

ATF 3 2021/22 Capital Funding Proforma

1. Introduction

1. What is the name of your local transport authority?

Essex County Council

2. Are you completing this proforma for the first time, or are you providing the information for additional schemes?

This is our first response

X

We have already provided the main proforma return
- this is to provide information on additional schemes

N/A

2. Funding Amounts

3. How much total capital funding is your authority seeking from the DfT Active Travel Fund for 21/22?

£8,122,923

4. What is the total contribution being provided from the following sources (please enter "0" if no contribution is being provided)

Contributions from your own local / combined authority

£233,000

Third party contributions, including Sport England

£1,338,250

5. Where relevant, please set out how you intend to use this funding to build on funding being received from other government funding sources (including any capital or revenue funding sources, such as the Transforming Cities Fund, Levelling Up Fund, Getting Building Fund) (enter n/a if this is not applicable).

Essex County Council have embedded the prioritisation and delivery of infrastructure programmes that support sustainable travel outcomes and, in particular, schemes that deliver safe and attractive cycleways and footways into our strategy and ethos. As part of the foundation of our cycle programme development, we have developed detailed cycling action plans for, and in collaboration with, each of our twelve Essex districts. This has driven the development of a prioritised list of LCWIP routes across the county which will deliver high quality active travel opportunities for our residents.

Essex has been successful in securing Local Growth Fund, Towns Fund, Housing Infrastructure Fund and recent Active Travel Fund (ATF) funding to deliver extensive sustainable transport infrastructure, including cycling, across the county. However, we need to do more to continue delivering our ambitious plans and this ATF Bid will help us to achieve our aims and provide

asset enhancements on transformational corridors, while simultaneously actively contributing to the levelling-up agenda.

ATF2 allowed us to establish new segregated cycling corridors in five major towns and this bid extends the philosophy by upgrading and renovating existing cycleways in two of our 'new towns' to bring the quality up to the new standards (LTN 1/20) and meet the requirements of growing populations. It also provides an extension to one of the routes introduced as part of ATF2 in our oldest town.

Future maintenance costs on these routes will be substantially reduced due to the extensive upgrading.

Essex has continually demonstrated our commitment to improve the cycling network and this bid is the next step along our transformational journey, following the plans laid out in the various town LCWIP strategies.

Specifically:-

Basildon (Levelling Up Priority 3) – Funding was received from the Local Growth Fund and Defra which contributed to improvements to the eastern end of LCWIP 1 (the Flagship Corridor) and for the sustainable link to Laindon. New funding will allow LCWIP 1 to be completed and for the introduction of the important link from town to the western end of the Basildon Enterprise Corridor (LCWIP 11), thereby providing improved cycling and walking links to the Enterprise Corridor from two key areas of the town, supporting the provision of sustainable access to local employment and linking a new residential area to the Town Centre.

Colchester (Levelling Up Priority 2) – Prior funding for cycling schemes was received and successfully implemented from the Local Growth Fund. Colchester was also successfully granted funding for cycling infrastructure from the Towns Fund and the 2020 ATF. Additionally, Colchester won a strategically important HIF Fund contribution for a major new link road and sustainable corridor for the proposed garden community to the east of Colchester and the introduction of a rapid transit system (RTS) from the community into the town centre, which will link to this LCWIP scheme. The introduction of LCWIP 4 will then provide a segregated continuous corridor from Lexden in the west through to the RTS in the east and will link an existing neighbourhood regeneration, a new Garden Community and the University of Essex.

Harlow (Levelling Up Priority 1) – Harlow won funding money from the HIG Fund to support the development of over 10,000 new homes and sustainable transport infrastructure to the north of Harlow at Harlow Gilston Garden Town. The Harlow Gilston Garden Town Vision includes an east-west Sustainable Transport Corridor, which will link to LCWIP 9. Additionally, Harlow has recently completed cycling upgrading improvements on key corridors in the town funded by the Local Growth Fund. Other funding provides for a north-south route which will link Harlow Station to the Town Centre, so that the proposed route in this bid will provide a continuous route from the station to the new Public Health England site, enabling rail / cycle multi-modal trips for PHE employees.

3. Key Bid Requirements

6. As outlined in the bid invitation letter, to be eligible for funding, all bids must be accompanied by a letter from the leader of the authority submitting the bid, confirming long term commitment to delivery of your active travel schemes. Are you able to confirm that this letter will be included with your bid?

Yes ☒

No

7. All schemes must be developed in consultation with local communities, in line with the requirements, attached at [Annex A] to the bid invitation letter. This does not mean that the bid itself needs to be put out to consultation. This is a condition of funding and if not delivered funding may be clawed back. Are you able to confirm your authority's commitment to the consultation requirements outlined at [Annex A]? (NOTE: this is required for all bids.)

Yes ☒

No

8. Are you able to confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid (required for all bids).

Yes ☒

No

9. Please identify below the protected groups who may impacted by the schemes outlined in your bid, and how you intend to consult and implement feedback from these groups. How will you ensure that you have fully assessed the impact of the scheme on protected groups, and that accessibility requirements (throughout the scheme and its surrounding area) will be met? (max 400 words):

A number of groups will be impacted by these schemes in a positive way, including:-

- Cycling and walking groups – through improved cycleways and footways
- Disabled and those with restricted mobility – through providing improved surfaces and upgraded crossing facilities and, in selected key areas, better lighting
- Those experiencing sensory loss – by providing improved crossings with upgraded facilities
- Women - who are less likely to own a car and less likely to cycle would benefit from safer cycle routes
- LGBTQ groups who are more likely to benefit from higher footfall and better natural surveillance as a result of healthier streets.
- Older people – will benefit through the introduction of healthier streets, safer crossings and cycle segregation and better access to bikes
- BME groups are under-represented in cycling, however, research shows that they make up a higher proportion of the group who would like to cycle more. Safety is often cited as the reason for lower levels of cycle up-take and, therefore, the enhanced safety on these routes is more likely to benefit BME people.

