

Thorn Depot  
Unit 3, Thorn Business Park  
Rotherwas, Hereford  
Herefordshire  
HR2 6JT

The Resident / Occupier

RECEIVED

18 JUN 2020

16<sup>th</sup> June 2020

Dear Sir/Madam

**Covid-19 emergency response active travel measures**

As we move out of lockdown the government has recognised the importance of introducing emergency measures to facilitate social distancing in public spaces and provide viable alternatives to public transport and avoid excessive use of cars. During the lockdown there has also been a noticeable increase in people choosing to walk or cycle rather than using their cars and the government is keen to maintain this momentum across the country in the longer term. Funding has been identified for local authorities to provide temporary measures that support people to continue to walk and cycle in our towns and cities and maintain social distancing. The first part of this funding will cover the immediate emergency measures. Later parts will support further measures to support the continuing release of lockdown and shift to active travel.

**What sort of temporary measures are envisaged?**

Herefordshire Council have been working to develop measures for this initial element of funding. These are intended to be temporary using bollards, barriers and signage to reallocate road space to pedestrians and cyclists and to allow them to socially distance themselves when travelling and queuing for shops. To achieve this, it is anticipated measures will include:

- closing roads to through traffic at specific times
- removing traffic lanes on wider roads
- restricting roads to one way
- adjustments to parking arrangements
- introduction of 20 mile per hour zones

A copy of plans showing the proposals in your area are appended as part of this pack of information.

1047

### **When will these measures be introduced?**

The importance of introducing these measures as swiftly as possible to support the opening of city and town centres is recognised in the government guidance. On that basis the expectation is that local authorities introduce these within a matter of weeks. We anticipate measures will start to be introduced from the beginning of July.

### **How will this be achieved?**

The government has introduced emergency Traffic Regulation Order powers to allow local authorities to implement such measures more quickly than before. A formal notice of intent to make the order will be published for seven days and the order must then be made within the following 14 days.

### **What about deliveries and access to premises on roads when they are closed?**

It is important that deliveries and access are maintained. It is anticipated this will be achieved either by specific exemptions or by setting specific times when access will be possible. Where closures are on bus routes, we will also be making provision for these services to be maintained.

### **Why are we writing to you?**

Herefordshire Council recognises the significant impact Covid-19 has had on many businesses, and whilst the measures are intended to support the opening up of town and city centres, they may impact the operation of some businesses. We have already had preliminary discussions with local ward and town council members as well as business interest groups in developing the measures, and we feel it is important to also gather feedback direct from businesses. Given the timescale for implementation we will need your feedback by Tuesday 23 June.

### **How to feedback**

Please feedback your response by Tuesday 23 June to:  
[Herefordshire.communications@balfourbeatty.com](mailto:Herefordshire.communications@balfourbeatty.com)

### **Will you monitor these measures?**

All the measures introduced will be monitored to see not only how effective they are but also the impact they are having on the areas where they are introduced. We can adjust them should the performance or feedback indicate that amendments are required.

On this basis we would ask that you continue to feedback beyond 23 June to update us on the measures that are introduced, possible additional measures or changes to existing ones.

