filter lane markings, for 6-month period initially. This would provide an initial picture of what traffic conditions would be like by introducing this scheme. If it is found not to work, it can be removed easily. Once an evaluation is completed and it is agreed that it meets the objectives of the scheme, permanent works could follow.

This option is not recommended as the deliverability of a temporary arrangement is uncertain, costs will be higher overall, and a permanent improvement cannot be delivered within the ATF funding window. A trial arrangement is also unlikely to meet the DfT funding criteria.

4.4.3 Option 2

Option consists of segregated 1.5 wide segregated cycle lanes, on pavement, both sides of the carriageway, but would require some land purchase to be made. Stacking and right turn lanes would be retained and there wouldn't be any need for any road space reallocation. Subject to design feasibility a new signalised crossing will be installed at Crescent Drive will be introduced, along with informal crossing improvements near Sawyers Hall Lane and Middleton Hall Lane.

This option is not recommended as the need to purchase land means works are unlikely to be able to be delivered within the ATF funding timescale. It is also less likely to meet DfT funding criteria.

4.4.4 Option 2a

Subject to further design work, introduce a 2m two-way cycle lane, on pavement, on the northern side of the carriageway, where there is sufficient land available. On the southern side, a one-way cycleway will be provided on pavement where there is sufficient land available. Land purchase will be needed to deliver the full route. Stacking and right turn lanes would be retained and there wouldn't be any need for any road space reallocation. Subject to design feasibility a new signalised crossing will be installed at

Crescent Drive will be introduced, along with informal crossing improvements near Sawyers Hall Lane and Middleton Hall Lane.

This option is not recommended as while this would utilise ATF funding to provide the first step towards long term provision, it is an incomplete solution, providing only part of the proposed route, compromised by a pinch point on northern side. A second phase of works to complete the route has no funding identified and deliverability challenges due to the need to purchase land.

4.5 Wickford

4.5.1 The scheme is based on Basildon LCWIP Route 3 that involves a series of improvements from Nevendon Road to Wickford town centre and the railway station. The scheme will deliver an initial blueprint of a Liveable Neighbourhood and School Streets package. Measures include the Nevendon Road 20mph speed restriction plus traffic calming measures such as raised zebra crossings/raised tables/satellite islands.

4.5.2 Option 1

Proposal is for an off road / segregated cycleway along Nevendon Road however this option is not recommended as there is not enough available highway land and because parking laybys would have to be removed to accommodate it.

4.5.3 Option 2

The rest of the scheme is recommended as planned. The reduction of speed to a 20mph on Nevendon Road will promote a liveable neighbourhood more effectively alongside the addition of speed tables at selected locations.

Further improvements are under consideration around the High Street to provide more extensive pedestrian areas and help facilitate the local market on a Saturday. This may include extending the trial of a weekly Saturday closure of the High Street to all traffic (except cyclists) to become a permanent feature, subject to feedback from bus operators, Basildon Borough Council and interested parties. Cumulatively these improvements will create an improved sustainable corridor that extends north towards Station Avenue and the railway station.

5 Strategic Context

5.1 By developing and implementing the five ATF schemes across Essex we will be helping to contribute to ECC delivering its four Strategic Aims and its Vision, as part of its Strategy set out below:

OUR 4 STRATEGIC AIMS			
Strong, inclusive, and sustainable economy	High quality environment	Health, wellbeing, and independence for all ages	A Good place for children and families to grow
OUR 20 COMMITMENTS			
1. GOOD JOBS	6. NET ZERO	11. LEVELLING UP HEALTH	16. EDUCATION OUTCOMES
2. LEVELLING UP ECONOMY	7. TRANSPORT & BUILT ENVIRONMENT	12. HEALTHY LIFESTYLES	17. LEVELLING UP OUTCOMES FOR FAMILIES
3. INFRASTRUCTURE	8. MINIMISE WASTE	13. PROMOTING INDEPENDENCE	18. FAMILY RESILIENCE AND STABILITY
4. FUTURE GROWTH AND INVESTMENT	9. LEVELLING UP ENVIRONMENT	14. PLACE-BASED WORKING	19. SAFETY
5. GREEN GROWTH	10. GREEN COMMUNITIES	15. CAREERS	20. OUTCOMES FOR VULNERABLE CHILDREN

5.2 This links to the following strategic aims in the Organisational Plan:

Strong, inclusive sustainable economy

- As part of the aim to deliver a strong, inclusive, and sustainable economy, good quality cycling and walking links play a crucial role. They provide the infrastructure to enable people on lower incomes to access their places of employment or education in order that they can fulfil their full potential and support a growing economy.
- Good links to train stations also help break down barriers that hinder the “Levelling Up” of the economy, whilst also addressing the drivers of socio-economic inequality (including income, education, employment, health, and housing).
- Through the promotion of green, sustainable transport, these schemes will support “Green Growth”, as part of our support of new technologies and business models to enable our economy to transition to net zero and secure green jobs for the future.
- A healthier, more active workforce means reduced absenteeism and increased productivity, and reduced congestion means better journey time reliability.