The proposed schemes will also reduce severance by providing improved crossing facilities, making walking and cycling more attractive to residents, resulting in increased usage.

Negative diversity issues are not anticipated as a result of the introduction of these schemes.

Representatives from access, sensory and other groups are represented on a Steering Group which will meet regular to review scheme progress and guide scheme developments.

However, as each scheme progresses, there will be targeted pre-engagement at the design stage with a range of stakeholders including access and sensory groups, as well as other equality stakeholders to ensure that schemes are active and inclusive by design. The pre-engagement will involve an element of co-design and will result in scheme design reviews to understand schemes from a user perspective. Also, Equality Impact Assessments will be undertaken to ensure that there are effective mitigations and reasonable adjustments made to scheme designs.

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4. Schemes seeking funding in 2021/22

We would now like to know about the schemes you are seeking to deliver using this funding.

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

There is a limit of 15 schemes that can be included in an individual proforma response. If your authority has more than 15 schemes you will need to complete another questionnaire, however there is an option on the first page to ensure you are only required to provide the details of the additional schemes if you have already completed the main body of the proforma.

5. Scheme – Priority 1

10. What is the name of the scheme?

Harlow LCWIP 9

11. How much will the scheme cost?

£1,178,861

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

Assume £216,500 local contribution

£962,361

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street / road name) (max 200 words)

The 'New Town' of Harlow has comprehensive cycling and walking networks consisting of cycleways, separated from pedestrians and vehicles, exhibiting the earliest examples of segregation.

Harlow benefits from being a compact town, with most areas being within a 20-minute cycle ride from the centre. However, the new town is undergoing significant renewal, including both housing and jobs-led intensification which will increase its size from 80,000 to approximately 130,000.

Enhanced cycling corridors have recently been delivered, but improvements and upgrading are essential to provide coverage for missing links

The scheme provides an upgraded separated corridor linking the Major Business / Industrial area (The Pinnacles), including the new Public Health England (PHE) complex, to the Princess Alexandra Hospital, the Fire Station, with further links to both the railway station and the town centre.

The LCWIP starts at Elizabeth Way (CM19 5TL), where it connects to the Sustainable Transport Corridor (STC), before running along Fourth Avenue to Hodings Road (CM19 4ED). It continues along a separate segregated pathway before crossing Hamstel Road and Hodings Road, (CM20 2AG), then reaches Velizy Avenue (CM20 1DZ). The STC will eventually extend onwards from the Pinnacles Area into a new mixed-use garden community.

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14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

N/A

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

N/A

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

Upgrading of existing off-road cycleway / footway

New permanent footway (answer with miles to be constructed)

N/A

New trial temporary footway (answer with miles to be constructed)

N/A

Widening existing footway (answer with miles to be constructed)

Existing footway will be fully cleared to provide maximum allowable width

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

1.2 miles

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

N/A

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

N/A

Park and cycle / stride facilities (answer with number to be constructed)

N/A

Provision of secure cycle parking facilities (answer with number to be constructed)

N/A

New road crossings (answer with number to be constructed)

Four including one upgraded to a Toucan crossing

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

Resurfacing with appropriate line markings throughout the entire length of the route with two additional way signs

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees)
(answer with number to be constructed)

8 Bays removed

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar)
(answer with number to be constructed)

N/A

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

N/A

School streets (answer with number to be constructed)

N/A

Other (please specify below)

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

The whole route will be fully segregated, apart from two short sections covering a total of 0.25 miles, which will be upgraded, but, because of widths, will still share usage with pedestrians.

Please note that the whole route is off-road.

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised via LCWIP

Yes

Scheme prioritised through equivalent local network plan

Scheme not supported by LCWIP or equivalent

17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

Harlow LCWIP 9

All LCWIPs are in the process of being approved, but are not yet available on the web.
However, they are available on request via file transfer.

18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The Essex LTP, 2011 sets out an overall vision for transport in Essex, aiming to deliver "a transport system which supports sustainable economic growth and helps deliver the best quality of life for Essex residents". The strategy seeks to:-

- Provide sustainable access and travel choice for Essex residents to help create sustainable communities.
- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
- Reduce carbon dioxide emissions, improve air quality through lifestyle changes, innovation and technology
- Improve safety on the transport network and enhance and promote safe travelling environments
- Secure and maintain all transport assets to an appropriate standard, ensuring the network is available for use

Harlow's adopted Local Plan and HGGT's Transport Strategy highlights:-

- Aspirations for modal shift - 60% in Garden Town Communities and 50% within Harlow to be by sustainable transport.
- Sustainable transport and reducing car travel are essential for the future growth of Harlow
- The Strategy prioritises new sustainable transport corridors - LCWIP 9 is a component
- Managing travel demand will improve connections within and outside of Harlow, and integrate new Garden communities and Enterprise Zones through a choice of transport modes.

LCWIP 9 is identified in Harlow's [Cycling Action Plan](#).

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19. What is the expected start date for construction?

June 2022

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023.

November 2022

21. What is the current status of this scheme?

Initial design completed. Detailed design to be completed by March 2022. Out for tender April 2022

22. What is the consultation status of this scheme?

We are planning to contact residents, businesses and key third party stakeholders within each scheme area about the proposed designs, the consultation process and invite them to take part in the survey. They will be made aware of the consultation process through a wide range of

proactive communication and marketing which may include online content, PR, social media, posters, roadshows and direct engagement.

Key local political stakeholders will be kept abreast of the engagement process and invited to take part as appropriate.

