

<b>Report to</b>	Cabinet Member Locality Services	<b>Date of Issue:</b>	22 <sup>nd</sup> June 2022
		<b>Date of Decision:</b>	30 <sup>th</sup> June 2022
<b>Subject:</b>	Active Travel Fund Tranche 1 – Temporary Traffic Regulation Order		
<b>Report of:</b>	Head of Highways and Public Protection	<b>Wards Affected:</b>	Dukes, Cambridge, Linacre
<b>Cabinet Portfolio:</b>	Locality Services		
<b>Is this a Key Decision:</b>	No	<b>Included in Forward Plan:</b>	No
<b>Exempt / Confidential Report:</b>	No		

## Summary

To seek approval for a temporary traffic order to enable the enforcement of the two active travel schemes implemented in 2020 during the period when monitoring and evaluation will be undertaken. This will inform the decision over whether the schemes become permanent, are modified or are removed.

## Recommendation(s):

- (1) That Cabinet Member approves the implementation of new Temporary Traffic Regulation Order to be in place for a period of 12 months from the date of the order.
- (2) That Cabinet Member approves the necessary legal procedures, including those of public consultation and advertising the Council's intention to extend the Order, be approved.

## Reasons for the Recommendation(s):

The temporary traffic regulation order associated with the initial schemes has expired. This report recommends the implementation of a new temporary order to ensure that the necessary enforcement can be undertaken so that the scheme remains effective. Monitoring and evaluation are currently being undertaken and a report will be brought to Cabinet Member with the results of the evaluation to enable an informed decision to be made. The temporary traffic order will remain in place until either the scheme is removed, or a permanent traffic order, associated with a modified or permanent scheme, is put in place.

**Alternative Options Considered and Rejected:** (including any Risk Implications)

None

**What will it cost and how will it be financed?**

**(A) Revenue Costs**

There are no direct revenue costs arising from the implementation of the measures.

**(B) Capital Costs**

The original scheme was funded from Tranche 1 of the Emergency Active Travel Fund. The scheme is identified within the Transport Capital Programme and funding has been carried over into the programme for 2022/23. This will meet the costs incurred in the implementation of the temporary traffic regulation

**Implications of the Proposals:**

<b>Resource Implications (Financial, IT, Staffing and Assets):</b> All costs will be funded from the LCRCA grant funding.
<b>Legal Implications:</b> Any legal implications are incorporated in the report
<b>Equality Implications:</b> An Equality Impact Assessment of the scheme is being completed as part of the evaluation of the scheme.

**Contribution to the Council's Core Purpose:**

Protect the most vulnerable: The proposals help provide a safer route for people without access to private cars and for whom public transport may be unattractive during the pandemic.
Facilitate confident and resilient communities: The proposals improve cycling conditions.
Commission, broker and provide core services: Not applicable,
Place – leadership and influencer: The proposals enhance the environment by promoting alternative modes of travel.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity:

The proposals are designed to enhance the highway network in the short term thus facilitating more access to employment, particularly for people discouraged from using public transport.

Greater income for social investment:  
Not applicable

Cleaner Greener:  
The proposals will encourage a short-term shift to cycling with a view to the proposals being further developed to provide more permanent facilities to contribute to a greater network of cycle routes through the borough.

## **What consultations have taken place on the proposals and when?**

### **(A) Internal Consultations**

The Executive Director Corporate Resources and Customer Services (FD 6830/22) has been consulted and any comments have been incorporated into the report.

Chief Legal & Democratic Officer (LD 5030/22) has been consulted and any comments have been incorporated into the report.