High quality Environment

- Journeys made on foot or by bike rather than car will reduce emissions and can make for a pleasant local environment.
- The ATF schemes are part of our aim to deliver a step change in the provision of sustainable travel across the county, by growing passenger transport and active travel, supporting the move towards net zero, climate resilient developments, including our new garden communities and LCWIP schemes, by delivering sustainable and healthy neighbourhoods for the future.

Health, wellbeing, and independence for all ages

- We will be able to support Healthy Lifestyles with the implementation of the ATF schemes, increasing the proportion of people able to live healthier lifestyles, at all ages, by embedding a community-first approach. The schemes have been developed through consultation with the local communities, co-ordinated by Steering Groups, in order to reflect local needs. The schemes will reduce the number of people who feel isolated as it provides improved access to local facilities and through them promote independence. Assisting access to suitable accommodation, supporting access to employment and meaningful activities, enables quality independent lives at home.

A good place for children and families to grow

- In order to create a good place for children and families to grow, a whole range of supporting measures can be put in place, including improved walking, and cycling facilities. This will help address inequalities affecting children and families, levelling up outcomes such as tackling poverty by providing inexpensive means to travel, on foot or by bicycle and supporting mental health by encouraging a more active, healthy, and productive lifestyle. We will continue to improve the safety of Essex residents, including children and young people on all the highways schemes we implement.
- Good quality and safe cycling and walking networks that ATF schemes will help support, will play its part in supporting thriving communities

6 Issues for consideration

6.1 Financial implications

- 6.1.1 The total investment cost of these schemes is £9.6m and this is fully funded. There is a total of £1.5m of revenue and £8.1m of capital funding available for the delivery of ATF schemes (£9.6m), of which £7.4m of grant funding (split £1.5m for revenue and £5.9m for capital) has been received from the Department for Transport. The balance of funding (£2.2m) has been vired from the Advanced Scheme Design capital budget and has therefore not led to an increase in the council's overall revenue cost of borrowing. Any cost escalation must be funded by ECC under the grant terms and conditions. However, should this arise it will be managed through scope reductions and/or value engineering and no additional funding will be sought in the future delivery phase.
- 6.1.2 The grant has been awarded on the understanding that ECC will deliver the objectives as set out in the original bid by the summer of 2022. Any material changes to the original bid should be reported to the Department for Transport. The terms of the grant stipulate should ECC's ability to deliver the objectives for which funding was awarded be significantly compromised, the Department for Transport reserves the right to amend future funding provision as appropriate. There will be no clawback of the grant received up to that point and no abortive costs incurred.

- 6.1.3 Subsequent Active Travel bids may be required to progress further phases, this will be subject to formal ECC governance seeking new resource allocations.

6.2 Legal implications

- 6.2.1 The Road Traffic Act 1984 gives the Council a statutory duty to exercise its traffic functions to secure the expeditious, convenient, and safe movement of traffic of all kinds, including pedestrians and to provide suitable and adequate parking facilities. So far as practical the council is also required to have regard to:

- (a) The desirability of securing and maintaining reasonable access to premises.
- (b) The effect on amenities of any locality affected so as to preserve or improve the amenities of the area through which the road runs.
- (c) The importance of facilitating the passage of buses and their passengers.

- 6.2.2 Specifically, S23 of the Road Traffic Act 1984 gives the local traffic authority (ECC) the power to establish crossings for pedestrians on roads for which they are the traffic authority. Pedestrian crossings assist with the expeditious, convenient, and safe movement of traffic and pedestrians.

7 Equality and Diversity implications

- 7.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
 - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 7.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 7.3 The equality impact assessment (see Appendix F.) indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

- 7.4 Making transport vehicles and infrastructure more accessible to everyone continues to be an important objective and a major challenge for Transport Authorities, operators, and service providers. Accessibility has long been considered as a transport concern only for individuals with mobility difficulties, however, it is now recognized that accessibility is an integral part of high quality, sustainable transport systems, with benefits accruing to all users.

8 List of appendices

- Appendix A - Consultation Hardcopies
- Appendix B - Quantitative Overviews
- Appendix C - Scheme Surveys - Responses, Issues and Actions
- Appendix D - Detailed Scheme Recommendations
- Appendix E – Phase 2 Detailed Scheme Recommendations
- Appendix F - Active Travel Plan EQIA

9 List of Background Papers

The following are a list of background and supporting documents used in the writing of this CMA:

- “Promoter’s Response”
- “Emergency Active Travel Fund - Tranche 2 Essex County Council Bid” – Jacobs August 2020
- “Improving Transport Accessibility for All: Guide to Good Practice” – International Transport Forum January 2006

I approve the above recommendations set out above for the reasons set out in the report.	Date
	17 October 2021
Councillor Kevin Bentley, Leader of the Council	

In consultation with:

Role	Date
Cllr Lee Scott, Cabinet Member for Highways Maintenance and Sustainable Transport.	15 October 2021
Executive Director, Corporate Services (S151 Officer)	15 October 2021
Stephanie Mitchener on behalf of Nicole Wood	
Director, Legal and Assurance (Monitoring Officer)	15 October 2021
Paul Turner	