# THIS PAPER RELATES TO ITEM 4 ON THE AGENDA

#### **CLACKMANNANSHIRE COUNCIL**

**Report to Emergency Decision Making Forum** 

Date of Meeting: Monday 26 May 2020

**Subject:** Spaces for People: Making essential travel & exercise

safer during COVID-19

Report by: Alan Murray, Team Leader Traffic & Transportation

#### 1.0 Issue

- 1.1. The Scottish Government recently announced a new programme to put in place temporary active travel infrastructure in response to increasing numbers of people choosing to walk, wheel and cycle during the public health emergency. This initiative is called 'Spaces for People' and will be administered by Sustrans Scotland with £10m made available across Scotland for bids from local authorities.
- 1.2. Spaces for People is a temporary infrastructure programme which offers funding and support to make it safer for those people who choose to walk, cycle or wheel for essential trips and exercise during COVID-19. The new programme aims to enable local authorities to implement measures focused on protecting public health, supporting physical (social) distancing, and preventing a second wave of the outbreak.
- 1.3. When we begin to move out of the lockdown and people start to travel a little more, we can't expect them to go back to crowded buses and trains at the same rate. People in town centres and villages will need more space to distance themselves from others physically particularly at queues outside shops. Extra space for people will enable key workers and others to maintain two metres of physical distance when walking or cycling.
- 1.4. In response to the Covid-19 lockdown, it is clear that many people in Clackmannanshire are taking to quiet streets, paths and our active travel network to walk and cycle and for many this is a new experience. The Scottish Government is keen that as soon as the lockdown is relaxed people don't just return to their cars for their travel needs.
- 1.5. The main objectives of the programme can be summarised as:

- Re-open Local Businesses: allowing local shops and businesses to reopen whilst permitting physical (social) distancing and providing space to accommodate queues on pavements and roads,
- Social Distancing Space in Towns: identifying busy routes, streets, pavements and footpaths where pedestrians need more room to socially distance and identifying pinch points on these routes,
- Restrain Car Use: lockdown has meant many more people are walking and cycling and enjoying the quieter roads and streets, The Scottish Government wishes to avoid everyone just going back to their cars after lockdown,
- Maintain Levels of Healthy Travel: creating more space on walking and cycling routes between our towns and villages for people to feel safer when using rural routes to exercise,
- Adapt to Reduced Bus Capacity: buses and trains will not be able to carry a full load of passengers, people will need to walk or cycle into town and their workplace,
- Safer Spaces to Meet Socially: people will want to meet at safer locations in our towns and villages, and
- Facilitate the re-opening of Schools: pupils will require space on the streets outside each school and safer routes to walk and cycle to school.
- 1.6. The measures that could be considered can involve many forms of interim improvements to the public realm, including creating or widening pavements and cycle lanes using bollards, road markings or other barriers. The following measures might be appropriate in Clackmannanshire:
  - Temporary closure of streets the main shopping streets in Alloa town centre,
  - Suspension of kerbside parking outside shops and businesses on shopping streets in other settlements where closing the street is impractical,
  - Temporary narrowing of streets to allow wider pavements,
  - Removal of pinch points on walking & cycle routes,
  - Reduced speed limits and widening of footways on rural roads,
  - Closure of selected town centre car parks for social meeting space, fast food delivery vehicles and disabled parking,
  - Prohibition of car drop-off outside schools, and
  - 'Pop-up' cycle lanes.
- 1.7. Each location in Clackmannanshire is different with different travel and transport requirements therefore each will benefit from a specifically targeted suite of measures. A draft proposal is attached in Appendix1. The proposed

