

EMERGENCY ACTIVE TRAVEL FUND

Report for Climate Change Member Advisory Board – 8 September 2020

This briefing note details the Emergency Active Travel Fund scheme proposals that Medway Council submitted to the Department for Transport on 7 August 2020.

BACKGROUND:

The objective of the Emergency Active Travel Fund is to help local authorities implement measures to create an environment that is safer for walking and cycling. This will allow cycling in particular to replace journeys previously made by public transport. In the longer term, it will also help deliver health, environmental and congestion benefits.

Medway Council received an initial active travel grant of £242,000 earlier in the summer. This has delivered the following:

1. Dock Road Chatham (Wood Street Roundabout to Western Avenue): enhanced visibility of existing cycle lanes including light segregation (barriers or flexible plastic wands) and improved signage
2. Temporary closures of Rochester High Street to traffic, to assist with social distancing
3. Chatham High Street (opposite Bingo): creation of a pedestrian zone through re-organisation of vehicle route and use of temporary barriers/wands
4. Chatham town centre: installation of new cycle racks
5. Temporary widening of well-used footpaths across Medway (total of 11 miles) to promote walking routes and social distancing.
6. Installation of new dropped kerbs to assist pedestrians crossing roads

Medway has an indicative funding allocation of £1,236,000 for a second tranche of schemes. In order to secure this, the Council is required to demonstrate that it has swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors. The funding is not available for schemes that do not meaningfully alter the status quo on the road and all cycling schemes, permanent or temporary, need to include segregation or point closures to through traffic. Local authorities also need to demonstrate that the funds can be fully committed in current financial year.

Medway's Cycling Action Plan delivered 8.5 miles of new cycle route, improvements to 1.7 miles of existing cycle routes and a new pump track facility in Gillingham. In total, there are now over 80 miles of cycle route in Medway, with many corridor schemes linking up with longer distance routes forming part of the National Cycle Network. We obtain data from cycle counters across eighteen locations in Medway and it has been encouraging to note an upward trend in cycling across Medway and a spike in cycle journeys during 2020.

Medway now has an opportunity to build upon this progress. The proposals submitted to the DfT would provide a package of walking and cycling measures that pass through all of the growth areas in Medway. The schemes would:

- Further expand and improve upon Medway's existing walking and cycling network
- Increase walking and cycling trips made during peak travel times
- Reduce the pressure on public transport capacity, particularly on strategic corridors and links to educational establishments
- Increase participation in support programmes and special events, such as the Medway Mile and Medway Big Ride

- Improve partnership working other organisations and voluntary groups, including Sustrans, cycling clubs and organisations in Medway
- Deliver information and promotional material to publicise activities, raise awareness of any new or improved infrastructure and provide details of success stories
- Contribute towards the development of travel plans – directly support the existing Medway Council staff travel plan and indirectly support local businesses and schools to maintain and develop travel plans that encourage walking and cycling journeys
- Increase physical activity and improving the health

SCHEMES IDENTIFIED:

Medway Council has identified the following permanent schemes:

1. **Rochester High Street:** provision of a strategic cycle and pedestrian route, including complementary measures and the potential use of technology to manage vehicle closures at entry points, on days and times to be agreed.
2. **A2 Chatham Hill:** Replacement of existing bus lanes with new segregated cycle lanes, retaining bus priority measures at each end of the route, to provide a strategic route between the Gillingham and central Chatham.
3. **RS206 Cuxton Railway Station > Medway Valley Park, Strood:** New and improved off-highway pedestrian and cycle link between Cuxton and Strood, overlooking the river Medway, as a safe alternative to the A228. The route would upgrade a current Public Right of Way (PROW) to allow for cyclists and provide a new section of multi-surfaced route linking with Medway Valley Park and the Temple Waterfront residential development.
4. **A228 Four Elms Hill:** Shared pedestrian and cycle lane, involving resurfacing and widening approximately 800m of existing footway to the eastern side of the A228 Four Elms Hill, between A289 and Beacon Hill Lane.
5. **Darland > Capstone, Chatham:** A new pedestrian and cycle route linking Darland to Capstone and the onward route to central Chatham. The route was included as a strategic corridor scheme in Medway's Cycle Action Plan, following an assessment of proposed cycle route corridors made by Sustrans.

