

Emergency Active Travel Fund - tranche 2 survey

General

Q1. What is your local transport authority name?

West of England Combined Authority

Strategic case

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

The detailed schemes provide a two-fold benefit to the region, firstly to support cycling and active travel within the current Covid-19 impacted environment and secondly to accelerate the delivery of legacy benefits for active travel aligned with our existing plans and policies related to a step change in modal shift and sustainable travel.

Within the region we are seeing increased movements across our transport network as lockdown measures are relaxed and communities and businesses re-establish critical movements to support our wider economy.

Our car based movements are in some areas already back to 80% of pre-Covid levels and whilst our bus network has seen positive growth in patronage, the network continues to run at a significantly reduced capacity due to the necessary social distancing measures, limiting public transport capacity. Cycling and Walking are increasing and we have the opportunity to build on the pre-Covid positive growth that we have seen within our region for these modes.

In order to provide capacity to the existing transport network and to support long-term modal shift the measures are critical to help to create an environment that is safer for both walking and cycling allowing these modes and cycling in particular to replace journeys previously made by public transport in the shorter-term. This in turn supporting the recovery of the transport network and the positive impact that this has on the recovery of the wider economy. The rate of network and economic recovery of the region is critical to not only to our regional economy but also to re-establishing the Region's position as a net contributor to the Treasury.

In the longer-term, the schemes allow an acceleration in the delivery of the objectives within our Regional Joint Local Transport Plan, a policy approach which is very current due to its recent adoption in March 2020 and the Region's Local Cycling and Walking Infrastructure Plan adopted since the Covid-19 crisis (in June 2020). The LCWIP adoption recognised the importance of adopting this key plan given its support to short, medium and longer-term active travel needs; but also accepting that it forms only part of the West of England's wider plans and ambitions for creating and improving active travel.

Establishing a delivery approach to swiftly deliver meaningful plans which support changes in the way people are travelling on our highway network and reallocate road space to cyclists and pedestrians has been key to meeting the current crisis and underpins the longer-term and significant health, environmental and congestion benefits. The approach is entirely consistent with the Region's declared climate emergency and the key theme of 'Clean and Inclusive Growth' within our Local Industrial Strategy.

WECA has also acted proactively to support and advance the implementation of active travel measures, identifying an emergency fund enabling work to progress at risk in advance Central Government Active Travel funding, therefore streamlining the delivery of benefits to our communities. In addition, WECA Committee approved a £10m allocation to cycling and walking measures in June 2020, ensuring that funding provision exists for an integrated approach to deliver longer-term benefit alongside proposed Emergency Active Travel schemes. The advancement of many of the scheme designs and stakeholder engagement, facilitated by proactively working at risk and facilitated by work already undertaken in developing our LCWIP proposals and wider cycling and walking schemes significantly reduces the risk of delivery delay. The initial stages of many of the schemes are already underway, working at risk, and we have cross authority support to progress work and streamline processes to further support delivery

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

confidence.

WECA and the region has a strong track record of working together to deliver active travel and cycling and walking schemes for the region, alongside wider infrastructure projects and changes to the way people travel. Pre-Covid we were bucking the national trend in seeing continued growth in our bus patronage and our cycling and walking figures for the Region were high and continuing to see healthy year on year percentage increases.

The Emergency Active travel submission is part of an integrated approach that WECA is leading to delivery holistic measures to support short-term need in the light of Covid-19 challenges as well as a step change in the way people travel within our Region now and in the future.

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

Given the range and complexity of schemes proposed across the Combined Authority Region, it was confirmed with [REDACTED] that WECA will submit scheme details relating to this pro-forma on a spreadsheet to 'walking.Cycling@dft.gov.uk' accompanied by a copy of this submission and plans / maps associated with our 5 largest schemes as requested within this proforma.

Scheme details are therefore provided in the accompanying spreadsheet 'DfT Emergency Active Travel - WECA Tranche 2 Scheme Submission.xls'

Q4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply

Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)

Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis

Scheme(s) identified in Local Transport Plan

Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)

Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)

Scheme(s) identified through consultation with stakeholders

Other (please specify):

Scheme identified and prioritised in Local Strategy documents of our Constituent Authorities - as indicated in the spreadsheet submission

LCWIPs

Q5. Which LCWIP does the scheme(s) fall under?

WECA's LCWIP was adopted at WECA Committee in June 2020. Within the spreadsheet accompanying the proforma, individual schemes are highlighted where they align with the LCWIP and wider policy and assessment documents.

