

# Emergency Active Travel Fund – Tranche 1

## Frequently Asked Questions (FAQ's)

### Application

#### 1. What is the Emergency Active Travel Fund?

On 9 May 2020, the Secretary of State for Transport announced a £250m Emergency Active Travel Fund for local authorities to restart local transport as part of the Government's Covid-19 recovery roadmap.

The two key aims of the funding are to:-

- enable more walking and cycling for everyday journeys, alongside
- supporting safe social distancing.

The types of measures that they require local authorities to consider delivering include; road closures, widened footways, pop up cycle lanes, temporary cycle parking and social distancing signage.

The funding forms part of a wider £2bn announced in February 2020 to support the government's wider aim to get more people cycling and walking and encouraging local authorities to develop Local Cycling & Walking Infrastructure Plans (LCWIP).

#### 2. How much funding is allocated to East Sussex County Council (ESCC)?

The £250m is being released to local authorities in two tranches. The County Council was advised of an indicative allocation of £479,000 for tranche 1. An application by ESCC was submitted to the DfT on 5<sup>th</sup> June 2020, to seek approval. ESCC is likely to receive the funding by the end of June/early July and will be required to deliver the measures within an eight week period.

#### 3. What is the proposed programme for Tranche 1?

##### East Sussex Active Travel for Recovery and Growth Programme Phase 1

The 'East Sussex Active Travel for Recovery & Growth Programme' – Phase 1 was submitted to Government on 5 June and **is still subject to DfT approval**. The programme comprises the following two elements:

##### Element 1 - County Wide Measures

To ensure consistency across the county an integrated package of signing in town centres and high streets alongside the provision of cycle parking will be delivered. This will include:-

- **Social Distance signing package** – using the DfT approved – 'Covid 19 – Keep Apart' signing. These signs will be installed within key towns and market towns on high streets and within town centre highway areas and larger village centres.
- **Cycle Parking Package** – Temporary cycle parking racks installed across all key towns and market towns on high streets, town centre highway areas and within car parks.
- **Bus Stop social distancing signing package** - Social distancing messaging on footways at bus stops. This will be prioritised at bus stops where there is a conflict between people queuing for buses and people queuing for to access adjacent shops.

##### Element 2 – Site specific schemes

##### Eastbourne

- **Terminus Road between Trinity Trees and Grand Parade** – Road closure between Trinity Trees and Grand Parade, to enable people to social distance and walk and potentially cycle within this key

route between the town centre to the seafront, alongside enabling the many restaurants/cafes and bars to extend into this space. (Included in the East Sussex LCWIP)

- **Bolton Road to Langney Road** – Road closure between Bolton Road and Langney Road to enable people to social distance and walk and potentially cycle within this key route within the town centre to seafront area of the town. (Included in the East Sussex LCWIP)
- **Eastbourne Seafront Cycle Route** - Segregated cycleway (temporary) within the section between Wish Tower and Fisherman's Green to enable cycling on the entire length of Eastbourne seafront, to support both utility and leisure cycling. (Included in the East Sussex LCWIP)
- **Princes Road: Royal Parade - Langney Roundabout** –Signed temporary cycle route using Princes Road and linking with an existing cycle infrastructure (Horsey Cycle Route) to support utility cycling to key trip attractors in Eastbourne. (Included in the East Sussex LCWIP)

### **Hastings**

- **A259 The Stade - Pelham Place** – Localised footway widening to enable social distancing and safer pedestrian access on this key route within the seafront area of the town.
- **Warrior Square (west of junction Norman Road)** - Footway widening to enable social distancing and safer pedestrian access on this key route within the seafront area of the town.

### **Rother**

#### **Bexhill**

- **Buckhurst Place** – Footway widening under the bridge at junction of Sackville Road/Buckhurst Place to enable access on key corridor or movement within Bexhill Town Centre to support social distancing and safer access for pedestrians to town centre services.
- **Devonshire Road** – Closure of one lane to make road one way to enable footway widening to support social distancing and pedestrian access within this area, and potentially cycling, alongside enabling the cafes on this stretch of road to extend into this space.
- **Western Road** – Road closure to enable people to social distance and walk within this key route within the town centre and access shops and other services safely.
- **Cooden Drive** – improve existing marking to advisory cycle lane.

#### **Rye**

- **High Street** - Road Closure - to enable people to social distance and walk within this key route within the town centre between 10.00am – 4.00pm.