These include:

- All local MPs
- All ward councillors for each of the locations
- Emergency services
- Bus operators
- Royal Mail
- Equalities Stakeholders
- Residents Groups
- Cycle and Walking Groups
- Access Groups
- Business Representatives

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT.) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR)

N/A

Value for Money category or range

N/A

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

Construction, Labour and Other costs have been bench-marked alongside other comparable schemes and are believed to be in line and proportionate.

This scheme provides a strategic link, when taken together with other committed investment between Harlow Station and the Town Centre to create a continuous route to the new Public Health England site.

Because this scheme is an upgrading, resurfacing and cyclist / pedestrian separation of an already existing off-road route, and even though a series of new crossings will be introduced, the AMAT tool currently does not recognise these benefits. In consequence, the AMAT results would not appropriately reflect the level of benefits and improvements.

Therefore, as the scheme falls under the £2m cost level, we will not be publishing the AMAT outputs.

25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to not cost over £2m, please state "not applicable")

- Although the scheme is below £2m, Essex still plans to conduct monitoring and evaluation as part of our ongoing strategy to monitor cycling in all districts in the county.
- Harlow has an existing network of six permanent cycle counters which will be analysed to monitor cycling flows in the vicinity of the newly improved cycleway, versus established cycling patterns. Data is available monthly.
- This will be supplemented with periodic static, or 'Vivacity', cameras and the data analysed for both pedestrian and cycle usage.
- Additionally, cameras will be set to capture specific link flows from which the data can be analysed.
- Interviews will be conducted with cycling / user groups and local residents.

26. Do you have any further schemes to add to your submission?

Yes ☒

No

5. Scheme – Priority 2

10. What is the name of the scheme?

Basildon LCWIP 1

11. How much will the scheme cost?

£2,509,857

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

Assume £350,000 local contribution

£2,159,857

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street / road name) (max 200 words)

Basildon was developed as a 'New Town' in the 1950s and 1960s and has been laid out with wide highway corridors and sufficient room for segregated cycling corridors.

Topographically, it is well suited for cycling, with most of the town only varying in height by a few metres - the height of this LCWIP route only varies by 20m throughout its length.

Similar to Harlow, Basildon is undergoing significant growth and has recently delivered upgrading on some key cycling corridors, but needs to provide coverage for crucial missing links.

- This scheme will provide an improved separated cycleway and footway from the entrance to Southfields Industrial estate at Buxton Link, on the west of Basildon, to Upper Mayne (A176), the main corridor entrance to the town centre from the A127.
- The scheme will parallel West Mayne from Southfields (SS15 5RW) to Laindon High Road (SS15 6BH) and will then parallel St Nicholas Lane to Upper Mayne (SS15 5FS).
- This will provide a key, safe and segregated east-west link from the western end of town and will link to the earlier established walking and cycling corridors leading either to the town centre, or the Enterprise Corridor in the north-east of the town.

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14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

N/A

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

N/A

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

Upgrading of existing off-road cycleway / footway

New permanent footway (answer with miles to be constructed)

N/A

New trial temporary footway (answer with miles to be constructed)

N/A

Widening existing footway (answer with miles to be constructed)

Existing footway will be fully cleared to provide maximum allowable width

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

2.1 miles

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

N/A

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

N/A

Park and cycle / stride facilities (answer with number to be constructed)

N/A

Provision of secure cycle parking facilities (answer with number to be constructed)

N/A

New road crossings (answer with number to be constructed)

Seven improved, including one upgraded to a Toucan crossing

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

Resurfacing with appropriate line markings throughout the entire length of the route with two additional way signs

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees)
(answer with number to be constructed)

N/A

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar)
(answer with number to be constructed)

N/A

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

N/A

School streets (answer with number to be constructed)

N/A

Other (please specify below)

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

It is believed that the entire scheme meets LTN 1/20.

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised via LCWIP

Yes

Scheme prioritised through equivalent local network plan

Scheme not supported by LCWIP or equivalent

17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

Basildon LCWIP 1

All LCWIPs are in the process of being approved, but not yet available on the web.
However, they are available on request via file transfer.

18. If you have a LCWIP, or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The Essex Local Transport Plan 2011 sets out an overall vision for transport in Essex. It aims to deliver "a transport system which supports sustainable economic growth and helps deliver the best quality of life for residents of Essex". The strategy seeks to:

- Provide sustainable access and travel choice for Essex residents to help create sustainable communities
- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
- Improve safety on the transport network and enhance and promote safe travelling environments
- Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use

Basildon Borough Council's (BBC) emerging Local Plan proposes to:

- Deliver sustainable transport infrastructure contributing to a reduction in congestion and pollution
- Promote a reduction in car use, where possible, and encourage the use of public transport, walking and cycling
- Deliver infrastructure improvements supporting the economy
- Ensure congested routes are resolved to reduce bottlenecks, support business and industry movement needs, while linking key sites.

The proposed LCWIP was identified as a top priority in Basildon Borough Council's [2017 Cycling Action Plan](#).

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19. What is the expected start date for construction?

May 2022

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023.

October 2022

21. What is the current status of this scheme?

Initial design completed. Detailed design to be completed February 2022.

Out for tender March 2022

22. What is the consultation status of this scheme?

We are planning to contact residents, businesses and key third party stakeholders within each scheme area about the proposed designs, the consultation process and invite them to take part

in the survey. They will be made aware of the consultation process through a wide range of pro-active communication and marketing which may include online content, PR, social media, posters, roadshows and direct engagement.

Key local political stakeholders will be kept abreast of the engagement process and invited to take part as appropriate.

