

<b>Subject: LGF Approval of Active Travel Programme</b>	
<b>Author: Sarah Watson (Programme Manager)</b>	<b>Programme Sub-Group Meeting</b>
<b>Tel: 01865 897191</b>	<b>18<sup>th</sup> November 2020</b>
<b>Email: sarah.watson2@oxfordshirelep.com</b>	<b>Agenda Item no: 4a</b>
<b>Oxfordshire Local Enterprise Partnership:</b> OxLEP Ltd, First Floor, Jericho Building, Activate Learning – City of Oxford College, Oxpens Road, Oxford, OX1 1SA	

## 1. Recommendations

- 1.1 That Programme Sub-Group approve the County Council pipeline of Emergency Active Travel Programmes in Witney and Bicester to use the £1.4m LGF re-allocated from the WELR programme by Board in September 2020.
- 1.2 That Programme Sub-Group note that the County Council will continue to work on consultations, feasibility and timescales to prioritise the pipeline projects to be delivered.

## 2. Overview and Background

- 2.1 This paper outlines the pipeline of Emergency Active Travel Programme projects to use the £1.4m Local Growth Fund / Local Transport Block funds reallocated from the WELR programme by Board in September 2020. Board required the programme to be submitted to Programme Sub-Group (PSG) in November for approval before works could commence.
- 2.2 On 9 May 2020, the Secretary of State for Transport announced a £250m Emergency Active Travel Fund (EATF) for local authorities to restart local transport as part of the Government's Covid-19 recovery roadmap. The fund would support reallocation of road space to cyclists, creating an environment that is safer for walking and cycling to:
  - enable more walking and cycling for everyday journeys, alongside
  - support safe social distancing.
- 2.3 The funding stream was split into two tranches:
  - Tranche 1 to primarily support the installation of temporary projects in response to COVID 19 to support social distancing – Tranche 1 is now complete
  - Tranche 2 to create longer term projects to be implemented by 31 March 2021.

2.4 Oxfordshire County Council submitted an ambition bid for Tranche 2 of £4.5m against an indicative DfT allocation of £2.38m. OCC received confirmation on Friday 13 November from the DfT that they will receive £2.985m. The total funding available including DfT and LGF is now £4.385m.

### **3. Outline proposals**

3.1 Five schemes were identified for Tranche 2 to reflect suggestions made by councillors, residents, local special interest groups, and district, town and parish councils

3.2 Three schemes were identified in Oxford City in Cowley and Headington; North and West; Littlemore and Rose Hill. These were based on the approved Oxford Local Cycling and Walking Infrastructure Plan (LCWIP). In order to meet timescales proposals have been reviewed with simplified options proposed which have yet to be consulted on. Proposals include:

- Improved cycle paths and cycle lanes (widening, improving and extending)
- Low Traffic Neighbourhoods (quieter streets)
- Traffic filters and point closures (closing main roads to through traffic, except for buses, access and exempt users)
- Bus Lanes
- Improved pedestrian routes
- One-way systems
- 20 mph zones

3.3 Two schemes were identified outside of Oxford in Cherwell (Bicester) and West Oxfordshire (Witney). These have been developed through previous discussions with local members and stakeholders and include:

- Improved / segregated cycle paths
- Bridge improvements
- Traffic filters
- Wider pavements and improved connectivity
- 20mph zones

3.4 The proposed measures are designed to be either permanent or have the potential to become permanent.

### **4. Funding**

4.1 The DfT had specified that the Tranche 2 funding needed to be spent by March '21 (as per the LGF/LTB funding). As such, it was initially anticipated that the Emergency Active Travel programme – incorporating both the DfT funding bid and reallocated LGF/LTB funds - would all be rolled out by March '21.

Recognising this tight deadline, OCC further developed the Tranche 2 schemes in anticipation of the DfT's funding announcement.

4.2 The DfT funding announcement was received a lot later than expected but is welcome and will fund Oxford City schemes. The LGF will therefore fund the Witney and Bicester schemes.

4.3 There is also some match funding for the Witney and Bicester schemes from Section 106 in the amount of:

- 25% of scheme costs for delivery in Bicester; and
- £36,344 for Witney

## **5. Bicester and Witney detailed schemes**

5.1 A detailed review of proposals along the routes in Bicester and Witney has been undertaken. Options have been broken down into segments along each route as detailed in the attached tables. Please note that the attached tables contain the full possible pipeline of projects with overall costs higher than £1.4m. Ongoing work and consultation will prioritise the pipeline list to a final list to be delivered not greater than the LGF and match funding available. Whilst most of the works are programmed to be implemented by the end of the financial year; areas of concern have been identified where delivery may slip slightly. Some of this may be covered through Section 106 funding. This will be kept under close review.

5.2 Subject to confirmation to proceed workshops are proposed in the week commencing 23 November 2020 with members and key stakeholders to finalise and prioritise options for consultation/delivery.