

## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
<b>DATE:</b>	30 JUNE 2021		
<b>TITLE:</b>	ACTIVE TRAVEL PROGRAMME AND SCHOOL STREETS UPDATE		
<b>LEAD COUNCILLOR:</b>	COUNCILLOR PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
<b>SERVICE:</b>	PLANNING, TRANSPORT AND REGULATORY SERVICES	<b>WARDS:</b>	ALL
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#### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update the Committee on progress with delivering the Council's Active Travel programme, including to seek scheme and spend approval for the recommended Active Travel Fund Tranche 2 scheme at Shinfield Road and the package of measures which make up our proposal for the Active Travel Capability Fund.
- 1.2 This report also provides an update on the Council's School Streets initiative, including to seek authority to progress a joint experimental School Street scheme for Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School.
- 1.3 **Appendix A:** Active Travel Fund - Map of Tranche 1 and 2 Schemes  
**Appendix B:** Active Travel Fund - Summary of Initial Engagement Responses  
**Appendix C:** Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School - School Street Traffic Management Plan  
**Appendix D:** Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School - Summary of Consultation Responses

#### 2 RECOMMENDED ACTION

- 2.1 That the progress with development of the Active Travel Fund, Capability Fund and School Streets schemes be noted as outlined in this report.
- 2.2 That scheme and spend approval for delivery of the Active Travel Fund Tranche 2 scheme be agreed to provide a segregated cycle facility and pedestrian enhancements on Shinfield Road, in line with the results of the public consultation.
- 2.3 That scheme and spend approval for delivery of the Active Travel Capability Fund schemes be agreed subject to successful award of the funding, including: a secure cycle hub with parking, maintenance and loan/donation scheme; cycling and walking initiatives and updates to the Local Cycling and Walking Infrastructure Plan.
- 2.4 That the Committee agrees to:

- 2.4.1 The approval of a joint experimental School Street scheme for Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School on Crescent Road.
- 2.4.2 That the Assistant Director of Legal and Democratic Services, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, Ward Councillors, be authorised to make the appropriate (experimental) Traffic Regulation Orders for the proposed School Streets on Crescent Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4.3 That subject to no objections being received during the experimental trial period of the School Street, the Assistant Director of Legal and Democratic Services in agreement with the Lead Councillor for Strategic Environment, Planning and Transport be authorised to make the experimental Order permanent.
- 2.4.4 That any objections received be reported back to the Committee at the appropriate time.

### **3. POLICY CONTEXT**

- 3.1 The Council's Corporate Plan supports the delivery of new transport infrastructure in order to manage levels of congestion, improve air quality and reduce carbon emissions, whilst accommodating the significant levels of planned economic growth. The Council's approved Capital Programme provides capital funding of over £50m for key infrastructure projects. Funding is provided from grants received from the Local Enterprise Partnership and Central Government, developer contributions, investment from Network Rail and Great Western Railway (GWR), and Council borrowing.
- 3.2 The Council's current Local Transport Plan (LTP) sets out the transport strategy for Reading to 2026. Consultation on a new Local Transport Plan (LTP) was undertaken from 4<sup>th</sup> May to 30<sup>th</sup> August 2020. The new strategy is being developed to help achieve wider objectives including the Reading 2050 Vision, the Climate Emergency and improved air quality. The LTP will be heavily focused on addressing these wider challenges through a package of solutions to provide realistic sustainable alternatives to the private car, including enhanced cycling and walking routes to improve air quality. The new strategy will be aligned with other Council strategies including the Local Plan and Climate Emergency Strategy.

### **4. BACKGROUND**

- 4.1 At the meeting of Policy Committee on 18<sup>th</sup> May 2020, Members approved progression of a programme of Active Travel schemes in Reading. These proposals were developed in response to the coronavirus pandemic, which, alongside the Climate Emergency, have dramatically enhanced the focus on enabling greater levels of active travel through the provision of walking and cycling facilities.
- 4.2 The proposals were developed with a view to short term measures that could be implemented quickly, and medium to longer term measures that, subject to the level of funding released by the Department for Transport (DfT), could be developed and implemented over the next few years. In addition, the proposals are being developed in the context of unknown changes to travel demands as a result of the current pandemic, which may result in less peak hour congestion due to more flexible working arrangements and greater uptake of cycling, walking and public transport.

