

Emergency Covid 19 highway measures; and School Streets

ETE SELECT COMMITTEE 8TH OCTOBER 2020

Part 1: Emergency Covid 19 highway measures

Emergency Active Travel Fund

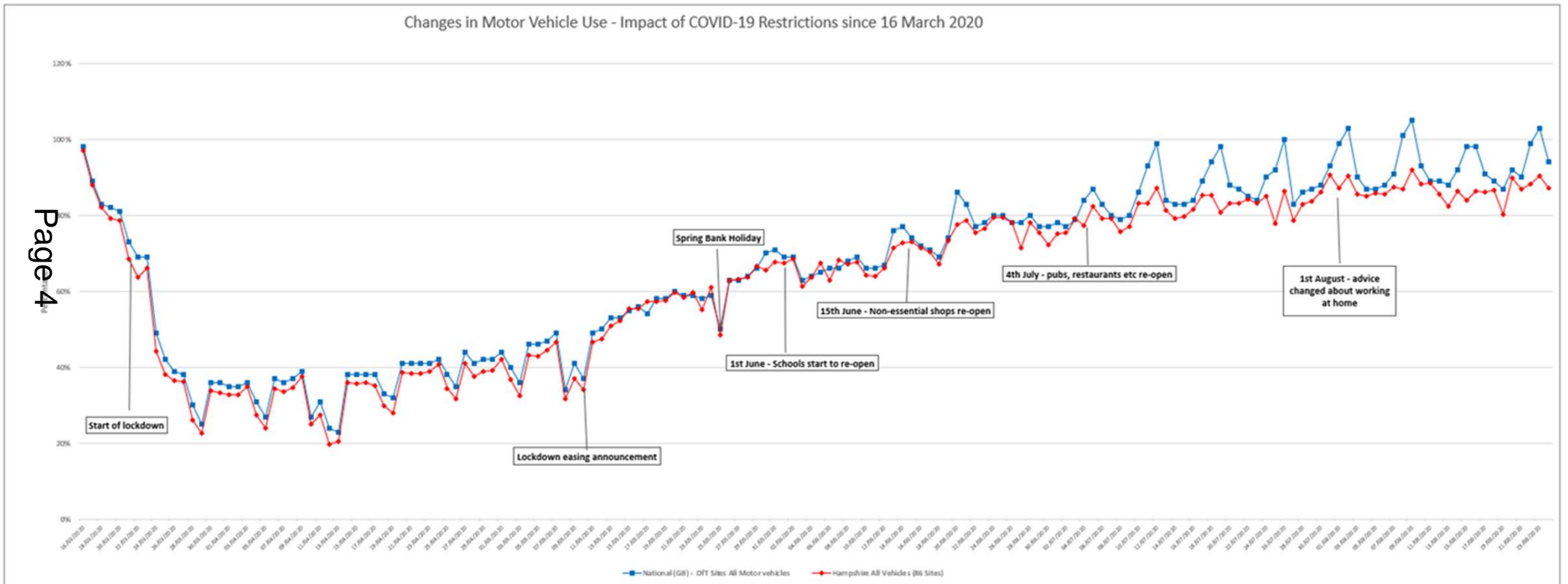
EATF Tranche	Hampshire indicative allocations	Time to bid	Success?
1	£863,000	7 days	100% award, all now committed
2	£3,453,000	4 weeks	Awaiting decision

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Tranche 1 directions:

- to enable social distancing by giving people more space
- to reallocate road space to create safe environments for walking and cycling, to embed these habits
- provide alternatives to public transport for key workers
- DfT – *‘elaborate, costly materials will not be funded’*
- DfT – **‘anything that does not meaningfully alter the status quo on the road will not be funded’**

Timeline – traffic against government announcements



Timeline

Date	Key activity	Situation
9 May	Reallocating road space in response to COVID-19: statutory guidance for local authorities	Lockdown – many more people walking and cycling, traffic levels low. Don't use public transport and work from home advice
24 May	High Streets guidance - "measures that enable safe trading in public place" - £50m from 1 June	R = 0.7 - 1.0
29 May	Tranche 1 EATF indicative funding - "Measures should be taken as swiftly as possible, and in any event within weeks..."	Emergency measures, 2 meters, action in weeks
15 June	Partial return of primary schools and some year groups	Traffic levels building up. Non-essential shops open.
10 July – 7 August	Tranche 2 EATF closing date for bids	4 July - Pubs Restaurants reopen
8 August	DfE announce funding for Home to School Transport – Does not include pop up funding	R = 0.8 - 1.0 Advice on travelling to work changes
5 Sept	https://www.telegraph.co.uk/news/2020/09/05/grant-shapps-tells-councils-stop-abusing-250m-fund-meant-green/	Traffic levels at 80%, walking and cycling levels reducing as shops and other establishments reopen
7 Sept	Schools return	Work from home advice reinstated
17 Sept	Guidance for Full opening: Schools	
2 October		R = 1.2 -1.6

What do we aim to recover to?