Key schemes are identified as residing on a priority route for investment detailed in our recently adopted Local Cycling and Walking Infrastructure Plan, 2020-2036 (LCWIP). Routes and schemes were selected for inclusion in the LCWIP in line with government guidance and methodologies for prioritising the strategic cycle network. This included use of the Propensity to Cycle Tool (PCT) to establish significant cycle desire lines across the sub-region and understand potential for growth along these routes. In addition to this assessment WECA's LCWIP included a bespoke local methodology which also scored routes for investment against their propensity to support jobs and housing; serve pupils; connect to transport interchanges, serve areas of deprivation and resolve known safety issues. In this context WECA's LCWIP and the routes identified therein have been through a rigorous selection process, as well as being endorsed by the public and leaders through the consultation and adoption process.

Q6. Please provide a URL to the LCWIP if available

<https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/07/LCWIP.pdf>

Scheme 1

Q7. Scheme name

Upper Maudlin Street/Park Row/Colston Street cycle lanes - Bristol City Council

Q8. Total scheme cost (£)



Q9. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Cycle provision in Bristol City Centre has much improved in recent years through bold and transformative schemes that have reallocated space away from general traffic to introduce high quality, segregated infrastructure. Despite these gains, significant gaps in the network remain including the busy central area link running from St James Barton Roundabout (connecting to A38, M32, A4, and A4018) to the Clifton Triangle area. This 1.25km route consists of Marlborough Street, Upper Maudlin Street and Park Row and serves the Bristol Royal Infirmary, University of Bristol Campus and the busy retail area in and around Clifton Triangle.

The scheme will provide high quality, with flow, segregated provision along the length of this route in both directions as well as delivering an outbound, with-flow segregated track on Colston Street to improve connections between this new route and the city centre. Light segregation (orcas and wands) will be the approach taken for this scheme, allowing us to deliver these changes rapidly and more extensively than might otherwise be possible with kerb segregation. Currently there is little-to-no cycle provision along this route, with the exception of some 'painted provision' along some sections.

The scheme builds on our successful Tranche 1 scheme that allowed the council to secure space for cycling through the use of temporary 'glue-down' wands and water filled barriers. This was delivered ahead of time and on budget. Having installed the scheme as an emergency measure using temporary materials we are currently monitoring how the final design will mitigate negative impacts on other modes.

Q9. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The project is the most ambitious cycle scheme ever installed in the central area and will reallocate general traffic lanes along Marlborough Street and Upper Maudlin Street to ensure consistent provision and level of service. As well as alleviating short-term pressures on public transport capacity the scheme will benefit air quality on the route which currently exceeds the EU limit values, as well as providing a viable alternative to those accessing the hospital and University Campus.

Q10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

New segregated cycleway (permanent)

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Provision for monitoring and evaluation of schemes

Other (please specify):

Removal of traffic lanes to provide segregated infrastructure

Q11. For corridor schemes, please provide the route length in miles

0.95 miles route length (1.7 miles of with-flow infrastructure in total)

Q12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

1 junction improvement

Scheme 2

Q13. Scheme name

Nelson Street contraflow segregated cycle lane - Bristol City Council

Q14. Total scheme cost (£)



Q15. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Nelson Street provides an important 360m connection between the city centre and Broadmead shopping centre. The road is one-way in-bound and as well as being an important public transport corridor is home to independent retail and a large concentration of student accommodation. Currently walking and cycling provision is poor, with the existing contraflow cycle route represented by a painted line on a narrow footway with little to no protection at the several junctions along the route. Indeed the Fairfax Street Junction and All Saints St Junctions are known accident hotspots that need to be resolved.

The scheme will provide a kerb-segregated contraflow cycle route into the city centre, separating cyclists from both vehicles and pedestrians. Both pedestrians and cyclists will benefit from improved safety at junctions along this route through the introduction of speed tables and the narrowing of junction mouths. Traffic volumes will be further reduced through the introduction of a one-way system on Bridewell Street.

The scheme is firmly established in local policy and has been through public consultation and received widespread support. The scheme is 'shovel ready', with detailed designs drawn-up, TRO sealed (expires Sep 2021) and s106 funding to contribute to delivery.