- 4.3 In June 2020, the DfT formally announced the Active Travel funding programme to be allocated in two separate tranches. Reading was awarded £221,250 grant funding for Tranche 1 in July 2020, which focused on implementing temporary schemes quickly in response to the pandemic and the need to ensure social distancing. In November 2020, the DfT announced the award of £1.179m to Reading for Tranche 2. This award was on the basis of a detailed, high quality and ambitious bid submitted by the Council, resulting in Reading being awarded 100% of the indicative allocation available.
- 4.4 On 3rd March 2021 the DfT announced the Active Travel Capability Fund 2021/22 and allocated the Council an indicative amount of £249,454. The objectives of the fund are:
- To support the development of infrastructure projects to the new standards set out, including updating previous plans (such as LCWIPs) as necessary;
  - To promote increased levels of physical activity through walking and cycling for everyday journeys; and
  - To support access to new and existing employment, education and training.
- 4.5 The Council launched a School Street application process and guidance in spring 2020 and has subsequently engaged with several schools which have expressed an interest in the potential implementation of a School Street outside their school. Park Lane Primary (Junior School) was the first school to submit an application and Committee approval was granted in November 2020 to implement an experimental School Street on Downing Road and Lambourne Close. Committee approval was also granted in March 2021 to implement an experimental School Street on Wilson Road (Wilson Primary School) and Harley Road (Thameside Primary School). A joint School Street application from Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School has been received.

## 5. CURRENT PROGRESS

### Active Travel Fund - Tranches 1 & 2

- 5.1 The delivery of the Tranche 1 schemes was undertaken during spring/summer 2020. The following schemes, which are temporary in nature in line with DfT guidance, have been delivered:
- George Street, Reading Bridge - removal of one inbound lane for general traffic to enable the delivery of new two-way cycle facilities.
  - Southampton Street, Silver Street & Mount Pleasant- reallocation of road space to create new cycle facilities.
  - Whitley Street - reallocation of road space to create new cycle facilities.
  - Sidmouth Street - temporary one-way restriction and lane closure to provide a segregated two-way cycle lane.
  - Oxford Road (between Tilehurst Station and Norcot Road) - reallocation of road space to create new cycle facilities.
  - Oxford Road (between Norcot Road and the town centre) - implementation of cycle markings to raise awareness of cyclists with drivers.
  - Redlands Road - implementation of cycle markings to raise awareness of cyclists with drivers and road safety improvements.
  - Christchurch Road - implementation of cycle markings to raise awareness of cyclists with drivers.
- 5.2 The bid submitted by the Council to the DfT for Tranche 2 included a programme of high-quality cycle and pedestrian infrastructure proposals on some of Reading's most strategic routes. In order to demonstrate our ambitious longer-term agenda, the bid included schemes which would cost significantly more to deliver than the level of

funding available as part of the current tranche of grant allocations. For instance, initial estimated costings suggest that each scheme could cost between £750k to £1.5m to deliver, depending on the nature of the individual scheme. Due to the level of funding made available by the DfT at this stage, the top four schemes from the bid were taken forward for the next stage of development work, as set out below:

- Southampton Street and Oracle Roundabout (Pell Street - Inner Distribution Road/Bridge Street) - Create a segregated cycle lane along Southampton Street, with changes at the junctions at either end, linking with existing cycle infrastructure through the reallocation of road space from general traffic. A key 'missing link' in the existing network, it will provide a continuous link between existing routes including NCN Routes 4 and 422, and the mandatory cycle lane that has recently been implemented in Tranche 1 of the Council's Active Travel programme. An alternative option to create a shared cycle and bus lane - with cyclists catered for within a separate lane - is also being considered.
- Bath Road/Castle Hill (Southcote Lane - Inner Distribution Road/Castle Street) - Creation of cycle facilities on this busy route to and from the town centre. A further 'missing link' on the existing network, the scheme would link with the new NCN route 422 and connect with existing routes west of the railway bridge.
- Shinfield Road (Christchurch Green - Whitley Wood Road) - Create segregated cycle facilities linking to the tranche 1 schemes on Redlands Road and Christchurch Road. This would provide a high-quality facility on a key route between South Reading and Royal Berkshire Hospital, the University of Reading, local centres and Reading town centre.
- London Road (Borough boundary to Crown Street) - Reallocate road space from general traffic to create an inbound shared bus and cycle lane from the Borough boundary to Cemetery Junction. The scheme would continue between Cemetery Junction and Crown Street, offering a segregated cycle lane in both directions, by reallocating road space from general traffic.