In the event that the bid is successful, there will be full engagement with Members, Parish Councils and community groups. The Council has existing channels of communication with key local stakeholders such as bus operators, cycling groups, schools, universities and town centre forums, and these will be utilised for the purposes of developing scheme proposals. We will establish an appropriate governance process for these schemes and construction would commence in April 2021.

NOTIFICATION OF BID OUTCOME:

The Department for Transport has indicated that local authorities will receive notification of successful bids in September 2020.

E-scooter rental trials - update

- 1.1 The Department for Transport (DfT) announced in July that it would fast track and expand trials of rental e-scooters in order to support a 'green' restart of local travel and help mitigate reduced public transport capacity. The final decision on where trials take place sat with the DfT, following their assessment of proposals submitted by local areas. In order to submit a proposal to government, local authorities were required to rapidly develop and agree local high-level requirements and objectives for trials, establish their procurement approach and proceed with appropriate market engagement.
- 1.2 The legislative changes required came in to force on 4 July. The expectation from Government was that Local Authorities implemented trials by the end of August. Local Authorities were required to submit a proposal to the DfT demonstrating that:
 - relevant local high-level objectives and requirements had been established and a high-quality service will be provided to meet them
 - proposals were feasible and deliverable and that 12-month trials could commence between June and the end of August 2020
 - impacts for people with disabilities were considered and addressed
 - TROs for cycle lanes and cycle tracks were updated to allow use by e-scooters and any new signing, road markings and public information (such as areas where e-scooters are prohibited or parking areas) implemented
 - enforcement issues were considered, and vehicles can be made visible and distinct from privately owned e-scooters
 - safety issues were appropriately considered and addressed, including appropriate levels of vehicle servicing/maintenance and vehicle hygiene arrangements
 - appropriate training of some sort could be offered to users
- 1.3 Local authorities were also encouraged to put in place additional requirements for trials:
 - the provision of geo-fencing, either to limit the trial area within a local authority or to prevent e-scooters being used in other local areas not participating in trials
 - the availability of training or helmets
 - specifying specific areas where trial e-scooters can be parked to ensure they do not become obstructive to other road users and pedestrians, particularly those with disabilities
 - data-sharing between the local area and e-scooter operator, in addition to the required data-sharing between operators and the DfT
- 1.4 During trials, e-scooters remain classed as motor vehicles, meaning the requirements to have insurance and the correct type of driving licence continue to apply. Only rented e-scooters from government-approved operators may be part of the trial and the rules for private e-scooters has not changed: it remains illegal to use a privately owned e-scooter.
- 1.5 The Tees Valley Combined Authority and Milton Keynes are currently hosting e-scooter trials. At this early stage, anecdotal evidence suggests that e-scooters are providing an alternative mode of travel for those who had previously walked or cycled, rather than reducing motorcar or public transport use, and initial press coverage highlighted concerns about speeding, anti-social behaviour and use of inappropriate sections of highway (dual carriageways).

- 1.6 Whilst Medway Council did not express an interest in undertaking a trial, the potential for e-scooters to represent a fast and clean way to travel that eases the burden on the transport network is recognised. In addition to developing proposals for significant improvements to cycling infrastructure, as part of our Active Travel bid, officers will adopt a watching brief on the evaluation and outcome of the e-scooter trials taking place. This will provide evidence on their safety, how people use them, public perceptions, and whether they reduce motor traffic. It would also enable the Council to consider how e-scooters could operate in Medway, should Government decide to fully legalise them.

Electric Vehicle Charging Points – Survey Results 2020

In June 2020, an online survey was published on the Medway Council website to explore the demand for electric vehicle charging points across Medway. This was intended to help Medway Council to consider charging locations and to demonstrate the local need when applying for funding.

Participants were asked whether they currently own an electric vehicle or plug-in hybrid, or indeed considering purchasing one. In addition, the survey provided opportunity for any suggested locations for on-street charging points to be made.

The survey results summarised below were based upon 105 user responses over the course of a seven-week period, between Tuesday 16 June and Monday 3 August 2020.

Question 1: Do you currently own an electric vehicle?

Yes	36	[34.4%]
No	66	[62.8%]
No response	3	[2.8%]

Question 2: What do you think the biggest barriers to purchasing an electric vehicle are?