Yours sincerely,

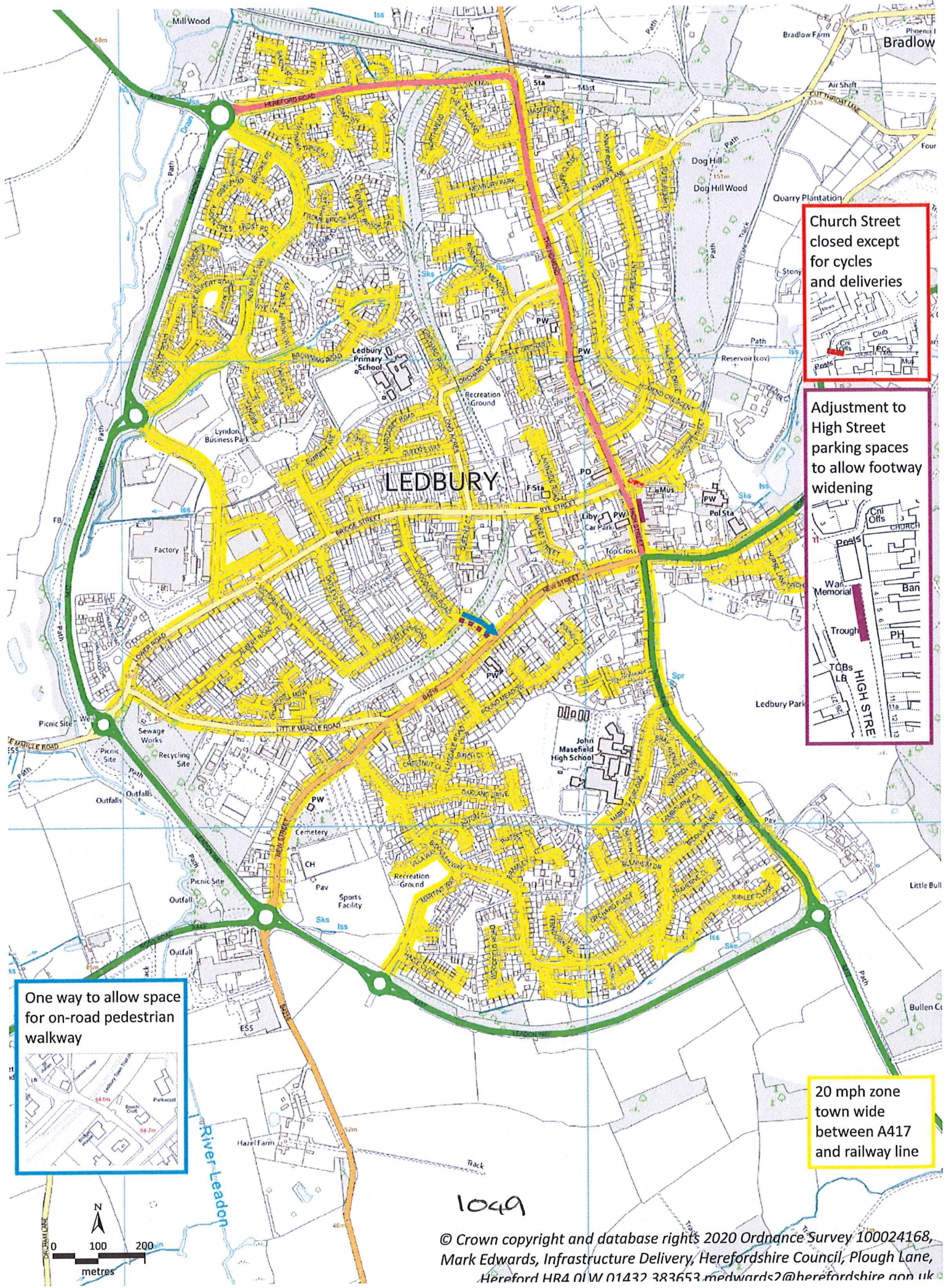
*Customer Services*

**Customer Services**

**For and on behalf of Balfour Beatty Living Places**

1048





Church Street closed except for cycles and deliveries

Adjustment to High Street parking spaces to allow footway widening

One way to allow space for on-road pedestrian walkway

20 mph zone town wide between A417 and railway line

1049







## Department for Transport

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Tel: 0300 330 3000

Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)

Our Ref:  
Your Ref:

27 May 2020

To Local Transport Authority Officers

### Emergency Active Travel Funding Indicative Allocations

On behalf of the Department of Transport, I am pleased to give details of the indicative allocations for the first stage of the emergency active-travel fund [announced on 9 May](#). This new funding is designed to help you use pop-up and temporary interventions to create an environment that is safe for both walking and cycling in your area. Active travel allows people to get around whilst maintaining social distance and will have an essential role to play in helping us avoid overcrowding on public transport systems as the as we begin to open up parts of our economy. We have a window of opportunity to act now to embed walking and cycling as part of new long-term commuting habits and reap the associated health, air quality and congestion benefits.

Of the total £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.

The £225 million allocated to local authorities will be released in two phases. The first tranche of £45 million will be released as soon as possible so that work can begin at pace on closing roads to through traffic, installing segregated cycle lanes and widening pavements.

Indicative amounts by authority for the first tranche are shown in Appendix A. The main purpose of the initial funding is to promote cycling as a replacement for journeys previously made by public transport. Funding is therefore weighted towards areas which until the crisis had high levels of public transport use, especially for short and local journeys which can now be cycled.

The amounts are only indicative. To receive any money under this or future tranches, you will need to show us that you have swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors.

The quickest and cheapest way of achieving this will normally be point closures. These can be of certain main roads (with exceptions for buses, access and disabled people, and with other main roads kept free for through motor traffic); or of parallel side streets, if sufficiently direct to provide alternatives to the main road. Point closures can also be used to create low-traffic filtered neighbourhoods.

Pop-up segregated cycle lanes will also be funded, but are likely to be more difficult to implement quickly. As [the guidance](#) states, they must use full or light segregation. We will also fund the swift implementation, using temporary materials, of existing cycle plans that involve the meaningful reallocation of road space.

We expect all these measures to be delivered quickly using temporary materials, such as barriers and planters. Elaborate, costly materials will not be funded at this stage. Anything that does not meaningfully alter the status quo on the road will not be funded. As [the guidance](#) makes clear, 20mph zones can form part of a package of measures, but will not be sufficient on their own.

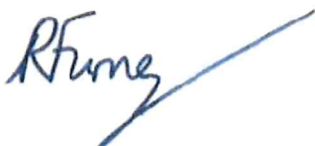
If work has not started within four weeks of receiving your allocation under this tranche of funding, or has not been completed within eight weeks of starting, the Department will reserve the right to claw the funding back by adjusting downwards a future grant payment to your authority. This will have a material impact on your ability to secure any funding in tranche 2.

To allow changes to be put in place more quickly, [a temporary process](#) for new emergency traffic orders was announced on 23 May halving the time needed for approval. The second tranche of £180m will be released later in the summer to enable authorities to install further, more permanent measures to cement cycling and walking habits. Where applicable, this will enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans (LCWIPs).

In order to access your authority's share for both phases, we will require the completion of an online proforma to allow us to assess your plans on how the money will be spent. The proforma is intended to be as simple and light-touch as possible and should not be onerous for you to complete. The proforma for tranche one should be completed as soon as possible and no later than Friday 5 June. It can be found online here: <https://www.smartsurvey.co.uk/s/ActiveTravelFund/>. We will write to you again shortly with instructions on how to access the second tranche of funding, together with a new proforma.

The indicative funding allocations can be found at Annex A. We will make the payments via a grant under section 31 of the Local Government Act 2003 together with a formal grant determination letter as soon as possible after you have submitted the proforma. In the event that any authority does not wish to receive a share of the funding, or does not submit proposals which meet the Department's expectations, we will reserve the right to increase or decrease indicative allocations. If you have any questions on any aspect of this funding, please email: [activetravel.pmo@dft.gov.uk](mailto:activetravel.pmo@dft.gov.uk)

Yours faithfully,



Rupert Furness  
Deputy Director, Active and Accessible Travel

Annex A – Indicative allocations of funds for phase 1 to combined and local authorities  
Annex B – Terms and conditions