5.3 Initial feasibility work on these four schemes was undertaken in accordance with DfT's guidance on the delivery of Tranche 2 schemes, and an initial engagement exercise (phase 1) ran from 24<sup>th</sup> February to 23<sup>rd</sup> April 2021 (8-weeks). This engagement exercise was heavily publicised online, through social media and with postcards delivered to around 5,000 nearby properties for each scheme (with the delivery adhering to strict Covid health and safety measures). Engagement also took place with Ward Councillors of each scheme location, key stakeholders including the Cycle Forum, Cleaner Air and Safer Transport Forum and the Older People's Working Group.

5.4 The Council received 928 responses from residents, businesses and organisations as part of the initial engagement exercise. Appendix B offers a detailed summary of responses received, including an analysis per question. Based on the responses received, whilst all schemes received a higher level of support than opposition it is recommended that the Shinfield Road scheme is progressed to the next stage of development for the reasons set out below.

5.5 The core of each proposed scheme was the need to provide segregated cycle facilities. The level of support received for each in ranked order was as follows;

- Shinfield Road - 61.3% supported or strongly supported the proposed segregated two-way cycle lanes.

- Bath Road - 60.1% supported or strongly supported the proposed mostly segregated cycle lanes from Southcote Road to the IDR.
- London Road - 60.1% supported or strongly supported the proposed segregated cycle lanes from Cemetery Junction to Kendrick Road.
- Southampton Street - 54.1% supported or strongly supported the proposed two-way segregated cycle lanes from Crown Street to Bridge Street.

5.6 These results can be compared with the concerns respondents had for schemes expressed as being opposed or strongly opposed, again ranked in order of most concern.

- Shinfield Road - 18.4% opposed or strongly opposed the proposed segregated two-way cycle lanes.
- Bath Road - 21.7% opposed or strongly opposed the proposed mostly segregated cycle lanes from Southcote Road to the IDR.
- London Road - 28.5% opposed or strongly opposed the proposed segregated cycle lanes from Cemetery Junction to Kendrick Road.
- Southampton Street - 24.6% opposed or strongly opposed the proposed two-way segregated cycle lanes from Crown Street to Bridge Street.

The Shinfield Road scheme was thus the best supported and least opposed scheme.

5.7 Additional questions were asked regarding the desire to see improved facilities for cyclists at junctions and again Shinfield Road scored the highest level of support relative to opposition with 62.8% support or strongly support and 17.2% oppose or strongly oppose. The other three schemes scored higher than Shinfield Road for support but also higher for opposition.

5.8 Further questions were asked regarding the desire to see improved crossing facilities for pedestrians. All schemes scored highly with Shinfield Road again having the highest score for support at 65.2% relative to opposition of 12.4% of respondents. The other schemes scored higher than Shinfield Road for support but also higher for opposition.

5.9 It should be noted however that the highest overall support for any aspect of the four schemes was for improved crossing facilities for cyclists and pedestrians at the Southampton Street IDR roundabout with 70.1% support or strong support. 14.8% of respondents were opposed or strongly opposed to such improvements.

5.10 Responses were also received from organisations as part of the consultation. Differing views were expressed regarding the impact of proposed schemes on various users of the highway and public space, and levels of support of the individual schemes. This has been taken into account in the analysis of results as shown in the table below:

Organisation	Bath Road/ Castle Hill	London Road	Shinfield Road	Southampton Street
Cycling UK	Support (preferred scheme)	Support	Support	Support
Friends of Christchurch Green	Neutral	Neutral	Support	Neutral
Reading Buses	Concerns raised	Concerns raised / support shared bus/cycle lane	Concerns raised	Concerns raised / support shared bus/cycle lane
Reading Cycle Campaign	Support (preferred scheme)	Support	Support	Support
Reading Friends of the Earth	Support	Support	Support	Support
The University of Reading	Neutral	Support	Support	Support