Q16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

New permanent footway

Other (please specify):

Removal of traffic lane to widen cycleway

Installation of one-way for motorised traffic

Junction safety improvements

Q17. For corridor schemes, please provide the route length in miles

0.22 miles

Q18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

5 Junction improvements

Scheme 3

Q19. Scheme name

Yate - Badminton Road/Station Road Cycle route - South Gloucestershire Council

Q20. Total scheme cost (£)



Q21. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@df.gov.uk.

The A432 Badminton Road/ Station Road is the key transport corridor in Yate, a busy commuter town to the north-east of Bristol, providing the link between the Town Centre to the east, and the Railway station, and planned new park and ride location in the west. The road is currently traffic dominated with wide running lanes, on street parking and separate turning lanes for side roads, all common features. There are no existing cycle facilities, with the exception of small sections of advisory on-road cycle lane. Monitoring of the route has indicated a significant amount of on pavement cycling indicating that users feel unsafe using the carriageway, due to the lack of protected cycle facilities.

This scheme provides the opportunity to encourage sustainable modes of travel, as well as providing a green recovery in Yate, aiming to permanently change its character from road to street, reallocating road space for pedestrians, cyclists and local businesses, improving road safety for all users, and reducing traffic congestion.

Road space will be reallocated to cyclists by removing on street car parking bays, narrowing running lanes, and the removal of left turn lanes at junctions. Right turn lanes at signals will be retained to minimise the impact on through capacity and buses and avoid increasing congestion on the route. In order to deliver this scheme rapidly, it will be achieved through light segregation of the cycle route utilizing a mix of conventional, quick to install measures and planters, to improve the feel of the route, encouraging more pedestrian and cycle journeys and helping to ease the current pressure on public transport capacity, between Yate's rail station and its town centre.

The scheme is identified as residing on a priority route for investment in our recently adopted Local Cycling and Walking Infrastructure Plan, 2020-2036 (LCWIP). Routes and schemes were selected for inclusion in the LCWIP in line with government guidance and methodologies for prioritising the strategic cycle network. This included use of the Propensity to Cycle Tool (PCT) to establish significant cycle desire lines across the sub-region and understand potential for growth along these routes. In addition to this assessment WECA's LCWIP included a bespoke local methodology which also scored routes for investment against their propensity to support jobs and housing; serve pupils; connect to transport interchanges, serve areas of deprivation and resolve known safety issues. In this context WECA's LCWIP and the routes identified therein have been through a rigorous selection process, as well as being endorsed by the public and leaders through the consultation and adoption process.

Q22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

New segregated cycleway (permanent)

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Other (please specify):

Re-allocation of road space by removing turning lanes, narrowing running lanes and removal of on street parking

Secure cycle parking at more frequent intervals along linear corridor

Redirection of through traffic by signing more suitable routes

Q22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Traffic signal-controlled junction review to allocate greater weight to cycle use including Advanced cycle Stop Lines

Q23. For corridor schemes, please provide the route length in miles

0.9 miles

Q24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

Scheme 4

Q25. Scheme name

Pedestrianisation of Thornbury Town Centre - South Gloucestershire Council

Q26. Total scheme cost (£)



Q27. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Thornbury is a growing market town, with a significant amount of new housing planned and under construction. Pre-Covid the high street area saw a significant amount of through traffic, and had no traffic free cycle facilities, making it an unpleasant environment for pedestrians and cyclists. As part of our successful Tranche 1 EATF bid, the high street has been temporarily closed to through traffic to enable social distancing and provide a safe route to encourage more people to walk and cycle, with the parallel Rock Street/ Quaker Lane route providing an appropriate diversion route for motorised traffic including buses.

We are currently monitoring the impact of this temporary scheme, and are seeking the views of local businesses, residents and other stakeholders through public consultation, to ensure that a permanent scheme achieves the best possible outcomes, and mitigates the impact on car users and public transport.

A permanent scheme is proposed to build on the benefits we are seeing with the temporary closure. It is planned to close both ends of Thornbury High Street, with rise and fall bollards, to allow delivery access at defined times, provide significant new cycle parking with good passive surveillance, resurface and pave the high street to provide significantly wider footways, and a central cycleway/delivery vehicle access route, creating a safe environment for pedestrians and cyclists, and providing on-street space for local cafes and restaurants and community events.

In addition the scheme will include, a relocated and improved bus stop with shelter and RTI, improved car park access facilities and speed reduction on Rock Street where motor traffic is diverted to, high quality street furniture and soft landscaping features to alter the perception of car dominance, and reallocation of

Q27. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

off-street car parking in terms of duration of stay and user type, such as blue badge holder, electric vehicle and high vehicle allocations.