These include:

- All local MPs
- All ward councillors for each of the locations
- Emergency services
- Bus operators
- Royal Mail
- Equalities Stakeholders
- Residents Groups
- Cycle and Walking Groups
- Access Groups
- Business Representatives

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT.) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR)

0.49:1

Value for Money category or range

Poor

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words.) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

Construction, Labour and Other costs have been bench-marked alongside other comparable schemes and are believed to be in line and proportionate.

This scheme has been assessed using AMAT, and produces a 'Poor' rating. However, it should be noted that when the total package of schemes in this bid is accumulated in AMAT, it returns a BCR of 1.43:1 which is still 'Low', but close to the 'Medium' category.

The reason for this is that, presently, the route in this new town is already off-road and, although we are providing separation between cyclists and pedestrians, new crossings to provide uninterrupted flows and upgraded and improved surfaces with better demarcation, the AMAT tool does not recognise these distinctions.

The route is, however, eminently deliverable within the time constraints of this programme and provides an improved corridor for both cyclists and pedestrians.

However, strategically, this route is a very important component of the LCWIP network, as it provides an extension and continuous offering from one side of Basildon to the other, connecting various Business and Industrial areas along the way.

Furthermore, Basildon has areas with high levels of deprivation and poor health outcomes, partly as a result of lower levels of physical activity. Basildon is a priority area for the Sport England Local Delivery Pilot to increase physical activity and reduce health inequalities. Therefore, when considering wider distributional impacts, it is likely that this route, which will enhance access to major employment sites, will have a disproportionate positive beneficial impact on target groups.

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25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to not cost over £2m, please state "not applicable")

- Basildon has an existing network of eight permanent cycle counters which will be analysed to monitor cycling flows in the vicinity of the newly improved cycleway, versus established cycling patterns. Data is available monthly.
- This will be supplemented with periodic static, or 'Vivacity', cameras and the data analysed for both pedestrian and cycle usage.
- Additionally, cameras will be set to capture specific link flows from which the data can be analysed.
- Interviews will be conducted with cycling / user groups and local residents.

26. Do you have any further schemes to add to your submission?

Yes ☒

No

5. Scheme – Priority 3

10. What is the name of the scheme?

Basildon LCWIP 11

11. How much will the scheme cost?

£3,095,757

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

Assume £350,000 local contribution - TBC

£2,745,757

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street / road name) (max 200 words)

Basildon was developed as a 'New Town' in the 1950s and 1960s and has been laid out with wide highway corridors and segregated cycling corridors. However, the town is now undergoing a period of significant growth and renewal with the town centre being comprehensively redeveloped. It is important, therefore, to create enhanced links from the centre to the new housing and commercial areas.

Basildon has recently delivered some key cycling corridors, but needs to deliver more to provide continuous coverage for some of the missing links.

This scheme will provide a new segregated cycleway and footway running from Ghyllgrove (SS14 2EH), past Whitmore Schools, and on to the new housing and recreational developments on Gardiners Lane South. At Ghyllgrove, Cranes Farm Road and Gardiners Lane it will link into other established cycling corridors.

Special attention will be paid to the mini-roundabouts and bus stops to ensure provision of a continuous corridor.

It will link Broadmayne and the northern part of the town centre, through the large residential area on both sides of Whitmore Way, and on to the western entrance of the Basildon Enterprise Corridor at Paycocke Road (SS14 3AP) and onwards to the Mayflower Retail Park (SS14 3HZ).

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14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

N/A

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

N/A

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

1.81 miles

New permanent footway (answer with miles to be constructed)

N/A

New trial temporary footway (answer with miles to be constructed)

N/A

Widening existing footway (answer with miles to be constructed)

1.5 miles

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

0.16 miles

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

N/A

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

N/A

Park and cycle / stride facilities (answer with number to be constructed)

N/A

Provision of secure cycle parking facilities (answer with number to be constructed)

N/A

New road crossings (answer with number to be constructed)

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Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

Resurfacing with appropriate line markings throughout the entire length of the route with additional way signs

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

N/A

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar)
(answer with number to be constructed)

N/A

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

N/A

School streets (answer with number to be constructed)

N/A

Other (please specify below)

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

The improvements to Whitmore Way will make this section of the route a 'Transformational corridor'. The revision to mini roundabouts will make them cycle friendly with traffic calming at trip attractor locations including chicanes / priority working (schools, shopping parades etc), improved crossings for pedestrians and removal of barriers.

Edney Path will be upgraded to a full segregated cycleway and Gardiners Lane will be newly fully separated.

The improvements will also greatly benefit pedestrians.

The aim is for the route to be totally LTN 1/20 compliant.

79

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised via LCWIP

Yes

Scheme prioritised through equivalent local network plan

Scheme not supported by LCWIP or equivalent

17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

Basildon LCWIP 11

All LCWIP plans are still in the consultative stage and, although well developed, are not yet available on the web. However, drawings are available on request, if required.

18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The Essex Local Transport Plan 2011 sets out an overall vision for transport in Essex. It aims to deliver "a transport system which supports sustainable economic growth and helps deliver the best quality of life for residents of Essex". The strategy seeks to:

- Provide sustainable access and travel choice for Essex residents to help create sustainable communities
- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
- Improve safety on the transport network and enhance and promote safe travelling environments
- Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use

Basildon Borough Council's (BBC) emerging Local Plan proposes to:

- Deliver sustainable transport infrastructure contributing to a reduction in congestion and pollution
- Promote a reduction in car use, where possible, and encourage the use of public transport, walking and cycling
- Deliver infrastructure improvements supporting the economy
- Ensure congested routes are resolved to reduce bottlenecks, support business and industry movement needs, while linking key sites.

The proposed LCWIP was identified as a top priority in Basildon Borough Council's [2017 Cycling Action Plan](#).

198

19. What is the expected start date for construction?

July 2022

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023.

