

# Birmingham City Council

## Report to Cabinet



8 September 2020

**Subject:** Emergency Active Travel Fund – Tranche 2

**Report of:** Acting Director, Inclusive Growth

**Relevant Cabinet Members:** Councillor Waseem Zaffar – Transport and Environment  
Councillor Tristan Chatfield – Finance and Resources

**Relevant O & S Chairs:** Councillor Liz Clements – Sustainability and Transport  
Councillor Sir Albert Bore – Resources

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Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 007824/2020		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential: Not applicable		

### 1 Executive Summary

- 1.1 On the 9<sup>th</sup> May 2020, the Secretary of State for Transport announced a £2 billion funding package which supported active travel to help the country emerge from the coronavirus crisis, of which £225 million was for swift, emergency interventions to make cycling and walking safer under the Emergency Active Travel Fund (EATF).
- 1.2 The Emergency Birmingham Transport Plan (EBPT) was authorised by the Acting Director, Inclusive Growth on 11<sup>th</sup> May 2020, in accordance with the Emergency Powers in Part E3 of the Constitution and was published on 14<sup>th</sup> May 2020. It was then approved through a Cabinet Member report on 10<sup>th</sup> June 2020. The EBPT (provided as Appendix A to this report) sets out the short, medium and longer-term

actions Birmingham can take to enable a low carbon, clean air recovery from COVID-19, in accordance with section 7.2 of this report.

- 1.3 On 27<sup>th</sup> May 2020 the Department for Transport (DfT) announced that the Emergency Active Travel Fund (EATF) of £225 million, allocated to combined and local authorities, would be released in two tranches. The first tranche of £45 million was released on the 26<sup>th</sup> June 2020. This initial tranche of funding was used to promote cycling and walking as a replacement for journeys previously made by public transport. This included measures such as closing roads to through traffic and installing segregated cycle lanes. West Midlands Combined Authority (WMCA) received £3.847 million for tranche 1. This was £0.400 million above the indicative allocation given to the area due to the proposals submitted by Local Authorities being particularly strong. The City Council received £1.131 million of this allocation, which was £0.097 million more than the provisional allocation of £1.034 million which was reported to Cabinet on 23<sup>rd</sup> June 2020 (see recommendation 2.2 of the Emergency Active Travel Fund Cabinet Report attached as Appendix B).
- 1.4 It is anticipated that the second EATF tranche of £180 million will be released in September 2020 of which circa £4.477 million could be allocated to Birmingham. Schemes to be funded under tranche 2 of EATF must be delivered by 31<sup>st</sup> March 2021. This report puts in place governance and expenditure approvals to ensure that these requirements are met to the benefit of Birmingham residents in respect of a low carbon recovery from COVID-19.
- 1.5 Schemes to be delivered using the second tranche of EATF will implement measures to create an environment that is safer for both walking and cycling. This will allow cycling in particular to replace some journeys previously made by public transport and will have an essential role to play in the short term in helping avoid overcrowding on public transport systems. Longer term, it will also help deliver significant health, environmental and congestion benefits. Tranche 2 schemes comprise of a combination of tranche 1 schemes to be made more permanent as well as delivering further schemes outlined in the EBTP. The full list of schemes for tranche 2 is set out in Appendix C.
- 1.6 Prioritisation for tranche 2 schemes follows stakeholder and public engagement alongside officer assessment of the practicalities and benefits of their delivery.

## **2 Recommendations**

- 2.1 Notes that a bid for £4.477m of tranche 2 EATF resources was approved on 7<sup>th</sup> August 2020 by the Acting Director, Inclusive Growth under emergency powers, as set out in Part E3 of the Council's Constitution.
- 2.2 Approves, in the event of a successful bid, acceptance of tranche 2 EATF grant via the WMCA, to deliver the schemes identified within Appendix C of this report.
- 2.3 Approves, in the event of a successful bid, the addition of the Emergency Active Travel Fund tranche 2 programme as set out in Appendix C of this report to Annex F of the approved Transport and Highways Capital Programme (THCP) 2020/21

to 2025/26 within the new sub-programme 'Emergency Birmingham Transport Response' and the schemes being subject to the delegations therein (as set out in Appendix G), noting that where required, to meet DfT delivery timescales, schemes will be approved using the Emergency Powers set out in Part E3 of the City Council's Constitution.

