

Record of officer decision

Decision title:	Development and delivery of emergency transport measures associated with the response to COVID -19 outbreak (Covid ATM response)
Date of decision:	13 July 2020
Decision maker:	Director for Economy and Place
Authority for delegated decision:	In line with section 3.7.9 all necessary decisions in the case of emergencies of the constitution
Ward:	All wards
Consultation:	This decision has been consulted with the council's Chief Finance Officer, Solicitor to the Council and the Cabinet Member for Infrastructure and Transport
Decision made:	To implement an initial tranche of Covid ATM response measures across Herefordshire To commission implementation through the Public Realm contract
Reasons for decision:	<p>Recent central government funding to local authorities has been brought forward to 2020/21 as an emergency active travel fund. A sum of £250m has been allocated for these measures to be divided between local authorities</p> <p>Initial details of the funding were published on the 27 May 2020 with the funding being split into two tranches. The first tranche was then divided into two sections, the first of which is intended to be for an initial immediate response. The DfT indicated that Herefordshire could receive up to £40k for this first section of the first tranche subject to an application process and measures were identified and developed to this value. An application for this funding was submitted on the 5th June 2020. Confirmation was received from DfT on the 25 June that Herefordshire had been allocated £20k comprising £1,329 revenue funding and £18,671 capital funding. This funding was received on the 8th July 2020</p> <p>The second section of the first tranche is anticipated to be released later in the summer, and the second tranche later in 2020. We have been advised that the second section of the first tranche could be a further £160k of funding for Herefordshire</p> <p>Guidance published on 9 May requires councils to reallocate road space and make additional provisions for cyclists and pedestrians wherever possible. This is to facilitate the easing of the current lockdown restrictions by making provisions that support social distancing, including providing alternatives to public transport</p> <p>The initial measures covered by the first section of the first tranche should be implemented as swiftly as possible, and in any event within 8 weeks of the funding being awarded. This is to provide for changed travel habits that occurred during lockdown and to enable these to continue as lockdown is relaxed</p>

The development of the initial measures is being undertaken by a team of officers supported by professional services provided through the Balfour Beatty Public Realm contract. The measures have consider interventions in Hereford and the Market Towns

As part of the development process members, town and city councilors, local business, traders, transport providers and other organisations have been consulted on the proposals. A copy of the maps showing the proposals consulted on is included in Appendix A. This consultation and input has had to be proportionate to ensure that the measures can be developed and implemented as soon as possible after lockdown restrictions and in line with the timings specified in the guidance. On this basis a full public consultation has not been undertaken prior to determining the measures to be taken forward. A mechanism for the public to feedback on implemented measures as well as for possible further measures will be instigated using the Commonplace platform which is being offered to the council by commonplace at no charge for six months

The feedback from the consultation has been collated and presented to the Cabinet Member for Highways and Infrastructure for consideration. A summary of this feedback and the response from the project team is provided in Appendix B

The measures that the cabinet member has confirmed are to be taken forward following the consultation are listed in Appendix C. These measures include; on street cycle lanes, street closures to through traffic, amendments to timed closures, 20mph speed limits, and footway widening. Works will be implemented as temporary measures, but their performance will be assessed during the period they are in operation to consider if a permanent implementation would be appropriate

Within the development of the initial measures, further measures have been identified, by the project team and from consultation, for consideration in the subsequent sections / tranches

Supporting guidance has been published in relation to the approach to traffic regulation orders (TROs). Where a new or an amendment to a TRO is required these will be delivered in line with this new guidance

Expenditure on professional fees to date has covered the identification and appraisal of measures, followed by the development of the necessary information to enable them to be implemented. Expenditure on construction will be to implement the measures across the county

The guidance that accompanies the DfT funding requires that the work to implement the measures commences within four weeks of funding being received and implementation must be completed within eight weeks. The programme for implementation of the measures in Herefordshire is for the implementation to be completed by end of the first week of August

Given the timescale in which the measures are to be developed and implemented, orders for the work will be placed though the public realm contract under a cost reimbursable payment mechanism. Costs will be monitored and verified in conjunction with the Public Realm contract management team to ensure that they represent best value

The next sections and tranches will be the subject of a further decision

	report when details are provided by central government
Highlight any associated risks/finance/legal/equality considerations:	<p>Risk: Delay to commissioning: if the commissioning of the works are delayed it will have an impact on the ability to swiftly implement the measures at the start of the easing of lockdown restrictions</p> <p>The way in which these measures will be developed and introduced in a very short timescale creates the potential for some measures to have to be revisited following implementation based on either performance or feedback from the public. The performance of measures will be monitored following implementation, including assessing feedback from the public and other stakeholders, to allow for measures to be refined accordingly</p> <p>Finance: The cost of the design and delivery of the measures to be implemented is anticipated to be within a budget of £49k, split £9k for design and £40k for delivery of capital works. The split of the anticipated implementation cost for each measure is provided in Appendix C. The additional revenue cost of maintaining the measures in Hereford is anticipated to be £175 a week. The measures will be implemented using the £20k funding allocated by central government with the balance of £39k funded using the councils DfT Access fund.</p> <p>Legal: The measures will be implemented in line with revised guidance published by central government, in particular in relation to traffic regulation orders</p> <p>Equality: Proposed measures will consider the equality impact of any changes in the public highway.</p>
Details of any alternative options considered and rejected:	<p>Not to take this emergency decision to develop and implement Covid ATM measures. This is not recommended as it would not allow the Council to comply with the requirements laid out in the guidance published by Central Government to implement these measures.</p> <p>Only to implement measures up to the value of the DfT grant funding. This is not recommended as it would not align with the aspiration of the Cabinet member for the measures to be taken forward and would diminish the improvements possible at this stage in Herefordshire.</p>
Details of any declarations of interest made:	None

Signed

Richard Ball
Director for Economy & Place

Date: 13 July 2020