March 2023

21. What is the current status of this scheme?

Initial design completed. Detailed design to be completed by March 2022, Out for tender April 2022

22. What is the consultation status of this scheme?

We are planning to contact residents, businesses and key third party stakeholders within each scheme area about the proposed designs, the consultation process and invite them to take part

in the survey. They will be made aware of the consultation process through a wide range of pro-active communication and marketing which may include online content, PR, social media, posters, roadshows and direct engagement.

Key local political stakeholders will be kept abreast of the engagement process and invited to take part as appropriate.

These include:

- All local MPs
- All ward councillors for each of the locations
- Emergency services
- Bus operators
- Royal Mail
- Equalities Stakeholders
- Residents Groups
- Cycle and Walking Groups
- Access Groups
- Business Representatives

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT.) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR)

1.63:1

Value for Money category or range

Medium

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words.) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

Construction, Labour and Other costs have been bench-marked alongside other comparable schemes and are believed to be in line and proportionate.

This scheme has been assessed using AMAT and provides a 'Medium' rating.

The high costs are incurred because the route passes through a large number of junctions, all of which, are planned to be upgraded to tables to provide continuous and uninterrupted cycling and walking corridors.

However, by using the aspirational Government target, which effectively doubles cycling levels by 2050, the BCR comes to 2.65 and would therefore be rated as 'High'.

This is another important strategic cycling corridor in Basildon, providing a cycling and pedestrian link from the town centre to the entrance of the Enterprise Corridor and new developments.

122

25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to not cost over £2m, please state "not applicable")

- Basildon has an existing network of eight permanent cycle counters which will be analysed to monitor cycling flows in the vicinity of the newly improved cycleway, versus established cycling patterns. Data is available monthly.
- This will be supplemented with periodic static, or 'Vivacity', cameras and the data analysed for both pedestrian and cycle usage.
- Additionally, cameras will be set to capture specific link flows from which the data can be analysed.
- Interviews will be conducted with cycling / user groups and local residents.

26. Do you have any further schemes to add to your submission?

Yes ☒

No

5. Scheme – Priority 4

10. What is the name of the scheme?

Essex Pedal Power

11. How much will the scheme cost?

£1,276,500

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

£638,250

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street / road name) (max 200 words)

In 2020, we submitted a successful bid to the Getting Building Fund, for a significant contribution towards the establishment of a loan bike scheme in Jaywick and Clacton and, together with funding from the Sport England Local Delivery Pilot, Essex County Council and partners have recently launched Essex Pedal Power.

ECC and partners would now like to expand this scheme. Further locations have been selected, partly based on places which also experience poor health outcomes and deprivation, but also because this project will connect to the new cycle infrastructure proposed elsewhere in this bid. Taken together as a package, this scheme will play a key role in delivering Gear Change ambition.

This funding will provide an additional 1,500 bikes – 300 in Jaywick / Clacton, 400 in Basildon, 400 in Harlow and 400 in Colchester. Sport England are fully committed to this programme and, if this bid is successful, will provide the match funding and activation to expand Essex Pedal Power to the areas in this bid.

This project also links to the Social Prescribing Pilot, for which an Expression of Interest will be submitted.

Due to the spread of the bike provision, it is not possible to identify specific postcodes.

200

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

N/A

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

N/A

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

N/A

New permanent footway (answer with miles to be constructed)

N/A

New trial temporary footway (answer with miles to be constructed)

N/A

Widening existing footway (answer with miles to be constructed)

N/A

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

N/A

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

N/A

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

N/A

Park and cycle / stride facilities (answer with number to be constructed)

N/A

Provision of secure cycle parking facilities (answer with number to be constructed)

N/A

New road crossings (answer with number to be constructed)

N/A

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

N/A

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

N/A

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar)
(answer with number to be constructed)

N/A

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

N/A

School streets (answer with number to be constructed)

N/A

Other (please specify below)

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

This is not a specific LCWIP scheme, but provides a sustainable choice for residents in key deprived areas, helping them with access to jobs, facilities and local services. Not only that, but it will contribute to improved health for users.

In this bid, we are requesting funding for additional bikes and we will explore the potential to further improve the associated infrastructure in a later bid.

Therefore, in this instance, compliance with LTN 1/20 is not applicable at this stage.

80

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised via LCWIP

Scheme prioritised through equivalent local network plan

Scheme not supported by LCWIP or equivalent

N/A

17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

N/A

18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The original Essex Pedal Power aim was to encourage economic prosperity in deprived areas and poor health, with a view to expand and develop further later. The scheme provided the infrastructure and tools to help residents access increased job opportunities and facilities within their local area. The scheme targets those for whom affordability is a barrier to cycling and provides a bike, including GPS tracker, for data capture.

The scheme, aligned with the wider regeneration, will deliver a range of positive social outcomes.

The aim is to now expand this programme to Basildon, Colchester and Harlow. Basildon and Colchester are Sport England LDP areas designated for increasing physical activity through active travel.

Harlow is also a Priority 1 Levelling up areas for which a key priority is to reduce deprivation.

The Essex LTP, summarised above, seeks to provide connectivity, reduce carbon emissions, improve safety, provide quality maintenance and sustainable choices and has been specifically enhanced by the Council's published aims for the next two years which states:-

'We will continue to enable residents to shift away from car travel by increasing and improving our walking and cycling infrastructure offer in key urban areas and by setting up sustainable transport corridors.'

200

19. What is the expected start date for construction?

No construction will be required – only the purchase and modification of bikes

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023.

Start-up dates from May 2022 to March 2023

21. What is the current status of this scheme?

Detail design for the original scheme completed and implemented.

The launch in the three additional areas will be based off the same template design.

22. What is the consultation status of this scheme?

Public consultation is not necessary, although pre-engagement and advertising of the scheme in each location will be undertaken and based on a similar programme to that used for Jaywick / Clacton.