- 2.4 Approves, in the event of a successful bid, the release of fees of £0.600m for internal fees and external consultant costs to progress scheme designs, consultation and approvals, and to undertake contract administration and supervision of works on site.
- 2.5 Notes that the City Council received an offer of an additional £0.097m of tranche 1 funding due to the proposals submitted by the West Midlands Combined Authority on behalf of Local Authorities being particularly strong, acceptance of which was approved under the City Council's Emergency Powers in August 2020. This results in a final allocation of £1.131m of tranche 1 funding.
- 2.6 Approves the procurement strategy as set out in section 7.4 to use the Black Country Framework Contract for Minor Works 2016-2019 (extended to November 2021) and delegates authority for the award of contracts for individual schemes in accordance with the Council's Constitution and Procurement Governance Arrangements.
- 2.7 Authorises the Interim City Solicitor to negotiate, execute, seal and complete all necessary documentation to give effect to the above recommendations.

### **3 Background**

#### **Emergency Birmingham Transport Plan**

- 3.1 The City Council published a draft Birmingham Transport Plan (BTP) in January 2020, setting out what the city needs to do differently to meet the demands of the future. At the heart of the plan are the challenges facing the city and the world around air quality, climate change and local congestion, and the opportunities of city growth, investment in public transport and the Commonwealth Games 2022. By re-imagining our transport system and its priorities, we aim to change people's behaviour so that active travel is the first choice for people making short journeys, and high-quality public transport is the preference for longer trips.
- 3.2 Towards the end of the public consultation on the draft BTP, the country was placed in lockdown to reduce the spread of the novel coronavirus COVID-19. As a result, travel patterns were transformed overnight, with traffic down to a third of usual levels. These dramatic changes led to a reduction in air pollution, with NO2 levels falling within legal limits at key monitoring stations. At the same time, people started walking and cycling more, exploring their local area during their daily permitted exercise.
- 3.3 On 9<sup>th</sup> May 2020, the Secretary of State for Transport announced a £2 billion package to support active travel to help the country emerge from the coronavirus crisis, of which £250 million is for swift, emergency interventions to make cycling

and walking safer under the Emergency Active Travel Fund. On 11<sup>th</sup> May 2020, the Government published a national COVID-19 recovery strategy, setting out the conditions for easing lockdown and the steps that will be taken in England to enable more activities to take place whilst continuing to control the spread of COVID-19.

3.4 The EBTP (see Appendix A) published on 14<sup>th</sup> May 2020, sets out the short, medium and longer-term actions Birmingham can take to enable a low carbon, clean air recovery from COVID-19 and is clear that measures should be consistent with existing draft and adopted policy (including the Walking and Cycling Strategy and Local Investment Plan) and continue to address the challenges and opportunities already identified in particular, climate change and air quality. These continue to be viewed as emergencies as much as or more than the COVID-19 pandemic, and any solutions to COVID-19 must not come at the expense of these two important issues.

3.5 This EBTP does not replace a full Birmingham Transport Plan 2031, which will be published later in 2020. The vision and big moves of the draft BTP were generally well received throughout the consultation, and the EBTP retains the vision of the draft BTP, with some additions, highlighted below:

- The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network **and for a low carbon, clean air recovery from COVID-19 lockdown.**
- Safe and healthy environments **support stronger communities** and will make active travel – walking and cycling – the first choice for people making short journeys.
- A fully integrated, high quality public transport system will be the preference for longer trips. **In the short term, limited capacity on public transport will be offset by increased space for walking and cycling and by reduced travel overall.**
- A smart, innovative, carbon-neutral and low-emission network will support sustainable and inclusive economic **recovery and** growth, tackle climate change and promote the health and well-being of Birmingham's citizens.