[NOTE: Participants able to select multiple answers]

The cost of an electric vehicle	39 responses
The time to charge the battery	24 responses
Lack of electric vehicle models	7 responses
Lack of charging points in Medway	95 responses
Lack of charging points where I travel to	39 responses
The cost of replacement batteries	13 responses
The distance travelled on one charge	32 responses
I don't know about electric vehicles	1 response
There are no barriers	0 response
Other [please state]*	5 responses

*Reasons given:

- Could not have a charging point at my home due to parking restrictions.
- They still require fossil fuel generated energy. They still contribute to congestion. They still contribute to road danger. They still produce emissions from tyre and brake particles. They still require parking spaces.
- How the hell are we supposed to charge our vehicle when we live in a flat?? Half the time we can't even park in the same street let alone anywhere near where we live.
- Charge points are far overpriced in This country. If you really want people to sign up to it, subsidise the cost and cap service provider profits.
- I have no off-street parking at my terraced property and would need an allocated parking bay outside my house to install a charging point.

Question 3: What type of electric vehicle do you own?

Fully electric	24 responses
Plug in hybrid	11 responses
Self-charging hybrid	1 response

Question 4: Which of the following best describes where you most often charge up your vehicle?

[NOTE: Participants able to select multiple answers]

At home	17 responses
At my place of work	7 responses
In a public car park	2 responses
At a retail premises car park	7 responses
At a car dealership	0 response
Not applicable	1 response
Other [please state]*	2 responses

*Locations given:

- Bluewater
- Hotel car parks

Question 5: When do you most often charge your vehicle up?

During the day	14 responses
Overnight	10 responses
Both during the day and at night	11 responses
Not applicable	1 response

Question 6: Are you planning to buy an electric vehicle in the next twelve months?

Yes	38 responses
No	9 responses
Don't know	19 responses

Question 7: What type of electric vehicle do you hope to buy?

Fully electric	26 responses
Plug in hybrid	9 responses
Self-charging hybrid	3 responses

Question 8: Which of the following best describes where you plan to charge up your vehicle most often?

At home	28 responses
At my place of work	2 responses
In a public car park	2 responses
At a retail premises car park	1 response
At a car dealership	0 response
Not applicable	0 response
Other [please state]*	2 responses

*Locations given:

- An on-street charging point
- Tesla supercharging points

Question 9: When are you most often likely to charge your vehicle up?

During the day	3 responses
Overnight	21 responses
Both during the day and at night	13 responses
Don't know	1 response

Question 10: Please tell us where you think we should consider locating charging points:

Details not available for this report due to data protection

Question 11: How far would you be willing to walk to charge an electric vehicle?

Less than 3 minutes	29 responses
3 to 5 minutes	32 responses
6 to 10 minutes	19 responses
11 to 15 minutes	9 responses
More than 15 minutes	2 responses
I wouldn't be willing to walk to charge my vehicle	11 responses

Question 12: Is there anything else we should consider about charging point locations in Medway?

<i>That if everyone had an electric car there would never be enough charging points in Medway. Too many terraced streets with lack of parking</i>
<i>Make them generally available and install in lamp posts across the towns.</i>
<i>Please give incentives for switching to electric car</i>
<i>With the new housing estates basically only having single track roads I doubt there will be any charging points on new estates so maybe this should be done at planning stage?</i>
<i>Car parks are a useful place and would consider shopping in Strood in car parks had a charging point.</i>
<i>I would charge at home but points should be considered for places where people regularly park for extended periods: shopping centres, sports centres, The Strand etc</i>
<i>Insist in new housing estates to have them implemented in parking spaces & garages along with solar panels on roofs for charging. All parking spaces should have them. A government scheme incentive should be introduced for home owners with parking spaces to encourage ownership of electric cars & allow easy access for charge points.</i>
<i>Ethelbert Road would be a good place too. The Council owns an area of green space near the allotments which could be converted to charging points</i>
<i>Never take space from the pavement for charging infrastructure, place it in the carriageway and parking spaces. These things are noisy and generate light pollution, remember this when choosing sites.</i>
<i>Cost And enough for all</i>
<i>Yes that they need to be completely secure</i>
<i>Include charging points in the public car parks</i>
<i>We live on extended double yellow lines - there would be provisions to charge electric vehicle from directly outside property - however we live 10 minutes from Chatham High Street - there are currently no electric charging points in a decent distance from our home which has put us off purchasing electric</i>
<i>Anywhere that has Free Parking or no parking restrictions.....also rainham precinct....but any vehicle using the charging station should not have to pay to use the car park as they are already paying to use the charging station</i>
<i>Make sure they are not in store car parks that fine users for staying more than 4 hours. Vehicles can take longer than 4 hours to get a full charge</i>
<i>Town centre car parks, or the Rochester multi-story.</i>
<i>Surely someone in Medway council must realise that it's an essential requirement for the town centre car parks to have charging facilities?</i>
<i>The major shopping centres would make sense</i>
<i>Look at the following places: Sturdee Avenue, First & Second Avenue, Chicago Avenue, Canterbury Street, Beechings Way, Mierscourt Road. All Medway council owned and operated car parks, and leisure centres, also potentially the business parks like Medway City Estate</i>
<i>Policing via traffic enforcement to ensure spaces are only used by electric vehicles</i>
<i>Placing the odd charge per street will cause issues in multiple ev owners want to use the same charger. It would be better to allow chargers per residence on request subject to an additional charge to help pay the cost of install. Medway council at this time would be better off installing reliably maintained charge point in all of its owned car parks, not just one or two but banks of 10 or more. This negates the overcrowding in the future with ev take up, and also shows a</i>