- action plan is flexible and will evolve as conditions and Government advice change. The programme will be under constant review and public input will be vital in shaping the way forward.
- 1.8. All proposals have been assessed against the potential impacts of their implementation. These include impacts on disabled people, residents, businesses, Council functions such as street cleansing and refuse collection and also freight / deliveries and emergency access. We would aim to assist the Freight Transport Association by making kerbside deliveries easier. The proposals will also undergo road safety audits where required.
- 1.9. Given the likely impact of closing Alloa town centre streets to cars, Alloa First has been made aware of the proposal. We will work with Alloa First to ensure that the street network is managed appropriately to the changing requirements of the town, the traders and the travelling public. Similar proposals in our other towns and villages will be on a much smaller scale but will be discussed with each Community Council prior to implementation.
- 1.10. Walking and cycling will not work for all trips, but the more we make it easy and attractive for people to walk and cycle when they can, the greater the benefits to the whole transport network, including those who need to drive.
- 1.11. The proposed temporary measures also have clear health benefits; 30 minutes a day of moderate activity takes the pressure off our health system and the reduction in traffic, particularly in locations where people are walking, will bring improved air quality an important factor in health and coping with Covid-19 infection.
- 1.12. Spaces for People will only fund temporary infrastructure and interventions aimed at making essential travel and exercise safer during COVID-19. It is reasonable to expect the majority of Spaces for People funded projects to be in place for as long as physical (social) distancing requirements are expected and enforced by Government. Should the Council like a locally implemented temporary measure to become permanent, we would be required to apply for alternative sources of funding such as Sustrans' 'Places for Everyone' programme at a later date. Funding for structural widening of footways and pavements would not be considered for funding.
- 1.13. A single application to Spaces for People fund may be submitted to cover multiple temporary interventions. The application process is suitably flexible to accommodate different approaches to make applying as easy as possible. The funding is for 100% of the cost and therefore does not require any match funding. Further applications can be made as the need for further intervention arises, up to 30<sup>th</sup> June 2020.
- 1.14. The overarching requirement is the pace of implementation therefore The Scottish Government has provided guidance to support authorities on the use of existing legislation which gives powers to quickly implement temporary road reallocation and other temporary traffic measures. Many of the measures that require Traffic Regulation Orders can be implemented using Temporary

Traffic Orders (TTO), Temporary Traffic Notices (TTN) and Experimental Traffic Orders (ETO). The preferred type of traffic order for each proposal is included in Appendix 1. The Coronavirus (Scotland) Act 2020 facilitates easier advertising of TTO, TTN and ETO.

## 2.0 Options and Impacts

#### Option 1: Retain current position

Impact

- Potential negative impact on public health and safety
- Loss of opportunity to trial new approaches in our town centres
- Council left to fund interventions from its own resources

# Option 2: Make a Bid to the Spaces for People Fund to implement the Proposed Action Plan (Appendix 1)

The main elements of this option are:

- Closing town centre streets and some on-street parking lay-bys to create sufficient space for physical distancing,
- Reducing speed limits on selected rural roads with roadside footways to 40 mph and widening the footways on these roads,
- Identifying and addressing pinch points on walking / cycling routes into towns, to parks, schools and on active travel routes,
- Prohibition of school drop-off and pick on the streets outside our schools.
- Placing experimental 20 mph speed limits on the roads through the Hillfoots towns and villages, and
- Erecting information signs in busy public areas; 'Stay 2m apart' and 'Maintain physical distance'.

This option will allow us to meet most of the objectives listed in paragraph 1.5 of this report and to meet the aspirations of The Scottish Government to implement enhanced temporary measures to help ensure that people can walk, wheel or cycle, whilst physically distancing and safe from traffic.

#### 3.0 Recommendations

#### 3.1. It is recommended that the EDMF agree Option 2

#### 4.0 Implementation

Task	Officer	Date
Prepare a bid to the Spaces for People Fund, based on the proposed action place (Appendix 1)	Alan Murray	15 <sup>th</sup> May 2020

### 5.0 Resource Implications

- 5.1. Financial Details
- 5.2. The full financial implications of the recommendations are set out in the report.

  This includes a reference to full life cycle costs where appropriate.

  Yes x

Finance has been consulted and has agreed the financial implications as set out in the report.

Yes x

# 6.0 Exempt Reports

6.1. Is this report exempt? Yes  $\square$  (please detail the reasons for exemption below) No x

#### 7.0 Legality

7.1 It has been confirmed that in adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes X

# 8.0 Appendices and Supporting Documents

- 8.1 Appendix 1: Strategy & Action Plan
- 8.2 Supporting Documents:
  - Transport Scotland: Guidance on Temporary Traffic Orders & Notices
  - Sustrans: Spaces for People Guidance
  - The Scottish Government: Letter from Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity.