5.11 Overall, all proposed schemes attracted high levels of support but for some there were relatively higher levels of opposition likely due to a reluctance to give up a current traffic lane. The Shinfield Road resulted in the lowest level of opposition and allows provision of high-quality cycle infrastructure without significant loss of capacity for motorists and public transport users. The scheme would link to existing tranche 1 schemes on Redlands Road and Christchurch Road, providing a high-quality facility on a key route between South Reading and Royal Berkshire Hospital, the University of Reading, local centres and Reading town centre. This scheme provides an opportunity to show how facilities for cycling and walking can be improved to provide choice of mode of travel rather than removing choice by restricting other modes of travel. With a high-quality scheme delivered it is hoped that support for future schemes will remain high, but opposition reduced after seeing a scheme in action.

5.12 The indicative timeline for the Tranche 2 programme is set out below:

- Initial consultation - February to April 2021 - Completed
- Initial consultation results review and recommendation for scheme(s) to be taken forward - May to June 2021 - In progress
- Committee approval to undertake statutory consultation - June 2021 - In progress
- Detailed design - Summer/Autumn 2021
- Statutory consultation - Autumn 2021
- Statutory consultation results review and update scheme design - Winter 2021
- Scheme delivery - from Spring 2022 onwards

5.13 In order to deliver a high-quality segregated cycle facility, the DfT funding will only allow one scheme to be taken forward, based on initial cost estimates. Scheme delivery costs will be further refined through the detailed design and officers will continue to seek further funding opportunities from the DfT and other external sources in order to deliver the other schemes supported through the initial consultation. In addition, a review of the temporary Tranche 1 schemes will be undertaken following the decision on which Tranche 2 scheme will be taken forward for delivery has been made. The location of Tranche 2 schemes and Tranche 1 schemes already delivered, are illustrated in Appendix A.

## **Active Travel Capability Fund**

- 5.14 The Council submitted a proposal to the DfT on 19<sup>th</sup> April 2021 for this funding. The proposal included the development of a town centre cycle hub, offering secure cycle parking, cycle maintenance and a cycle loan/donation scheme, as well as various initiatives aimed at supporting a shift in travel behaviour to active modes.
- 5.15 The following proposed programme of walking and cycling initiatives will be delivered in partnership with a new Liveable Towns Officer to be funded through this grant:
- Adult cycle training
  - Cycle maintenance training
  - School travel planning
  - School travel challenge
  - Led walks
  - Led cycles
  - Cycle loan scheme
  - E-cycle loan scheme
  - Cycle security measures (secure cycle hub)
  - Support for Reading Cycle Festival
  - Active travel marketing/comms activities
  - Research programme to identify key barriers to encouraging walking and cycling in Reading
- 5.16 The funding will also be used to update Readings Local Cycling and Walking Infrastructure Plan to ensure it is consistent with new national guidance including Gear Change (the UK's vision for cycling and walking) and Local Transport Note 1/20. This will put the Council in the best possible position to secure funding for future walking and cycling schemes.
- 5.17 At the time of publication of this report, confirmation of the level of funding awarded by the DfT has not been received, therefore scheme and spend approval for the initiatives and schemes set out in the proposal is sought from this Committee subject to the successful award of external funding.

## **School Streets**

- 5.18 The Park Lane Primary (Junior School) School Street commenced on 19<sup>th</sup> April 2021. A Stage 3 Road Safety Audit will be undertaken within the first month of operation. Initial feedback on this School Street has been positive, both from the school community and residents on Downing Road and Lambourne Close. Throughout this trial period, lasting a maximum of 18-months, officers will continue to monitor the scheme in terms of its impact on surrounding roads, and the extent to which travel behaviours have changed towards more active modes of travel. Further progress on this School Street will be reported in the coming months, including any formal objections received within the first 6-months of this trial (statutory consultation).
- 5.19 School Street schemes for Wilson Primary School and Thameside Primary School are currently in preparation. Both schemes are planned to commence from Monday 7<sup>th</sup> June 2021. Promotional materials are on display for each School Street and the surrounding roads, and the School and Council continue to raise awareness of these schemes.
- 5.20 Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School have undertaken an informal consultation with affected properties and parents/carers on the proposal to implement an experimental School Street on Crescent Road (between Wokingham Road and Bulmershe Road), details of which are shown in the Traffic Management Plan - Appendix D. The proposed time of the road closure for the School

Street would be 8.15 to 9.00 for morning drop-off and 14.45 to 15.30 for afternoon pick-up, Monday-Friday during term time only. A summary of the consultation responses received by the school is provided at Appendix E of this report.