Drivers of change – potential Covid-19 recovery scenarios relating to transport

'private travel focus'

'old normal'

'clean, green, healthy recovery'



- A failure to re-build confidence in public transport use - the bus and rail market fails to recover, and services decline.
- Traffic levels bounce back quickly and even increase compared to 'pre-Covid' – the private car is perceived as the only safe travel option.

- We think differently about the way we live and work and re-evaluate the need to travel. Behavioural changes become 'locked in'.
- Travel demand is less concentrated on short morning and afternoon peaks.
- Places are adjusted to provide additional space for the safe movement of pedestrians and cyclists, supporting local economic activity.
- People continue to interact more with their local areas. Most streets are quieter and local air quality is improved.
- The recovery of public transport is supported.

Tranche 1

Timescale: delivery within 8 weeks from receipt of funding (mid Sept deadline)

Scheme suggestions: from officers, boroughs/districts/parish/town councils, Members and stakeholders (almost 300 suggestions) and started to take comments from public and schools via the Commonplace platform (over 3,705 individuals making c. 11,500 suggestions ahead of Tranche 2 submission)

Shortlist: filtered by officers against criteria of the fund, deliverability and ability to have an immediate effect

Outcomes:

- 42 schemes delivered by HCC and partners, 1 removed, many adjusted over time in response to feedback
- Social distancing messages at thousands of bus stops (posters/stencils/real time information)
- More time given to pedestrians at 160 pedestrian crossings
- VMS signs advertising social distancing measures
- Radio campaigns

Tranche 1 Page 8 schemes



"I had stopped walking it but now it has opened up the opportunity for many lovely walks without using the car!!!"

Fishers Hill, Fareham



Give us feedback

We want to hear from you.

Use this QR code to access an online survey.

Monitoring

Qualitative	Quantitative
Feedback from partners: Boroughs/Districts/Parish/Town Councils	Visual assessments from traffic control centres and weekly on-site observations
Sustrans Space to Move tool advertised via QR stickers and Comms plan	Surveys as appropriate – ATCs, Bluetooth, pedestrian and cycle counts
Commonplace platform	Review of traffic data e.g. Google traffic
Social media feed	

Experience and lessons learnt

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Consultation, engagement and public opinion

Travel is changing

Risk vs “it looks like roadworks”

Adherence and enforcement of restrictions

Trial and adapt

Agile working

Evidence led

Who is the scheme promoter?

Tranche 2

A further **£3,453,000** expected for Hampshire (mostly capital)

AIM: “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).”

Schemes suggested

Slightly more time for engagement with boroughs/districts and stakeholders but scheme delivery deadline of March 2021 (we hope this will be eased) limited the schemes that could be considered to those already partially designed, or the development of Tranche 1 pop ups into longer term measures

Schemes in the bid

<https://www.hants.gov.uk/transport/strategies/fundingbids>

Part 2: School Streets

School Streets

What is a school street?

*” A road outside a school with a ... restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone **”*

What does it do?

Primarily, it's about modal shift **not** road safety

- Improve air quality of roads in vicinity of schools
- Enable a greater level of active and healthy travel for children and their families
- Provide a safer and more pleasant environment locally for the whole school community
- Can assist with social distancing by reducing the street space that motor vehicles occupy
- Create safer roads to improve road safety for children, build confidence and others

Benefits and challenges

Benefits	Challenges
<ul style="list-style-type: none">• Improved air quality• Reduced carbon emissions• Increases active travel journeys to school• Supports 'Hampshire Physical Activity Strategy 2018-21'• Supports 'Towards a healthier Hampshire: a strategy for improving the public's health 2016-2021'• Supports Climate Change Strategy• Supports 'Hampshire 2050: Vision for the future'• Reduce/spread issues arising from residents around parent parking	<ul style="list-style-type: none">• Not suitable for all schools (coach access, main roads, bus routes etc)• Still being trialed in other Council areas• Displacement of traffic onto nearby streets• Costs depending on complexity of scheme, varied• Lack of support from stakeholders• Liability and safety issue to overcome (equipment, third parties)• Road space/utilities• Can be reliant on school staff or volunteers• Don't yet have the back office or powers for <u>moving traffic enforcement</u>, so will take time to develop and deliver• May be seen as anti car and subject to objections• Need active support of school – we can't do it without them