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT.) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR)

N/A

Value for Money category or range

N/A

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words.) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

Costs have been benchmarked with the original scheme launched in Jaywick / Clacton in June 2021.

Using a similar analysis to that conducted for the Tendring Bikes submission to the Getting Building Fund provides a BCR of 3.90:1 which is rated as 'High'.

Because of the promotional aspects of delivering these schemes in the individual towns, it is almost certain that there will be a positive effect on other cyclists, encouraging greater use of the cycleways in these areas. This positive effect is difficult to quantify. However, early indications from monitoring of the benchmark scheme and with Big Birmingham Bikes demonstrate that the scheme both increases the number of people cycling in the target areas and expands the travel horizons of participants.

122

25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to not cost over £2m, please state "not applicable")

N/A, although each bike is fitted with GPS equipment to monitor its usage

26. Do you have any further schemes to add to your submission?

Yes

☒

No

5. Scheme – Priority 5

10. What is the name of the scheme?

Colchester LCWIP 4

11. How much will the scheme cost?

£1,433,197

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

Assume £116,500 local contribution

£1,316,697

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street / road name) (max 200 words)

Colchester is an historic Roman town, with narrow streets, making LTN 1/20 compliant segregated cycling corridors challenging to introduce, but also a huge opportunity.

ATF2 has kick-started this LCWIP which will deliver a corridor from Lexden in the west of Colchester to the High Street. However, further funding is required to deliver greater cycle segregation and a coherent network. This proposed scheme is an extension of that east-west corridor, providing a new segregated corridor running from the town centre at High Street (CO1 1UE), to the bottom of East Hill (CO1 2UG).

At this point, the route links up with the National Cycling Network Route 51 which leads on through Hythe and connects with the Knowledge Gateway and University Campus.

This bid would deliver the first section of what will be a longer route which will provide a segregated cycleway all the way from Lexden through the Town Centre to residential areas and links to the new Garden Community and to the University of Essex.

The rest of the extended route will be funded by the Colchester Town Deal which has already secured £2.95m in funding. The route will also link up with the Rapid Transit System.

197

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

0.39 miles

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

N/A

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

N/A

New permanent footway (answer with miles to be constructed)

N/A

New trial temporary footway (answer with miles to be constructed)

N/A

Widening existing footway (answer with miles to be constructed)

N/A

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

0.39 miles

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

N/A

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

N/A

Park and cycle / stride facilities (answer with number to be constructed)

N/A

Provision of secure cycle parking facilities (answer with number to be constructed)

N/A

New road crossings (answer with number to be constructed)

1

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

Resurfacing with appropriate line markings throughout the entire length of the route complete change of signals / priorities at Brook Street

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

200m parking withdrawn

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar)
(answer with number to be constructed)

N/A

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

N/A

School streets (answer with number to be constructed)

N/A

Other (please specify below)

Floating bus-stops will be introduced on East Hill to provide a continuous corridor for cyclists.

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

The proposed section to East Hill is fully LTN 1/20 compliant.

Longer term, it is planned to deliver the extension to the University Campus to the same exacting standards.

29

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised via LCWIP

Yes

Scheme prioritised through equivalent local network plan

Scheme not supported by LCWIP or equivalent

17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

Colchester LCWIP 4

All LCWIPs are in the process of being approved, but are not yet available on the web.

However, they are available on request via file transfer.

18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The Essex Local Transport Plan 2011 sets out an overall vision for transport in Essex. It aims to deliver "a transport system which supports sustainable economic growth and helps deliver the best quality of life for residents of Essex". The strategy seeks to:

- Provide sustainable access and travel choice for Essex residents to help create sustainable communities
- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
- Improve safety on the transport network and enhance and promote safe travelling environments
- Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use.

Colchester Borough Council's (CBC) emerging Local Plan aims to improve accessibility and create sustainable communities by:

- Creating people-friendly streets, encouraging walking and cycling
- Supporting development at accessible locations, reducing the need to travel
- Improving the public transport network with Transit Corridors, Park & Ride, and quality gateways / interchanges
- Improving the strategic road network
- Managing car traffic and parking in urban areas
- Travel planning and improved public information.

The emerging Colchester Transport Strategy prioritises the LCWIP to deliver active travel infrastructure.

199

19. What is the expected start date for construction?

October 2022

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023.

March 2023

21. What is the current status of this scheme?

Initial design completed. Detailed design to be completed by June 2022. Out for tender July 2022

22. What is the consultation status of this scheme?

We are planning to contact residents, businesses and key third party stakeholders within each scheme area about the proposed designs, the consultation process and invite them to take part in the survey. They will be made aware of the consultation process through a wide range of pro-active communication and marketing which may include online content, PR, social media, posters, roadshows and direct engagement.

Key local political stakeholders will be kept abreast of the engagement process and invited to take part as appropriate.

These include:

- All local MPs
- All ward councillors for each of the locations
- Emergency services
- Bus operators
- Royal Mail
- Equalities Stakeholders
- Residents Groups
- Cycle and Walking Groups
- Access Groups
- Business Representatives

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT.) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR)

N/A

Value for Money category or range

N/A

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words.) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

Construction, Labour and Other costs have been bench-marked alongside other comparable schemes and are believed to be in line and proportionate.

Because this scheme involves the introduction of a segregated cycleway right in the heart of the town, the costs are higher than that for the introduction of a similar route in the suburbs. Therefore, although the benefits are high, the BCR is lower than might be expected because of the higher costs.

Therefore, as the scheme falls under the £2m cost level, we will not be publishing the AMAT outputs.

