

## Appendix 1 – Active Travel Emergency Fund Phase 1 - Sheffield City Region Application

### SECTION 1: BACKGROUND

#### 1. What is your local transport authority name?

Sheffield City Region

#### 2. Which geographical region are you in?

North East England

North West England

x Yorkshire and the Humber

West Midlands

East Midlands

East of England

South East England

South West England

London

#### 3. What type of authority are you?

x Integrated Transport Authority/Combined Authority

Metropolitan Borough Council

Unitary Authority

County Council

Other – please specify below if you feel you do not fit into one of the categories given:

#### 4. How would you classify yourself geographically?

Metropolitan

Urban Large (population over 250,000)

Urban Other (population between 25,000 and 250,000)

Rural (population below 25,000)

x Other – please specify below if you feel you do not fit into one of the categories given:

Polycentric City Region with four main centres, total population over 1.4m

### SECTION B: YOUR SCHEME(S) OR PROGRAMME

#### 5. Please provide the scheme or programme name(s)

Sheffield City Region Active Travel CV19 Emergency Response Programme.

#### 6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures and how the scheme or programme will improve mobility and/or assist with social distancing.

The Sheffield City Region Active Travel CV19 Emergency Response Programme consists of multiple measures across key regional locations to provide opportunity for increased cycling

and walking as travel patterns change in response to the COVID-19 pandemic. These address the three principles of re-allocating road space, encouraging mode-shift and road closures.

Additional active travel space will be created by rapid deployment of carriageway re-allocation on corridors into the four main regional centres and on key routes between principal towns. This will include suspension of parking bays to either increase footpath widths or provide additional cycle lane length, implementation of one-way streets in Doncaster and Rotherham to prevent constriction of available space and managed access from side roads onto the new or extended cycle routes on the key network,

Point closures will be implemented to provide quiet streets for active travel and prevent displacement of motorised traffic into these areas, to be supported in part by 20mph zones with signing and lining. Temporary road closures will be implemented in Sheffield city centre to create additional active space and support social distancing.

Full pedestrianisation of Doncaster town centre (10am – 4pm) has already been implemented to encourage walking and reinforce social distancing in this core retail area. As further retailers are able to open this will be vital to preventing an influx of personal motorised traffic into the centre and to facilitate the establishment of walking as a priority mode for town centre users. Temporary signing and local advice will be provided in the centres to further promote active travel as the mode of choice.

A network of pop-up cycling lanes, incorporating segregated lanes, contraflow lanes and crossing improvements is being designed and developed around Barnsley town centre with the immediate measures to be implemented through any successful Emergency Active Travel Fund bid.

Crossing improvements and re-timing of signals in higher volume locations will prioritise active travel, maintaining the flow of active movement, avoiding the risk of people clustering and enabling continued social distancing. This includes the conversion of two stage crossings into single stage full width crossing.

These interventions have short implementation times and will be completed concurrently with the development of more significant proposals to further take advantage of the current appetite for active travel and tackle the risk posed by potential development of less sustainable habits as COVID restrictions are eased.

This programme will be complemented by continued re-focussing of existing activities in the region, such as the STAF cycle hire scheme targeting key workers and our Business to Business programme providing return to the workplace support for large employers in the region.

**7. What will be the total cost of the scheme or programme (including VAT)?**

**(note, an estimate can be provided if the cost is unknown)**

£1.437m (value of additional complementary works to be confirmed).

**8. What will be the capital cost of the scheme (including VAT)?**

**(note, an estimate can be provided if the cost is unknown)**

TBC

**9. What will be the revenue cost of the scheme (including VAT)?**

**(note, an estimate can be provided if the cost is unknown)**

TBC

**10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?**

Yes

No

If yes please provide details:

**11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?**

Yes

No

### 3. LCWIP DETAILS

**12. Is the proposed scheme located on or within the cycling/walking network plan?**

Yes

No

**13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications).**

Yes

No

### SECTION C: SCHEME DETAILS

**14. What measures will be adopted? Please select all that apply.**

Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point Closures

Segregated cycleway (permanent)

Segregated cycleway (temporary)

New permanent footway

New temporary footway

Widening existing footway

Restriction or reduction of parking availability (eg closing bays or complemented by increasing fees)

Park and cycle/stride/scooter facilities

Bus Corridor

Cycle counters and/or other active data management diagnostics

Other (please specify):

Installation of cycle parking facilities at key destination points.

**15. If applicable, what is the route length of the scheme(s)? Note an estimate can be provided if the distance is not yet known.**

TBA

**16. When are the works expected to be completed?**

Tranche 1 works to be completed by September.

**17. When is the scheme(s) expected to be open to the public?**

Individual interventions to be opened on completion throughout the programme delivery phase.

**18. Will Traffic Regulation Orders be required?**

Yes

No

**19. Please confirm you have read the statutory guidance for local authorities.**

**(<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.**

Yes

No

**20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?**

Yes

No

#### **SECTION D: DECLARATION**

I confirm I have read and understood all the details in the accompanying letter sent 27 May 2020, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 31 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected

from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;

- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;
- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the schemes and costs therein.

#### **21. Reporting Officer details**

Name:

Telephone Number:

Email Address:

Postal Address:

#### **22. Senior Responsible Officer details**

Name:

Telephone Number:

Email Address:

#### **23. Section 31 Officer (or equivalent with delegated authority) details**

Name:

Telephone Number:

Email Address:

#### **24. Please add further details or clarification**

The Active Travel Implementation Plan (ATIP) was adopted by the Mayoral Combined Authority on 1st June and has also been submitted to the DfT as the LCWIP (along with other supporting documents). In some cases, the planned emergency schemes are additional to the ATIP as the COVID-19 pandemic has had a profound effect on local active travel options and bus services and have made some unforeseen opportunities available. The SCR is intending to publish an annual statement of progress on the ATIP and in this first year we expect a revision of planned routes and works, in line with the CV19 Emergency Response, which will have given us a 'head start' on the plan.