The practicalities

Short term

- Highway authority led
- Can be expensive to set up and run
- Likely to be volunteer operated, with guidance
- Temporary vehicle access restriction at peak school times - morning and afternoon (could be 24/7 if site and access permits)
- Exemptions for residents or other essential needs e.g. emergency services
- Engagement and promotion with school, families, residents, business, Members, Police, staff, other community users

Longer term

- 'Moving Vehicle' ANPR enforcement (powers currently restricted to London)
- Could be key to allowing schools to open up gates where residents fear their roads will be congested with cars; reducing the walking distance for many, and making walking more attractive

What do we already do with schools?

We already work very closely with schools to help address these issues...

- School Travel Plans following national online accreditation and recognition scheme, STARS
- School Crossing Patrol service
- Support Development Planning etc to identify and deliver school walking and cycling schemes
- Park and Stride sites, cycle and scooter storage
- Training – Bikeability, Junior Road Safety Officer (JRSOs), Pedestrian training, Scooter training
- My Journey promotion to encourage active travel and road safety
- Annual challenges (Scooter Challenge, Walktober, Walk to School Week, Road Safety Week)
- Ongoing programmes (Bike It, Street Sense, Air Quality, Walk Once a Week (WOW))
- Resources (Transition to new school e.g. maps, and Parkwise resources)

What we do with schools on air quality?

- Deliver an [air quality programme](#) delivered in Hampshire schools in designated areas of poor air quality
- Linked to district AQ monitoring, we work with c. 30 schools to monitor air quality using diffusion tubes and Flow Meters; and take forward appropriate measures e.g. a no idling campaign.
- Promote Clean Air Day. Last year we partnered with BBC 'Inside Out South' to run a film competition for secondary schools. The winning entry can be [viewed online](#)
- For 2020, a remote [poster competition](#) is being run instead, due to Covid 19



What can we learn from others?

We can learn from those already doing this...

HCC helped **Southampton** City Council to implement their trials through our traded services arrangements

Gloucester is trialling School Streets at three schools with a dedicated budget of £100k starting this November. **Shropshire** is trialling 20mph outside schools, and School Streets together. They are engaging with schools, members and communities; assessing appropriate interventions for selected schools and diverting existing funds from their transport programme

Oxfordshire is also working on School Streets

Next steps

Secure funding and approvals for pilots

Selection based on cross section of urban/rural geography, and well supported

Test a variety of options and locations

Management and enforcement will vary by type of scheme

Evaluate and share lessons learned

Longer term

Permanent changes where applicable

Available to more schools if successful

Evaluate and share lessons learned

Interest to date

Our Hants Covid Travel Map collected suggestions made by schools and their communities

Correspondence with schools ahead of September school re-opening also asked for those who needed help with social distancing to come forward

To date, there is interest from 12 schools (Harrison Primary, Everest Academy, Foxhills Infant and Junior, Henry Cort School, Westgate School, Cadland Primary, Western Primary, Alverstoke Infant, Elson Junior, Shakespeare Junior, Halterworth Primary, Petersfield Infant

No evaluation to date, subject to agreement to progress a pilot this feasibility work can be progressed

Resource requirements

A short trial is suggested to test:

- Limited in number due to DfT funds available
- Limited in scope due to tight EATF T2 spend deadlines and revenue restrictions

This would require:

- Dedicated staff resource to manage and evaluate the pilot
- Volunteer recruitment and training
- Equipment e.g. barriers/related traffic orders/engagement activities/marketing
- Time for selection/engagement/design/implementation
- Aim to have pilot up and running for next academic (21/22) year
- Initial evaluation Autumn term 2021, if successful Cabinet to consider funding sources for roll out

Considerations in developing recommendations

- Note the many schemes for active travel and air quality already taking place with schools
- Note the practicalities and costs with setting up a school streets program
- Note the role of schools and volunteers and importance of establishing a dialogue to identify what they need

Following scrutiny, a report would need to go to Cabinet and then Full Council

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