91

25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to not cost over £2m, please state "not applicable")

- Although the scheme is below £2m, Essex still plans to conduct monitoring and evaluation as part of our ongoing strategy to monitor cycling in all districts in the county.
- Colchester has an existing network of twelve permanent cycle counters which will be analysed to monitor cycling flows in the vicinity of the newly improved cycleway, versus established cycling patterns. Data is available monthly.
- This will be supplemented with periodic static, or 'Vivacity', cameras and the data analysed for both pedestrian and cycle usage.
- Additionally, cameras will be set to capture specific link flows from which the data can be analysed.
- Interviews will be conducted with cycling / user groups and local residents.

26. Do you have any further schemes to add to your submission?

Yes ☒

No

5. Scheme – Priority 6

10. What is the name of the scheme?

Countywide Development Funding for future LCWIPs

11. How much will the scheme cost?

£200,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

£200,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street / road name) (max 200 words)

LCWIPs were identified as a new strategic approach to identify cycling and walking improvements at a local level. While LCWIPs have been developed for the five largest towns, a County-Wide LCWIP is required to bring the benefits of better planning, prioritisation and development to other parts of Essex. Essex is 70% rural, but with a population of over 1.5 million people - this provides opportunities to link clusters of villages with towns and employment centres. Although Essex has made great progress in developing LCWIPs and designs for priority routes, more work is required.

A list of districts has been identified and funding is required to undertake the background work and develop a package of LCWIPs in the following:-

- Braintree
- Epping Forest
- Maldon
- Tendring
- Uttlesford.

All have expressed political level commitment to develop walking and cycling networks and infrastructure. Two districts have ambitions to link to networks in neighbouring areas; Epping Forest would like to develop connections into neighbouring London boroughs to create continuous cycle routes to east and central London; Uttlesford have identified opportunities for better connections to south Cambridgeshire, including key employment centres.

Due to the spread of districts, it is not possible to identify specific postcodes.

198

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

TBE

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

TBE

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

TBE

New permanent footway (answer with miles to be constructed)

TBE

New trial temporary footway (answer with miles to be constructed)

TBE

Widening existing footway (answer with miles to be constructed)

TBE

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

TBE

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

N/A

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

N/A

Park and cycle / stride facilities (answer with number to be constructed)

TBE

Provision of secure cycle parking facilities (answer with number to be constructed)

TBE

New road crossings (answer with number to be constructed)

TBE

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

TBE

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

TBE

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar)
(answer with number to be constructed)

TBE

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

TBE

School streets (answer with number to be constructed)

TBE

Other (please specify below)

Once the LCWIPs have been identified, the type and amount of infrastructure improvements can be identified.

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

Once the LCWIPs have been identified, and the type and amount of infrastructure improvements identified, any shortfall in meeting LTN 1/20 can be established.

24

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised via LCWIP

Will be

Scheme prioritised through equivalent local network plan

Scheme not supported by LCWIP or equivalent

17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

N/A

18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The Essex LTP, summarised above, seeks to provide connectivity, reduce carbon emissions, improve safety, provide quality maintenance and sustainable choices and has been specifically enhanced by the Council's published aims for the next two years which states:-

'We will continue to enable residents to shift away from car travel by increasing and improving our walking and cycling infrastructure offer in key urban areas and by setting up sustainable transport corridors.'

Along with the Essex Cycling and Walking Strategies, developing a new suite of LCWIPs fully aligns with this policy and the government's strategy on encouraging sustainable travel, particularly walking and cycling.

101

19. What is the expected start date for construction?

Initially, no construction will be required – only the development of the LCWIP packages

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023.

The LCWIPS will be developed for subsequent funding rounds and, as such, will not be available to the public until post March 2023.

21. What is the current status of this scheme?

Preliminary discussions have been undertaken with the districts following the work conducted on Cycling Action Plans for each of the 12 areas.

22. What is the consultation status of this scheme?

No public consultation will be required, at this stage, although input from key stakeholders, cycling groups etc will be taken into account.

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT.) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR)

N/A

Value for Money category or range

N/A

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words.) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

Costs have been based on the original LCWIP work conducted by both internal designers and outside consultants.

25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to not cost over £2m, please state "not applicable")

N/A

26. Do you have any further schemes to add to your submission?

Yes

No

X

20. Value for Money and Monitoring & Evaluation

264. Are you able to confirm that your Section 151 officer has confirmed in writing that the proposed spending is expected to deliver value for money? Note that you may be required to provide this confirmation to the DfT for audit purposes.

Yes ☒ X
No

265. Please provide an estimate of the costs associated with monitoring and evaluation.

£125,000

266. Please provide an estimate of the costs associated with consultation and opinion surveys.

£80,000

267. Please set out your proposed approach to monitoring and evaluation of your proposed schemes, beyond the scheme-specific activities you have already described for any scheme costing £2m or more. (Max 500 words)

- Essex has long-established experience in conducting detailed monitoring and evaluation for all the SELEP Local Growth Fund schemes that have been delivered. Traffic counts, including cyclists, are conducted regularly, and are specifically complemented by counts at specific scheme sites.
- Essex has an extensive network of permanent cycle counters which are analysed regularly to monitor cycling flows and comparisons are drawn versus established and historic cycling patterns.
- For this bid, it is proposed to conduct pre-scheme counts using static cameras recording movements over a couple of days, to establish the 'before' numbers.
- The plan is to then install a range of new more sophisticated 'Vivacity' cameras, which will be stationed at key strategic points along each of the routes.
- These Vivacity cameras, which run continuously, will be attached to lamp columns wherever possible so that electricity feed is readily available.
- For those locations, where this is not possible, either new columns will be installed, or the cameras will be attached to other highways 'furniture'.
- Ongoing regular maintenance and occasional recalibration will be required.
- The feed for the data obtained through these cameras is via 'the cloud'.
- These counters will be analysed for both pedestrian and cycle usage to provide the 'after' numbers. The use of such cameras provides more accurate data on cycling movements and will allow additional analysis to be conducted on pedestrian movements, which previously have had to be conducted manually.
- The data collected will then be compared against network travel flows to verify what levels of modal shift have been achieved.
- Interviews will be conducted with cycling / user groups and local residents.