- 5.21 Over 150 consultation responses were received by the school community and the local community. As part of the consultation letters were sent to properties on Crescent Road, Bulmershe Road and Hamilton Road, and in addition signs advising of the consultation were placed in Eastern Avenue, Culver Road, College Road, Wokingham Road local centre, Pitcroft Avenue, Norris Road and Grange Avenue. Of these responses, 54% support the proposal, 24% said maybe and 23% oppose the proposal. A full review of these responses has been undertaken. The table below sets out the top 5 concerns and comments addressing each concern. A full list of concerns is detailed in Appendix D.

Concern	Number of respondents	Comment to address concern
Displacement of traffic on to neighbouring roads	32	The closure period is very minimal and is unlikely to have a major impact on neighbouring roads. In this particular location, there are a number of alternative routes that can be used surrounding this proposed School Street, therefore spreading any potential displacement over a larger area. This initiative is aimed at encouraging the school community to travel more sustainably. With this in mind, coupled with a number of complementary measures (Park and Stride sites, Bikeability, WOW etc), in theory there should be minimal displacement of school traffic on neighbouring roads. Parking surveys identified enough capacity at legitimate 2-hour free parking spaces for parents/carers who have no choice but to drive.
Displacement of parking into neighbouring roads	23	There are legal parking spaces on a number of neighbouring roads which can be used for short term parking without a need to inconvenience residents.
Residents will be subjected to further irresponsible and anti-social parents driving and parking	21	The installation of a School Street and attendant publicity underlining the health, climate and societal benefits of not driving children to school and encourages parents to consider different arrangements to deliver children to school may help to encourage a more responsible attitude to parking and driving than has been shown by a minority of parents in the past.
Should extend restriction area	12	Increasing the extent of the closure will entail additional closure points, resulting in more marshals required - each closure point must be manned by at least one marshal at all times. The schools have already indicated difficulties with gaining support for potential marshals.
Will make junctions on Crescent Road more dangerous	9	All junctions would remain as at present apart from being unable to enter or exit Crescent Road beyond Bulmershe Road during the closure periods. Through traffic which makes up the majority of vehicles on Crescent Road will be unlikely to drive to this point but divert from the area reducing the amount of traffic needing to use this junction.



- 5.22 In assessing the application, officers have also carried out traffic surveys and parking surveys on the proposed School Street and neighbouring streets, to determine the current baseline usage of the streets. A Stage 1 Road Safety Audit has been undertaken by an independent road safety auditor on the proposed School Street, and no safety concerns were identified within the report. Subject to approval of this School Street proposal, a Stage 2 Road Safety Audit will be carried out prior to its implementation.
- 5.23 As a result of this assessment, officers recommend that a School Street on Crescent Road (between Wokingham Road and Bulmershe Road) is recommended for approval. However, the impact of the School Street on neighbouring roads, including the remainder of Crescent Road, Bulmershe Road, Hamilton Road, Eastern Avenue and others will be monitored during the initial trial period in response to concerns raised by some residents through the consultation.
- 5.24 Subject to approval of the above recommendation, the Assistant Director of Legal and Democratic Services will make the appropriate (experimental) traffic regulation order in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 5.25 After an initial 6-month period of the experimental order, and provided no objections are received, the Committee is asked to authorise the Assistant Director of Legal and Democratic Services to make the traffic regulation order permanent. Should objections be received during the experimental trial period of this School Street - which may be extended up to a maximum period of 18 months - these will be reported back to Committee at the appropriate time.
- 5.26 The Council continues to promote School Streets to other schools in Reading and any future applications from schools will be reported to the Committee.