<p>commitment to ev that the public will then start to take an interest. Also a mixture for 7kw slow chargers and 50kw rapid chargers should be considered.</p>
<p>They should be put near public buildings like the library and hospital etc.</p>
<p>The Esplanade is in dire need of charging points, myself and at least 4 other residents who park on the Esplanade would have eclectic cars if chargers were installed. I think you'd need at least 4-6 sockets here as the cars will quickly follow the chargers. To help fund the chargers I would suggest they are open to tourists and the public by day, who can use them until 6pm. This would help boost tourist visits post COVID. At night they should then be reserved for residents only. I recent went to Herne Bay where a restriction was in place to make sure residents could charge. I am a company car driver and in October would like to opt for an electric model as there is a zero BIK rate for zero emissions vehicles, this would save me approximately £300 a month in tax!</p>
<p>Put some near shops and train stations as well. Twydall shops should have one in the car park and there's should be some at Rainham and Gillingham train stations.</p>
<p>I think you should put them near houses like ours with no driveways. People with driveways can have and do have their own chargers or can use an extension lead. We would have nowhere to charge our car as we both get the train to work and walk to the station. Supermarket charges won't work for us as we don't tend to spend 6 hours doing our shopping a week which is how long it would take to charge the electric car we want to buy. We currently have a 2002 diesel Ford Galaxy which is almost exclusively used in Medway, we would like to replace this with a fully electric Nissan Leaf but we can't without a charger. If chargers were to be installed, like we have previously requested, we would be able to scrap the polluting diesel and improve Medway's air quality.</p>
<p>How much it would cost for a full charge.</p>
<p>Terrace houses don't have driveways, how could you guarantee I could charge my car near my house?</p>
<p>You should consider underground parking or have charging points along the esplanade</p>
<p>Make them as fast charging as possible because otherwise they'll be useless for future use i.e. don't cost cut now & then need to upgrade later.</p>
<p>There should be charging points in all shopping centres</p>
<p>Security, particularly if they are not close by to those using them</p>
<p>Public car parks. Council owned attractions School car parks Medway City Estate Gillingham Business Park</p>
<p>Council Car parks, Areas where driveway space is limited. On Street Car Charging can be supplied with in lamp post charging. Please don't pick a supplier that requires specialist equipment.</p>
<p>Repurposing old lampposts or bollards, as well as areas where the cable is less likely to be stolen/tampered with, ie locks for the connections</p>
<p>CREATE RESERVED PARKING BAYS WITH CHARGING POINTS</p>
<p>they should be somewhere local but not too busy. Barnfields is perfect</p>
<p>Will they be in dedicated section off spaces for electric vehicles only? On street parking is challenging in Gillingham anyway so how would this work? If there were more dedicated charging points then more people might consider owning a plug-in, but then we would need even more charging points so there should be a dedicated budget to increase the charging bays every year as demand dictates. I wanted to buy a plug-in hybrid but will now buy a petrol hybrid as neither my home nor my place of work has a charging point - we need vast infrastructure to support this before people will commit to electric cars. It will now be 3 years before I change my car again, I hope the landscape will have changed sufficiently in that time to allow me to buy a plug-in car!!</p>
<p>Enough of them, more points than cars at all times, will never buy one if 30 charging points and 31 people wanting to use them.</p>
<p>Public charging points are the answer. Thank you for asking these vital questions and planning for the future</p>