265

21. LCWIP Information 1

This section is designed for you to provide DfT with your authority's latest scheme pipelines. The information you provide will assist the Department in making the case for future rounds of funding, as well as improving our monitoring of future schemes across multiple funding streams.

Bids that provide more comprehensive information in this section will be viewed more favourably.

268. Please complete the table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave rows blank if you have less than 15 schemes, while ensuring that all columns are populated for your proposed schemes.

	Scheme name and location (e.g. postcode and road/street address)	Scheme type	No. of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Scheme 1	Harlow LCWIP 9	Walking and Cycling	2.4km	£0.5m	1	Y	ATF3
Scheme 2	Basildon LCWIP 1	Walking and Cycling	1.6km	£2.6m	1	Y	ATF3 plus local contribution
Scheme 3	Basildon LCWIP 11	Walking and Cycling	1.6km	£1.6m	1	Y	S106, ATF3 plus local contribution
Scheme 4	Colchester LCWIP 4	Walking and Cycling	4.25km	£4.0m	1	Y	Town Deal plus ATF3
Scheme 5	Colchester LCWIP 5 - The Garrison to town centre	Walking and Cycling	3.75km	£3.3m	4	Y	ATF, developer contributions
Scheme 6	Colchester LCWIP 7 - Greenstead	Walking and Cycling	5.25km	£3.59m	4	Y	ATF plus Town deal
Scheme 7	Chelmsford LCWIP 3.	Walking and Cycling	4.34km	£3.82m	4	Y	ATF, local contributions
Scheme 8	Chelmsford LCWIP 5a	Walking and Cycling	2.0km	£2.0m	4	Y	ATF, local contributions
Scheme 9	Braintree LCWIP 2 East Braintree to Springwood Industrial Estate via Coggeshall Road	Walking and Cycling	4.04km	£3.55m	4	Y	ATF, local contributions

Scheme 10	Braintree LCWIP 3 Galleys corner to Braintree town centre	Walking and Cycling	2.65km	£2.28m	4	Y	ATF, local contributions
Scheme 11	Basildon LCWIP 4 – Central Basildon Ring	Walking and Cycling	2.2km	£1.9m	4	Y	ATF, local contributions
Scheme 12	Basildon LCWIP 3 Wickford to Basildon	Walking and Cycling	5.5km	£4.8m	4	Y	ATF, local contributions
Scheme 13	Harlow LCWIP 1 Town Centre Loop	Walking and Cycling	1.7km	£2.2m	4	Y	ATF, local contributions
Scheme 14	Harlow LCWIP3 Fifth Avenue	Walking and Cycling	1.7km	£1.67	4	Y	ATF, local contributions
Scheme 15	Harlow LCWIP4 Velizy Avenue to School Lane	Walking and Cycling	1.km	£1.3m	4	Y	ATF, local contributions

269. Do you have further schemes to add?

Yes. Essex has developed 25 LCWIPs in the five districts and the schemes above are the first fifteen of these. Beyond that, Essex is developing Walking LCWIPs across the county as well.

24. LCWIP - Extra information

273. If you have a LCWIP(s): Where possible, please submit a copy of your updated LCWIP(s), highlighting any updates to prioritised routes and/or prioritised schemes; or If this is not possible in the time available, please provide a note of key changes since your LCWIP was agreed, (.e.g. to take into account ATF schemes, Covid-19 recovery plans etc, or plans to make changes / develop further.)

Attached

Note the following:-

Please note that there have been only minor changes to the LCWIPs due to Covid-19 requirements. The overall scheme designs have not been affected.

274. For all bidders, where possible, please provide a link to, or copy of a map of your local / combined authority, or key locations, covered by LCWIPs, highlighting existing and planned cycling and walking networks (ideally a network map showing 1/4/10-year scheme delivery, where known).

Attached

25. Additional Information

In addition to this proforma, please also ensure that you submit a letter from the leader of your local/combined authority, confirming long term commitment to delivery of the schemes to walking.cycling@dft.gov.uk.

Attached

For any schemes with a value greater than £2 million, please also attach:

Scheme drawings

Attached

Value for money evidence, including Active Mode Appraisal Tool (AMAT) outputs

Attached

A map of your local/combined authority or key locations covered by LCWIPs, highlighting cycling and walking networks (ideally a network map showing 1/4/10-year pipeline build out, where known)

Attached

26. Declaration and Contact Details

Please read the following declaration:

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

I confirm that the Senior Responsible Officer and the Section 151 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 understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

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 the scheme(s) 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(s);
- 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 scheme(s) and costs therein.

275. Are you able to confirm all of the statements above?

Yes ☒

No

276. Please provide the following contact information for the Reporting Officer at your authority:

Name: Tracey Vickers

Telephone number: 033301 33177

E-mail address: tracey.vickers@essex.gov.uk

277. Please provide the following contact information for the Senior Responsible Officer at your authority:

Name: Andrew Cook
Telephone number: 07584 218280
E-mail address: andrew.cook@essex.gov.uk

278. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority:

Name: Stephanie Mitchener
Telephone number: 033301 38455
E-mail address: stephanie.mitchener@essex.gov.uk

279. Please provide any further details or clarification of your submission that you wish the Department to consider:

27. Confirmation Page

280. You have now reached the end of the proforma questionnaire. Are you happy for your responses to be submitted to the Department?

Yes ☒ X
No

August 6, 2021