## **6. CONTRIBUTION TO STRATEGIC AIMS**

- 6.1 The delivery of the schemes outlined in this report help to deliver the following service priorities in the Council's Corporate Plan 2021/22:
- Healthy Environment
  - Thriving Communities
  - Inclusive Economy

## **7. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS**

- 7.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the draft Climate Emergency Strategy this figure is lower in Reading with transport accounting for around 20% of carbon emissions, however significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 7.2 Proposals set out in this paper seek to support a step-change in transport infrastructure and services and a shift towards walking and cycling as attractive alternatives to private vehicles. This builds on the considerable success of increasing the number of walking, cycling and public transport trips into Reading town centre to 80% as part of the delivery of previous Local Transport Plans.

## **8. COMMUNITY ENGAGEMENT AND INFORMATION**

- 8.1 Advertising of the Temporary Traffic Regulation Orders will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and erected on lamp columns within the affected area. If this is not possible, alternative means will be proposed such as delivering the notice to each property within the affected area and promoting the notice in the online version of local media.
- 8.2 Public consultation on the Active Tranche 2 and Schools Street schemes has/will be undertaken as set out within the report.

## **9. EQUALITY IMPACT ASSESSMENT**

- 9.1 Under the Equality Act 2010, Section 149 the Council must, in the exercise of its functions, have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.
  - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
  - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 The Council has reviewed the scope of the proposals as outlined within this report and considers that the proposals have no direct impact on any groups with protected characteristics. However, further work will be undertaken for the Active travel Tranche 2 schemes as designs are developed further.

## **10. LEGAL IMPLICATIONS**

- 10.1 Some interventions will not require Traffic Regulation Orders (TROs). Others will require TROs, of which there are different types. The main ones are:
- Permanent: this process includes prior consultation on the proposed scheme design, a 21-day notice period for statutory consultees and others who can log objections; there could be a public inquiry in some circumstances.
  - Temporary: these can be in place for up to 18 months. There is a 7-day notice period prior to making the TRO and a 14-day notification requirement after it is made, plus publicity requirements. These are most suitable for putting in place temporary measures and road closures. Temporary Traffic Regulation Orders will require advertisement, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. A Temporary Traffic Regulation Order will be made in accordance with section 14(1) of the Road Traffic Regulation Act 1984, as amended.
  - Experimental: any experimental orders will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. The order can operate for a maximum of 18 months. Any comments or objections to the order can be made during the first 6 months of operation, after which the Council will consider and decide to either continue with the experiment for a further 12 months, remove the experiment or make the scheme permanent.
- 10.2 Necessary changes to Highway signs and road markings, including temporary, will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016 and associated Code of Practice for temporary Highway signing.

## **11. FINANCIAL IMPLICATIONS**

- 11.1 Funding for the schemes set out within this report has been allocated from the Department for Transport's Active Travel Fund, Integrated Transport Block, Capability Fund\* and Travel Demand Management grant funding allocations as set out in the tables below:

Capital Implications - Indicative Forecasts

	2020/21 £000	2021/22 £000	2022/23 £000
Proposed Capital Expenditure: Active Travel - Tranche 2	25	985	500
Funded by:			
Grant - Active Travel - Tranche 2	25	985	169
Grant - Integrated Transport Block	0	0	331
<b>Total Funding</b>	<b>25</b>	<b>985</b>	<b>500</b>

Revenue Implications - Indicative Forecasts

	2020/21 £000	2021/22 £000	2022/23 £000
Proposed Revenue Expenditure:			
Active Travel Capability Fund*	0	249	0
School Streets	32	24	0
Funded by:			
Grant - Active Travel Capability Fund*	0	249	0
Grant - Travel Demand Management	32	24	0
<b>Total Funding</b>	<b>32</b>	<b>273</b>	<b>0</b>

\*Please note the DfT has not confirmed allocations for the Active Travel Capability Fund at the time of publication of this report, however an announcement is anticipated shortly.

**12. BACKGROUND PAPERS**

12.1 Active Travel Programme Report, Policy Committee - 18<sup>th</sup> May 2020

12.2 Active Travel Programme and School Streets Update Report, Strategic Environment, Planning and Transport Committee - from July 2020 onwards