Prior to the impact of Covid-19, a significant number of local bus journeys were made to the Town centre from nearby residential areas; providing a significantly improved environment for walking and cycling, will encourage more local residents to make those journeys by active mode, reduce the current pressure on public transport capacity and support a step change in the way people travel to and use the Town Centre in the future

The pedestrianisation gives the opportunity to enhance the character of the High Street, enabling it to be used all year round to create a safe, vibrant environment for shopping, social activities and events, attracting visitors and increasing trade for local businesses

The scheme is identified as residing on a priority route for investment in our recently adopted Local Cycling and Walking Infrastructure Plan, 2020-2036 (LCWIP). Routes and schemes were selected for inclusion in the LCWIP in line with government guidance and methodologies for prioritising the strategic cycle network. This included use of the Propensity to Cycle Tool (PCT) to establish significant cycle desire lines across the sub-region and understand potential for growth along these routes. In addition to this assessment WECA's LCWIP included a bespoke local methodology which also scored routes for investment against their propensity to support jobs and housing; serve pupils; connect to transport interchanges, serve areas of deprivation and resolve known safety issues. In this context WECA's LCWIP and the routes identified therein have been through a rigorous selection process, as well as being endorsed by the public and leaders through the consultation and adoption process.

Q28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures of main roads to through traffic, apart from buses, access and disabled

New permanent footway

Widening existing footway

Provision for monitoring and evaluation of schemes

Other (please specify):

Point closures of main roads to through traffic, apart from, loading and off street parking access.

20mph zone for High Street and routes to car parks.

Dedicated blue badge holder parking spaces at entry points.

Q29. For corridor schemes, please provide the route length in miles

0.2 miles

Q30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

Scheme 5

Q31. Scheme name

Bath city centre to University of Bath cycle & e-scooter route

Q32. Total scheme cost (£)



Q33. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@df.gov.uk.

The University of Bath has nearly 19,000 students plus staff at a number of sites across the city. Its main campus is at Claverton Down to the east of the city centre. Student accommodation is located throughout the city. There are three university bus routes from Bath to the main campus which run every few minutes between 7am and 7pm. During term time buses run 24 hours a day. Social distancing rules will have a significant impact on the capacity of these services as the University welcomes back students.

This scheme will provide a new cycle link between the city centre and the main campus. There are currently no cycle facilities or advisory routes between the city centre and the main campus. As part of the West of England Combined Authority e-scooter trial being launched this autumn, there will be a virtual e-scooter docking station at the campus and virtual docking stations in the city centre. This scheme will also support those people using a personal lease method to long term hire a scooter. As well as enabling cycling, the scheme will provide a more pleasant walking route to the university campus and the schools.

The scheme consists of a segregated on-road cycle lane on A36 Beckford Road, point closures in North Road (bus gate) which will remove through traffic, and construction of a new off-road cycle path which will open up cyclist/e-scooter access to the eastern side of the campus.

The scheme is planned to be permanent but the point closures will be implemented on an experimental basis initially. It will provide a direct link onto NCN4 and another planned cycle scheme (Sydney Gardens) being designed this year which will improve the NCN4 route from the east of Bath in/out of the city centre.

In addition to serving the university, this scheme will also enable improved cycling and walking access to King Edwards School and King Edwards Junior School.

Q34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

New segregated cycleway (temporary)

Point closures of main roads to through traffic, apart from buses, access and disabled

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

Park and cycle/stride/scooter facilities

Selective road closures using planters, cones or similar

Q34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Provision for monitoring and evaluation of schemes

Q35. For corridor schemes, please provide the route length in miles

0.9 miles

Q36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

2 point closures

Finance case

Q37. Total DfT funding sought (£)

Q38. Total DfT capital funding sought (£)

Q39. Total DfT revenue funding sought (£)

Q40. Total local authority contribution, if applicable, (£)

Some individual schemes include S106 funding and are complemented by a further £10m committed investment for wider cycling and walking schemes and improvements.

Management case

Q41. When do you expect to commence construction? (DD/MM/YY)

Commencement dates are given against individual schemes on the accompanying spreadsheet

Q42. When do you expect to have completed the work? (DD/MM/YY)

Completion dates where available are given against individual schemes on the accompanying spreadsheet

Q43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met

WECA has robust governance structures and assurance frameworks already in place, and all projects will be managed and reported on, through these existing processes. Projects will follow a consistent monitoring and evaluation format and make use of the dashboard and highlight reporting already in place within the region.