### **(B) External Consultations**

Not applicable

## **Implementation Date for the Decision**

Following the expiry of the "call-in" period for the Cabinet Member decision

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## **Appendices:**

None

## **Background Papers:**

Liverpool City Region – Tranche 1 Emergency Active Travel Fund 19/08/20

## **1.0 Introduction**

- 1.1 The details of the schemes introduced under Tranche 1 of the Emergency Active Travel Fund to deliver cycle routes in Southport and Bootle are set out in the Cabinet Member Report 'Liverpool City Region – Tranche 1 Emergency Active Travel' dated 19 August 2020. This report included the details of the funding, the conditions associated with the funding and the implications of the scheme. It confirmed that the scheme would be implemented under a Temporary Traffic Regulation Order and explained that powers had been granted to allow this to be implemented quickly.
- 1.2 In providing the funding for this and similar schemes the Department for Transport acknowledged that local authorities would need complete monitoring and evaluation of the schemes before deciding whether the schemes were removed, were modified or made permanent. In subsequent correspondence they indicated that authorities that took a decision to remove schemes without completing the necessary evaluation may not be successful when bidding for future resources.
- 1.3 The Cabinet Member report initially proposed that the monitoring and evaluation process would be undertaken in the 6 month period following implementation in August/September 2020. However, this period has been significantly extended for a number of reasons. These have included the fact that the original specified materials weren't available in 2020 due to a national shortage and therefore the scheme as envisaged wasn't fully implemented until September 2021. The period of consultation over a potential expansion of the Southport scheme also took longer than originally envisaged and importantly, the guidance from the Department for Transport on how to monitor such schemes wasn't available within the original window.
- 1.4 The current plan is to complete the current monitoring and evaluation process and present a further report containing the findings. This evaluation will include securing of feedback from the businesses and properties on the route, feedback for users and consultation with the wider public. Data will also be provided on usage.
- 1.5 The existing TTRO under which the scheme was implemented, has expired. This report seeks to issue and implement a TTRO to enable the measures to be enforced whilst the monitoring and evaluation is concluded.

## **2.0 Temporary Traffic Orders and Statutory Processes**

- 2.1 To allow changes to be put in place more quickly, the DfT confirmed that The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020 had been approved. This allows local authorities to publish a notice to make a traffic order seven days before the Order is made. It also allows some

flexibility in how the Notice is published allowing the use of online publication, including websites, online newspapers, email communication or social media, leaflet distribution, letter delivery, by post or otherwise.

- 2.2 Subject to approval of the schemes, it is proposed to make the Traffic Regulation Orders outlined in paragraph 2.5 below.
- 2.3 It is acknowledged that any permanent changes to the highway are reported to, and approved by, the Council's Licensing and Regulatory Committee (L&R). It is proposed that following the monitoring and evaluation of the scheme a further paper will be provided to Cabinet Member assessing the effectiveness of the measures and recommending whether or not the measures become permanent. This report will include an appraisal of the monitoring and evaluation and a further specific consultation exercise will be completed should it be deemed necessary.
- 2.4 If the recommendation is for the measures to be made permanent then the long-term changes to the traffic regulation orders will be assessed and the scheme and TRO details will be presented to Cabinet Member and the permanent measures will be subject to L&R approval.
- 2.5 Proposed Temporary Traffic Regulation Orders

In Southport, it is proposed that:-

1. No vehicles, except buses and pedal cycles shall enter Queens Road at its junction with Park Road in a south-westbound direction;
2. No vehicles, except buses and pedal cycles shall enter Queens Road at its junction with Manchester Road in a north-eastbound direction;
3. All Pay & Display bays on both sides of Hoghton Street be suspended and replaced with 'No waiting at any time' parking restrictions;
4. Mandatory cycle lanes be introduced on both sides of Hoghton Street, from a point 80m north-east of the north-easterly kerblines of London Street to the south-westerly kerblines of Manchester Road;
5. The Metropolitan Borough of Sefton (Chapel Street, Southport) (Prohibition of Driving) Order 2005 (No.2) be temporarily amended to allow pedal cycles to proceed along Chapel Street;
6. The Metropolitan Borough of Sefton (Tulketh Street, Southport) (Prohibition of Driving) (No.2) Order 2008 be temporarily amended to allow pedal cycles to proceed along Tulketh Street;
7. The Metropolitan Borough of Sefton (Wesley Street, Southport) (Prohibition of Driving) Order 2005 be temporarily amended to allow pedal cycles to proceed along Wesley Street;
8. All Pay & Display bays on the south-east side of Talbot Street, between St Andrew's Place and Portland Street be suspended and replaced with 'No waiting at any time' parking restrictions;
9. No vehicles, except pedal cycles shall exit Talbot Street at its junction with Eastbank Street;

10. Limited Waiting be introduced on the south-east side of Talbot Street, between Portland Street and Duke Street, limiting waiting to a maximum of 2 hours, within any 3 hours;
11. No vehicles, except pedal cycles shall enter Talbot Street at its junction with Belmont Street in a north-eastbound direction;

In Bootle, it is proposed that:-

1. Mandatory cycle lanes be introduced on both sides of Merton Road, from its junction with Pembroke Road to its junction with Irlam Road.
2. Mandatory cycle lanes be introduced on both sides of Irlam Road, from its junction with Merton Road to a point 15m north-east of Ashcroft Street;