3.6 Programmes and individual schemes will be bought forward in line with the four big moves outlined in the draft BTP:

- Reallocating road space,
- Transforming the city centre,
- Prioritising active travel in local neighbourhoods,
- Managing demand through parking measures.

New proposals announced in the EBTP to help achieve these big moves include:

- Assessing the key route network and other roads to identify where there are opportunities to convert space to support walking, cycling or public transport.
- Reallocating road space for cycle lanes.
- Accelerating roll-out of the traffic cells initiative in the city centre and delivery of a street-space rationalisation programme across key areas.
- Introducing active, low traffic neighbourhoods to Birmingham, with at least two areas identified to pilot this approach by the end of May 2020.
- Support packages for schools and businesses to encourage sustainable travel and enable safe social distancing.

3.7 The proposed actions for delivery are currently set out as high-level lists, with more detail to be added following completion of assessments and any prioritisation exercises. The deliverability of schemes will depend on funding, resources and the outcome of further design work.

3.8 However, as a first step, this report seeks approval to accept funding from the DfT for urgent active travel measures as summarised in paragraphs 3.9-3.18.

### **Emergency Active Travel Funding**

3.9 On 9<sup>th</sup> May 2020 the Secretary of State for Transport announced that a range of active travel measures, which could include: pop-up bike lanes with protected space for cycling, wider pavements, and cycle and bus-only corridors, would be created in England within weeks as part of a £250 million EATF, the first stage of a £2 billion investment, (part of the £5 billion in new funding announced for cycling and buses in February 2020). Following unprecedented levels of walking and cycling across the UK during the pandemic, the plans helped encourage more people to choose alternatives to public transport when they needed to travel, making healthier habits easier to maintain and ensuring the road, bus and rail networks were ready to respond to future increases in demand.

3.10 On 27<sup>th</sup> May 2020 the Department for Transport (DfT) informed local authorities that of the total EATF £250 million fund, £225 million will be provided directly to local transport authorities and London boroughs, while £25 million will help support cycle repair schemes.

3.11 The EATF £225 million allocated to combined and local authorities will be released in two phases. The first tranche of £45 million was released on the 26<sup>th</sup> June 2020 so that work could begin at pace to deliver measures such as closing roads to through traffic and installing segregated cycle lanes. The West Midlands Combined Authority area was allocated £3.847 million of EATF tranche 1 funding. This was £0.400 million more than the indicative allocation due to the proposals submitted by the Local Authorities being particularly strong. The City Council received £1.131 million of this allocation, which was £0.097 million more than the provisional allocation of £1.034 million.

- 3.12 Tranche 1 schemes were required to be delivered within 8 weeks of receiving the funding. If this condition was not met, the DfT reserved the right to claw back funding from the tranche 2 allocations. The schemes are due to be open to the public by early September 2020 in line with the 8-week timeframe set by DfT. These schemes have been delivered under extremely testing timescales to ensure adequate infrastructure was in place to continue a green recovery from COVID-19 lockdown. The funding was not utilised for social distancing measures in public locations such as high streets as per the DfT's instructions. A separate government fund 'Reopening High Streets Safely' was utilised for such measures and is subject to separate governance.
- 3.13 It is anticipated that the second tranche of £180 million will be released in September 2020. This tranche of funding will be used to make the majority of tranche 1 schemes permanent as well as delivering new schemes. These will be subject to scheme-specific approvals including, where required to meet DfT delivery timescales, approvals using emergency powers as set out in Part E3 of the City Council's Constitution.
- 3.14 A provisional allocation of £13.787 million for tranche 2 funding has been assigned to WMCA. Tranche 2 funding requires a separate bid which was submitted on 7<sup>th</sup> August 2020.
- 3.15 The Council's provisional allocation of £5.608 million from the total WMCA allocation of £17.634 million is shown in the table below.