### **Lewes**

#### **Newhaven Area**

- **A259 Peacehaven – Newhaven** - Segregated cycleway (temporary) to support journeys on key corridor of movement to key services, including employment. This corridor has some of the highest public transport usage in the county. (Included in the East Sussex LCWIP)
- **A259 Bishopstone to Marine Drive Seaford** - Speed reduction measures alongside widening of shared footway to enable greater space and safety for both pedestrians and cyclists on this key route supporting access between Seaford and Newhaven for both utility and leisure journeys. This corridor has some of the highest public transport usage in the county.

#### **Lewes**

- **High Street/School Hill** – Footway widening to enable people to social distance and walk along this busy route within the town centre to access key local services.

#### **Wealden**

- **Hailsham High Street** – Road closure of High Street in Hailsham, taxi and bus access to remain.
- **Cuckoo Trail Signing** – Provision of additional signing from residential areas in Heathfield to Eastbourne to signpost users to the existing shared Cuckoo Trail route. This is a key cycle route

connecting key towns within Wealden and Eastbourne and has the opportunity to support the replacement of public transport journeys (Included in the East Sussex LCWIP)

#### **4. What consultation was undertaken on the development of the programme?**

In developing the programme, we have collaborated with our Borough and District Council's as well as engaged with walking and cycling groups across the County for their thoughts and suggestions. In finalising the programme, these potential schemes have then been assessed on their likely impact and benefits as well as their deliverability, safety and likely local acceptability.

### **Scheme Delivery**

#### **5. When will the programme be delivered?**

ESCC has been advised by DfT that confirmation of ESCC application for Emergency Active Travel Funding and the final allocation to be awarded for tranche 1 will be received in late June/early July. Spend of this funding must commence within four weeks of receipt of this and the measures be completed within eight weeks. However with restrictions being lifted in regards to many town centre and high street services, work will commence on the delivery of Element 1 prior to the confirmation of funding.

**For Element 1 - County Wide Measures** – including Social Distance signing package, Cycle Parking Package and Bus Stop social distancing signing package. The installation of these has commenced this week and will continue over the next three weeks within the key towns and high streets in the County, including – Lewes, Newhaven, Eastbourne, Hailsham, Uckfield, Crowborough, Heathfield, Bexhill, Battle, Hastings and Rye.

**Element 2 – Site specific schemes – across various sites across the county, as outlined in question 3.** The design work has commenced for these measures alongside further assessment in relation to safety, parking, public transport, local acceptability and legal requirements, to determine what can definitely come forward within eight weeks. This design and assessment work should be completed within approximately three weeks, when we will publish a list of schemes which will be delivered within the eight week period.

#### **6. What further consultation will be undertaken as part of the design of the programme?**

The delivery of a number of the site specific schemes will still require local consultation with those immediately affected by the proposals in order that they can provide their views and may require either the suspension of parking or the advertisement of temporary traffic regulation orders (TTROs). This is likely to be undertaken by on site notices and a letter drop to affected properties.

For those measures which will require temporary traffic regulation orders (TTRO's,) including road closures. Whilst the government has recently made minor amendments to the legal processes around Traffic Regulation Orders (TROs) in respect of digitally advertising legal notices in lieu of putting documents on deposit for consultation, we are still bound by the need to prepare and publish legal notices where required, and to carry out a level of local consultation with residents or premises impacted by proposed measures.

We are also obligated to consult with statutory consultees such as the emergency services to ensure they are satisfied with the safety implications of the proposed measures, and bus operators to ensure passengers can still reasonably access their services and maintain their overall service schedules.

Should we receive significant objections at either the local consultation or TTRO stage of implementing these schemes, then we may decide not to proceed with the implementation of some schemes.

**7. Has an equality impact assessment been undertaken as part of the programme development and design?**

Having due regard to the Equality Act 2010 was essential in the development of the programme. Equality impact assessments of the measures will now be undertaken as part of the design process alongside the opportunity for people whom may be affected to provide comments.

**8. How do the tranche 1 schemes integrate with ESCC wider plans for improving mobility?**

The programme has been developed to ensure that it integrates with the ambitions in the draft Local Cycling and Walking Infrastructure Plan (LCWIP), which we are currently consulting upon with key stakeholders. It also makes the best use of the funding available and builds on recent and planned investment made in walking and cycling infrastructure through the County Council's capital programme of local transport improvements. Therefore Tranche 1 includes a small number of schemes, which have been prioritised for inclusion in our draft LCWIP, which we will bring forward as temporary schemes.

**East Sussex County Council**

**CET - Strategic Economic Infrastructure**

**18 June 2020**