<i>In local car parks around the high street or station would be good- they'd have to be slower chargers though otherwise people wouldn't have time to use the high street/train before the charge ended. Booking a space via an app would help people organise their time too. Maidstone Rd Rochester would also be a good location- opposite the cemetery and outside Bean Town coffee- this would allow people to run errands whilst the car charged. I would LOVE a charge point nearby (I live on Cecil Rd, ME1 2HS), it would make a big difference to me as I have 2 small children so can't just drive to a charge point whenever I want.</i>
<i>There isn't enough on-street parking in Medway for extra cars to be queuing to charge. Put charging points in large car parks, like dockside.</i>
<i>More than one</i>
<i>Dedicated Electric vehicle charging bays similar to disabled bays</i>
<i>Add as many as possible! This is the future</i>
<i>Spread in residential areas</i>
<i>Charging point in the car parks of the major shops: Morrisons, Tesco, Asda etc</i>
<i>Every lamppost could be a charge point. Most householders can't park outside their own house. Most streets in Medway are terrace. This is going to make it near impossible to provide for on street.</i>
<i>Why can't lamp posts have charging points?</i>
<i>Maybe a good place for the area is bottom end of Roseberry Road Gillingham as there are no house, and there are parking restrictions that would make people not park overnight.</i>
<i>All car parks whether private or council should have a percentage of spaces allocated to EV charging, the percentage should increase as EV's become more popular. Also there needs to be rapid chargers installed on all major roads where it is safe to do so. People need to be able to drive anywhere without worrying whether they can get there or not. Until this happens people will keep hold of their combustion engine cars for as long as they possibly can.</i>
<i>Time restrictions to prevent parking at one to long stopping others from using the point</i>
<i>Hopeless idea where you cannot even guarantee a Parking space near your own home.</i>
<i>It should be in the context of traffic calming and parking measures for this road as it is narrow and one way and too many households have more than one car.</i>
<i>Good street lighting at the charging site for personal and car safety and security. Possibly CCTV.</i>
<i>Fit to lamp standards - the power is there already. Reserve at least 1 bay in streets without off road parking for charging purposes (as they do in S.E. London).</i>
<i>Regarding the above, this is inside the Historic Dockyard residential area and would require their consent. There is a small car park where a point could be positioned to encourage the elderly residents of these 16 properties to purchase electric vehicles. I also believe there should be charging points in the town car parks.</i>
<i>Each local village should have at least one charging point. Often rural areas get forgotten.</i>
<i>Need parking restrictions to make sure they are only parked in by electric cars. The chargers in some places don't have this and it means electric cars can never get near the charger so have to miss out or trail long cable which gets damaged by other cars running it over</i>
<i>More in local car parks please</i>
<i>People parking non-electric vehicles in the spaces should be discouraged</i>
<i>Not aware of any, given I don't yet use an electric vehicle</i>
<i>This needs to be prioritised as there seems to be no council owned charging facilities in Medway. Also, can the council facilitate installation at residents' homes via the Government sponsored schemes? I ask because of the need to mark out a dedicated charging bay on my road to allow for electric charging as is obtainable with disabled parking bays.</i>
<i>Supermarkets and pay public parking in town</i>
<i>Work with out of town retailers with large car parks such as b&q, sainsbury's, tesco etc and go the easy route of council/ rail car parks.</i>
<i>Maybe near primary schools also</i>
<i>Putting them in council run car parks. Perhaps the less busy ones in Rochester eg the one on union street</i>

There should be charging points in all the public car parks in the town centre of Rochester and along the Esplanade with EV bays clearly marked with notices that other cars are not allowed to park there. Similarly there is plenty of space at the Dockyard for a row of chargers which would encourage people to visit while their car is plugged in.

We would be grateful if you would consider a lamp post EV charger directly in front of our car parking spaces. These can be sourced from Ubitricity Distributed Energy Systems Limited, NW5. contact@ubitrlicity.co.uk telephone 0800 024 6279