

Individual Executive Decision Notice

Report title	Emergency Active Travel Fund Tranche 1 and 1b	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	Park;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	City Transport	
Accountable employee	Marianne Page, John Roseblade Tel Email	Service Lead - Transportation Strategy, Head of City Transport Tel: 01902 551798, marianne.page@wolverhampton.gov.uk, john.roseblade@wolverhampton.gov.uk
Report to be/has been considered by	City Environment Leadership Team Strategic Executive Board	28 July 2020 30 July 2020

Summary

To approve delivery and creation of budgets for the schemes for which funding through the Emergency Active Travel Fund (EATF) Tranche 1 and 1b has been provided from the West Midlands Combined Authority (WMCA) and the Department for Transport (DfT).

Recommendation for decision:

That the Cabinet Member for City Environment, in consultation with the Director of City Environment:

1. Approve the creation of appropriate budgets as set out in section 2 of this report and to accept grant funding, and delivery of EATF Tranche 1 and 1b schemes in accordance with the funding.

Signature

Date:

Signature

Date:

1.0 Background

1.1 Wolverhampton has successfully secured a total of £347,378 from the Emergency Active Travel Fund (EATF), to implement measures within an eight week period to promote and increase cycling and walking activity.

2.0 Details of the funded schemes

2.1 Wolverhampton submitted a pro-forma detailing the key deliverables focused within the city centre ring road, and indicative costs to draw down Tranche 1 EATF funding totalling £237,378, split between £193,282 capital and £44,096 revenue.

2.2 A further submission for additional funding from a Tranche 1b has also been successful with £110,000 being received. Approval for these works and a capital budget have already been secured.

2.3 The detailed breakdown of the activities being delivered and the estimated budget allocation is set out below:

Scheme Detail	Capital Estimate	Revenue Estimate
Tranche 1 - Lichfield Street, Queens Square and Darlington Street traffic lane closure, removal of parking bays in Stafford Street, reconfiguration of seating and bus stops. Adjustment to traffic signals and CCTV installation. Associated monitoring.	£54,500	£15,000
Tranche 1 - Contra flow cycle lane in Darlington Street / Lichfield street and cycle parking.	£64,782	£14,096
Tranche 1 - Victoria Street closure to motor vehicles and creation of a pedestrian / cycling zone.	£45,000	£15,000
Tranche 1 - Gateway markings and arrangements at ring road access points to aid social distancing	£29,000	£0
Total	£193,282	£44,096

2.4 All works are to be committed and substantially complete by the 7 September 2020, which is eight weeks from the funding award being made.

3.0 Evaluation of alternative options

3.1 As part of the recovery activities post COVID the use of public transport has been considerably impacted, therefore alternative options to walk and cycle for essential journeys are being promoted. The proposed EATF works are all complimentary to

existing improvement plans held for the city centre, and directly contribute to wider efforts to maintain safe social distancing and to re-open the high street.

- 3.2 By drawing down funding and effectively delivering Tranche 1 and 1b projects within the eight week timescale, Wolverhampton will be in a strong position to receive a further share of an estimated £13,787,200 of EATF Tranche 2 funding allocated for the West Midlands.

4.0 Reasons for decision

- 4.1 The proposed EATF schemes will deliver direct benefits for pedestrians and cyclists within Wolverhampton, and will help to establish long term changes in the use of public realm in the city centre. Further funding opportunities will be available to promote further ambitious improvements to support walking and cycling as part of Tranche 2. The Tranche 2 allocations could be significantly reduced in the event that Local Authorities do not deliver their Tranche 1 and 1b schemes.

5.0 Financial implications

- 5.1 The funding offer letter has been received and returned signed by the Council's s.151 Officer. Works have commenced in accordance with the EATF Tranche 1 allocation, budgets now need to be appropriately allocated for the funds.
[SB/03082020/C]

6.0 Legal implications

- 6.1 There are no direct legal implications connected with this report

[Legal Code: TS/31072020/W]]

7.0 Equalities implications

- 7.1 The promotion of walking and cycling and delivering additional safe infrastructure creates increased access opportunities for all.

8.0 Climate change and environmental implications

- 8.1 The promotion of cycling and walking supports the climate change agenda and benefits the environment by reducing car borne trips on Wolverhampton's network.

9.0 Human resources implications

- 9.1 The proposed EATF Tranche 1 and 1b schemes will be delivered within existing staff resources. There are no other human resources implications.

10.0 Corporate Landlord implications

- 10.1 There are no Corporate Landlord implications.

11.0 Health and Wellbeing implications

11.1 Increasing the use of active travel modes will make a significant positive contribution to health and wellbeing of residents and visitors.

12.0 Covid Implications

12.1 The EATF funding forms part of the wider transport recovery strategy post Covid.

13.0 Schedule of background papers

13.1 None