	<b>Capital £m</b>	<b>Revenue £m</b>	<b>Total £m</b>
<b>Tranche 1</b>	0.917	0.214	1.131
<b>Tranche 2 (Provisional)</b>	3.983	0.494	4.477
<b>Total</b>	<b>4.900</b>	<b>0.708</b>	<b>5.608</b>

- 3.16 Statutory guidance is now in place for Highway Authorities (including the City Council) to reallocate road space for significantly increased numbers of cyclists and pedestrians. In towns and cities, some streets could become bike and bus-only while others remain available for motorists. More side streets could be closed to through traffic, to create low-traffic neighbourhoods and remove rat runs while maintaining access for vehicles.
- 3.17 The Council submitted 14 temporary schemes as part of the WMCA proposals for the successful tranche 1 bid, and these are due to be completed by early September 2020. The full details of tranche 1 schemes can be found in Appendix D, however a summary of these schemes are as follows:
- Transport space reallocation in Moseley and Stirchley local centres,

- Low traffic neighbourhoods including Lozells and Kings Heath,
- Pop-up cycle lanes along six routes across the city (consistent with routes identified in the Walking and Cycling Strategy and Infrastructure Improvement Plan).
- Park & Pedal city-wide programme.

3.18 The majority of schemes in tranche 1 will be upgraded, enhanced and made more permanent using tranche 2 funding. Other schemes outlined in the EBTP will be proposed as part of the bid. The full list of tranche 2 schemes can be found in Appendix C, however a summary of the packages of schemes are as follows:

- Package 1: Tranche 1 Project enhancements; including transport space reallocations in Moseley and Stirchley local centre and cycle lanes along six corridors (consistent with routes identified in the Walking and Cycling Strategy and Infrastructure Improvement Plan).
- Package 2: Places for People – Low Traffic Neighbourhoods and School Streets; including 6 low traffic neighbourhood locations.
- Package 3: City Centre Traffic Cells.
- Package 4: Additional Cycling and Walking Interventions; including further pop-up cycle lanes across the city.

3.19 These schemes seek to create behaviour change within communities across the city and encourage residents to continue to walk and cycle post COVID-19 recovery. This is an opportunity that cannot be missed to convert this modal shift into long term behaviour change.

3.20 Tranche 1 schemes are currently being monitored and evaluated. The evaluation for these temporary schemes will be utilised to make necessary amendments to the permanent solutions installed as part of the tranche 2 funding.

3.21 Schemes selected to be included in the EBTP and delivered through EATF funding are a mixture of;

- Cycling routes identified in the Walking and Cycling Strategy and Infrastructure Improvement Plan;
- Existing projects and programmes within the Transport and Highways Capital Programme (THCP) 2020/21 to 2025/26. For example; Package 3: City Centre Traffic Cells and Package 2: Car Free School Streets;
- Locations to which previous correspondence from local residents, support from the local Councillor(s) and any existing schemes or programmes which could be aligned, this is most notable for Package 2: Places for People – Low Traffic Neighbourhoods.

3.22 The WMCA will be administering the EATF within the West Midlands and this report seeks approval to accept the funding from WMCA to deliver schemes within Birmingham.

## **Future Government Initiatives**

- 3.23 The government launched 'Gear Change: a bold vision for Cycling and Walking' on 27<sup>th</sup> July 2020. This included a £2 billion plan aiming to create the most radical changes to cities since the arrival of mass motoring. Measures outlined in the strategy include:
- The creation of Active Travel England as a cycling and walking commissioner and inspectorate, overseeing the £2 billion allocation for active travel over the next 5 years.
  - Cycle training for adults.
  - Bicycles available on NHS prescription.
  - Pedestrian and cyclist friendly overhaul of the Highway Code.
  - Establishing a national e-bike support programme, which could include loans, subsidies or other financial incentives.
- 3.24 The government will also be launching a campaign which provides bike repair vouchers up to the value of £50 to encourage more people to look at alternative ways to travel for their commute instead of driving their private vehicle.
- 3.25 An extra £10 million, double the current funding amount, is being committed to the on street residential electric charge point scheme which will allow local authorities to install up to 7,200 devices, making it more convenient to charge and own an electric vehicle.