Project teams will lead individual projects and packages of work and these schemes / packages will report through the Regeneration, Development and Transport senior officer steering group, which will provide updates to the Joint Member Transport Board. Overall reporting will be to the WECA Committee, Chaired by the Regional Mayor and comprising the Bristol Mayor and Leaders from each of the Constituent Authorities.

There is a track record for delivery both through member engagement and committee processes as well as through its existing officer steering group structures. Our governance arrangements are well established, tried and tested and continue to support the successful delivery of numerous infrastructure programmes across the region such as our Bus Infrastructure Programme, Mass Transit Project and Metrowest Rail Programme and well as the recent delivery of key strategy documents such as the Joint Local Transport Plan and LCWIP.

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

All of the proposed schemes align with key strategy documents such as the Joint Local Transport Plan, LCWIP and a range of local policy, strategy and delivery plan documents. Recent adoption of these strategies / plans (JLTP and LCWIP) has therefore meant that the majority of proposed schemes have recently been consulted on as part of the package of schemes as well as detailing individual interventions proposed within these documents.

More detailed engagement on specific schemes has been undertaken as part of the development of each Emergency Active Travel scheme and this is detailed against individual schemes in the accompanying spreadsheet.

For the larger and therefore by necessity more advanced proposals this has typically included engagement on the need for and details of the schemes with key stakeholders such as cabinet and local members, community and town centre groups, cycling and walking representatives, stakeholder groups and groups with protected characteristics.

As part of the scheme design process and TRO requirements further informal and statutory consultation will be carried out to meet the needs of the scheme and local communities, whilst also ensuring that streamlined and timely delivery is also achieved.

Q45. Please state which design standards have been followed in developing your scheme(s)

A range of design and scheme development standards have been / will be used to develop, design and implement the schemes. Where possible and applicable, schemes will be designed with reference to LTN 1/20. Additionally, standards such as the London Cycling Design Standards, CD 195 Designing for Cycle Traffic, Sustrans Design Manual etc have also been and will be used.

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

Yes

If yes, please provide details

In-house experience and expertise exists across our Constituent Authorities and where possible design, project and programme management work will be undertaken by in-house staff. However the scale and

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

tight delivery timescales for the work will inevitably require input from consultants and specialists to support the programme and timely delivery.

Where necessary consultants will be engaged through the WECA Professional Services Framework which already has market tested rates agreed for work of this nature and delivery frameworks to streamline timescales. Strong relationships exist with our Professional Services Framework partners; initial scheme programmes have been discussed with them and we are confident that additional supporting resources can be provided as and when required.

Commercial case

Q47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place?

Yes

Please provide details

A range of delivery methods will be used and will be required in order to meet the programme timescales. In-house delivery resources and term maintenance contractors are available across our Constituent Authorities and these will be used where possible to streamline the delivery processes. They have already been involved in the development of delivery programmes. However a range of wider delivery partners exist across the region and they have been engaged regarding the extent and timescales associated with the anticipated programme of work.

As previously indicated in section 1, a commitment has already been made by WECA to work at risk against a number of schemes within the overall programme and this has allowed work to be progressed proactively helping to mitigate delivery risk on key schemes and the wider programme as a whole.

Monitoring and Evaluation

Q48. Has monitoring and evaluation been considered for all scheme(s)?

Yes

If yes please provide details

Before and after, flow/usage surveys will be undertaken together with the collection of qualitative data from users, residents and businesses. Monitoring and evaluation is already being developed to support our recently adopted Joint Local transport Plan and where possible this will be aligned to capture benefit and impact associated with the proposed schemes. A communications and engagement plan is already in place supporting the regions wider requirements as part of Covid-19 and this will additionally be used to sample and assess qualitative feedback related to the Emergency Active Travel measures.

Q49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable")

Not applicable.

Declaration

Q50. Reporting Officer details

Name

Telephone number

Email address

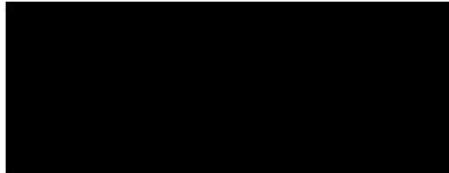


Q51. Senior Responsible Officer details

Name

Telephone number

Email address



Q52. Section 151 Officer (or equivalent) details

Name

Telephone number

Email address