## **4 Options considered and Recommended Proposal**

- 4.1 **Option 1 – Do Nothing:** The alternative option to implementing recommendation 2.1 would hamper the city's recovery from COVID-19 and would be contrary to the ambition to increase walking and cycling as safe and healthy modes as set out within the EBTP and draft BTP (paragraph 3.5 of this report).
- 4.2 **Option 2 - Accept the Emergency Active Travel Funding:** This would help the city's recovery from COVID-19 and would help make successful tranche 1 schemes into permanent measures. This would also help deliver the Big Moves within the EBTP and draft BTP. It is therefore recommended to proceed with this option.

## **5 Consultation**

- 5.1 Due to the emergency nature of the tranche 1 schemes, it was not possible to carry out extensive consultation prior to implementation. As an alternative, stakeholders and the public were kept informed of the work and the reasons for implementing the schemes. Comments will be collated once measures are in place, understanding how the schemes are working for them and if the schemes are



achieving the intended aims. These comments will then inform the decisions taken in tranche 2 schemes, making the necessary changes based on stakeholders' feedback. Any future permanent changes would also be subject to formal consultation.

- 5.2 Due to the current climate public engagement on tranche 2 projects will take place via a digital engagement platform (Commonplace) and email. Arrangements will also be made to allow people to deliver any written comments they have to specific locations and working with Ward Councillors to review any feedback they receive. Some small 'pop-up' events will also take place to allow local residents to engage and get feedback on schemes (these events will be delivered in line with public health guidance).

## **6 Risk Management**

- 6.1 A risk register is included at Appendix E. Key risks are detailed below and in order to mitigate these risks, the scheme packages will be discussed with senior members and the risks will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holders:

- Failure to deliver tranche 2 schemes before 31<sup>st</sup> March 2021 could result in clawback of funding from the DfT.
- Opposition to schemes including objections and legal challenge to Traffic Regulation Orders.
- Risk of insufficient take up of active travel measures and consequent increased road traffic levels and demands on public transport capacity.
- A significant shortage of consultant and contractor resources in the marketplace could impact upon programme delivery and increase scheme costs.
- Failure to deliver tranche 2 schemes could result in the city failing to recover from COVID-19 in a sustainable manner.

## **7 Compliance Issues**

- 7.1 **How are the recommended decisions consistent with the City Council's priorities, plans and strategies?**

- 7.1.1 The proposals align with policy objectives in the City Council's Plan 2018-2022 (as updated in 2019), the Birmingham Development Plan, the Draft Birmingham Transport Plan 2020, Birmingham Connected, the Health and Wellbeing Strategy, the West Midlands Strategic Transport Plan "Movement for Growth" and Clean Air/Climate Change Emergency agenda, as well as the Council's emerging Economic Recovery Plan. The proposals also align with national government policies such as the Anti-Obesity Strategy and Gear Change: a bold vision for cycling and walking.

- 7.1.2 The proposals set out in this report will support the City Council's actions to improve air quality, by encouraging greater use of active travel modes.
- 7.1.3 The schemes support the Additional Climate Change Commitments agreed by Cabinet on 30th July 2019 following the motion on the Climate Emergency passed at the full City Council meeting of 11th June 2019, including the aspiration for the City Council to be net zero-carbon by 2030.
- 7.1.4 In the context of inclusive economic growth, the proposals have a strong focus on supporting the City Council's core mission to be a 'city of growth where every child, citizen and place matters'. In addition, the proposals seek to make a significant contribution towards the key priorities of children, jobs and skills, housing and health by reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality, encouraging active and sustainable modes of travel, and tackling the climate emergency.
- 7.1.5 Birmingham Business Charter for Social Responsibility (BBC4SR).

The requirements of the BBC4SR will be incorporated into any contracts above £1.000 million for works and £0.200 million for services.

## **7.2 Legal Implications**

- 7.2.1 In accordance with the Emergency Powers in Part E3 of the Council's Constitution, adopted in September 2019, delegated authority is provided to the Acting Director Inclusive Growth to authorise necessary actions in relation to disasters and emergencies as designated under the Council's Emergency Plan when activated; or under Business Continuity Plans in the event of a business continuity disruption.
- 7.2.2 Additional statutory guidance was issued on 23rd May 2020 by the Secretary of State for Transport under Section 18 of the Traffic Management Act (2004). It applies to all highway authorities in England, who shall have regard to this guidance to deliver their network management duty under this Act. Local authorities in areas with high levels of public transport use (which includes Birmingham) should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart from COVID-19.
- 7.2.3 The relevant primary legislation required to implement individual schemes contained within the EATF schemes comprises the Highways Act 1980; Road Traffic Regulation Act 1984; Road Traffic Act 1988; Transport Act 2000; Traffic Management Act 2004; and Town and Country Planning Act 1990, together with related regulations and guidance. The Bus Lanes Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005 are directly relevant to this report in terms of the use of bus lane enforcement surpluses.

7.2.4 Section 1 of the Localism Act 2011 contains the Council's general power of competence and Section 111 of the Local Government Act 1972 contains the Council's ancillary financial and expenditure powers in relation to the discharge of its functions.

### **7.3 Financial Implications**

7.3.1 The WMCA tranche 1 allocation from the DfT's Emergency Active Travel Funding was £3.847 million. This was £0.400 million more than the provisional allocation due to the strength of the proposals submitted. Birmingham's allocation for tranche 1 funding was £1.131 million, which was £0.097m more than the provisional allocation of £1.034m.

7.3.2 WMCA's provisional allocation of tranche 2 funding for the WMCA area is £13.787 million of which, Birmingham's provisional allocation is £4.477 million. It is expected that the DfT will have confirmed their funding decision for tranche 2 by September 2020 and that the award will be in the form of a Section 31 Grant. Funding allocations are split 80% capital and 20% revenue.

7.3.3 Schemes in tranche 1 were required to be delivered within 8 weeks of receiving the funding. If this condition was not met, the DfT reserved the right to claw back funding from the tranche 2 allocations. Therefore, it was crucial that these schemes, which were temporary measures to promote cycling as a replacement for journeys previously made by public transport, were delivered within the required timescales. Tranche 1 schemes are due to be open to the public by early September 2020 in line with the 8-week timeframe set by DfT.

7.3.4 Failure to deliver tranche 2 schemes before 31<sup>st</sup> March 2021 could lead to funding being clawed back by the DfT. Therefore, it is crucial that schemes are delivered within the required timescales. Through tranche 2 funding, the majority of tranche 1 schemes will be made into more permanent measures. Any changes to the schemes would be subject to identification of suitable resources and the required governance approvals.

7.3.5 Subject to the funding bid being successful, this report seeks the release of £0.600m to cover costs associated with internal fees and external consultants for the life of the programme in order to carry out scheme development and design, consultations and approvals, and contract administration and supervision of works on site.

7.3.6 The funding can only be utilised from point of award, and therefore cannot contribute to sunk costs for any COVID-19 emergency measures already delivered.

#### ***Capital***

7.3.7 The total provisional capital funding to be granted is £4.900 million over the two funding tranches as detailed below.

	<b>Capital £m</b>
<b>Tranche 1</b>	0.917
<b>Tranche 2 (Provisional)</b>	3.983
<b>Total</b>	<b>4.900</b>

7.3.8 It is proposed that resources within the Transport and Highways Capital Programme will provide a local match funding contribution towards the overall bid package, providing a greater combined resource with which to implement works. It should be noted that match funding is not a requirement of the bid.

### **Revenue**

7.3.9 The total provisional revenue funding to be granted is £0.708 million over the two funding tranches as detailed below.

	<b>Revenue £m</b>
<b>Tranche 1</b>	0.214
<b>Tranche 2 (Provisional)</b>	0.494
<b>Total</b>	<b>0.708</b>

7.3.10 It is recognised that new capital transport schemes can by their nature attract additional ongoing maintenance costs in respect of improved or new assets and provide opportunities to remove existing assets during works to mitigate cost increases. For all schemes (excluding those deemed to be major schemes), an ongoing corporate policy contingency annual allocation is available to bid for to accommodate basic inventory growth and expenditure incurred as a result of new capital works and this is monitored to ensure the budget allocation is not exceeded. Alternative funding sources are investigated for the maintenance of enhanced assets but where these cannot be identified, the cost of maintaining enhanced assets may have to be funded from the corporate policy contingency allocation. In this event, options to reduce costs are considered including scheme revisions and scheme deferrals.

7.3.11 The Emergency Active Travel Fund does not provide funding for ongoing revenue maintenance liabilities. Based on current understanding and experience of schemes of similar standard, an estimated revenue cost of £0.020million per year was referred to in the tranche 2 funding bid,

however the actual cost could be significantly higher depending on the nature of the measures to be implemented. Each scheme will need to identify revenue maintenance implications and funding, as part of the scheme-specific approval process, including where relevant the use of the corporate policy contingency allocation detailed above.

- 7.3.12 Reallocation of transport space has the potential to impact on street parking and council car parking income. The impacts and mitigations will be considered during the development of schemes and will be subject to approval as part of the City Council's governance process.

#### **7.4 Procurement Implications**

- 7.4.1 Cabinet approved the use of Sandwell Council's Black Country Framework Contract for Minor Works 2016-2019 (extended to November 2021) as the procurement route for individual highways schemes below £0.200m in the Planned Procurement Activities report dated 23rd June 2020. Since this approval, it has been established that there will be some schemes over £0.200m and these will be called off this framework agreement by direct award in accordance with its rules for Lot 2 (£0.100m to £0.500m) and Lot 3 (over £0.500m) as appropriate. The award of contracts for individual schemes will be approved in accordance with the Council's constitution and Procurement Governance Arrangements.

#### **7.5 Human Resources Implications (if required)**

- 7.5.1 Staff within Transport and Connectivity have been refocused to work on the EATF programme to ensure that the timescales required by the DfT are met. Staff are supported by partners at West Midlands Combined Authority, as well as external support the Professional Services Framework 2020 to 2024 where required. Council officer time required to support delivery of the schemes covered by this report will be funded from the EATF allocation, where the terms and conditions of the funding allow. Where this is not possible, it will be funded from existing Inclusive Growth Directorate resources.

#### **7.6 Public Sector Equality Duty**

- 7.6.1 An initial screening for an Equality Analysis (EA) has been undertaken and has concluded that a full EA is not required at this time. However, the needs of certain disabled groups, particularly blind people and wheelchair users need to be considered when designing measures to ensure individuals are not adversely affected. For example, cycle lanes must consider the blind and partially sighted, who may not be able to see or hear cyclists approaching, while cyclists may assume a pedestrian will see them coming. Therefore, alternative options such as controlled crossings and maintaining kerbs where possible will help ensure residents with sight loss do not stray from the pavement and onto a cycle lane. In addition, the widening of pavements in certain locations will result in a reduction in the

number of parking spaces, meaning the needs of disabled drivers will need to be considered and suitable alternatives will need to be provided. This position will be reviewed for each composite scheme and/or programme as necessary. The initial EA screening is provided as Appendix F to this report.

## **8 Appendices**

### **8.1 List of Appendices accompanying this report:**

- Appendix A – Emergency Birmingham Transport Plan
- Appendix B - Cabinet Report: Emergency Active Travel Fund, approved on 23<sup>th</sup> June 2020.
- Appendix C – EATF Tranche 2 Schemes
- Appendix D – EATF Tranche 1 Schemes
- Appendix E – Risk Assessment
- Appendix F – Birmingham City Council Equality Impact Assessment
- Appendix G – Transportation & Highways Capital Programme Delegations

## **9 Background Documents**

- 'Birmingham Mobility Action Plan White Paper; Birmingham Connected': approved by Cabinet on 17<sup>th</sup> November 2014.
- 'Draft Birmingham Transport Plan': approved for public consultation by Cabinet on 21<sup>st</sup> January 2020.
- Emergency Birmingham Transport Plan Cabinet Members report, approved on 10<sup>th</sup> June 2020.