#### **Author**

NAME	DESIGNATION	TEL NO / EXTENSION
Alan Murray	Team Leader Traffic & Transportation	07707 525251

Objectives	Measures	Locations	Considerations	Legislation	Resources	Consultation	Comments
(i) Re-open Local Businesses	Close town centre streets to cars	Alloa Town Centre Zone A: High St, Mill St,	Alloa TC Zone A: Essential delivery vehicles, refuse vehicles and	Experimental Traffic Order (ETO) Sect 9 of the Road Traffic	D 101 10	All . Ft .	Consider bollards and some sort of Physical
	Re-allocate road space to pedestrians Covered areas for queuing	Candleriggs	emergency vehicles can be permitted access. Disabled parking spaces available in car parks and on Drysdale St.	Regulation Act 1984 (RTRA). This type of Order can be put in place within 7 days of initial notice. It can be used as a	Road Closed Signs  Physical (Social) Distancing - Banners & Bollard Signs	Alloa First Taxi Operators	(social) Distancing information at bus stops and
(ii) Physical (Social) Distancing Space in towns	Cycle stands	Alloa Town Centre Zone B: Drysdale St, Shillinghill, Primrose St	Alloa TC Zone B: As Zone A. Buses would be given access but not to lie over at Bus Stops. Disabled and resident parking in Car Parks. Access for	consultation tool with the first 6 months of the closures being an 'objection / consultation' period. After 18 months the	Physical (Social) Distancing Francing for temp signs	Bus companies	Temporary bicycle stands at town centre
(iii) Restrain Car Use	E.bikes	Ormanigram, Francisco ot	to disabled bays for adapted vehicles can be arranged.  Alloa TC Zone C: As Zone A. Disabled and resident parking in Car Parks.	scheme may be made permanent or removed.	Interlocking barriers - road entries & shop queues	Police Scotland	locations
(iv) Maintain Levels of Healthy Travel		Alloa Town Centre Zone C: Mar St, Mill St (west)	Access for to disabled bays for adapted vehicles can be arranged.	Section 28 of Roads (Scotland) Act 1984 permits the Roads Authority to place barriers to narrow footway / road.	Pavement Stickers - 2m spacing (footprints)	Community Council	Cycle hire through Development Trusts / Community Councils
(v) Adapt to Reduced Bus		Clackmannan: Main St	Clackmannan Main St: Essential delivery vehicles, refuse vehicles and emergency vehicles can be permitted access. Buses can be given access	Temporary Traffic Order (TTO) Sect 14 of the RTRA. This type of Order requires 7 days notice then 14 days for	Daily maintenance of signs & barriers	Local Development Trusts	Advertise electric bike hire
Capacity			but not to lie over at Bus Stops. Access to disabled bays for adapted vehicles can be arranged.	consultation. Maximum period of 18 months.	Temporary Cycle stands and new 'virtual e.bike station' at	Freight Transport Association	All streets that are closed to cars will be open for
(vi) Safer Spaces to Meet Socially		Tullibody: Ochil St (at Co-op),	Tullibody Ochil Street: Close the street to through traffic outside the Co-op to allow pedestrian space. Coop deliveries and shopper parking would be	ETO and Section 28 - see above	Maple Court (former toilets) Roads & Legal Services staff time for preparing TRO / TTO	Disability / Access Groups	cycles
(vii) Re-opening of Schools		Sauchie: Main St (at Mansfield Pub)	unaffected. Sauchie Main St: Bus Route; deliveries	TTO - see above	and ETO	Scottish Government / Sustrans	
	Prohibit parking on Pavement Create temporary loading zones	Alva Stirling St	Alva Stirling St. Set out street in the manner of the new design. Suspend pavement parking, create loading bays on street (A91), suspend parking	ETO - see above	Permanent Signs / road narrows, no pavement parking Crowd control barriers	As above plus the following	
Shops & Businesses			on the north side to permit two-way traffic on A91		Road Markings	Alva Community Council & Development Trust	
Busy Urban Routes	Suspend kerbside parking	Alloa Town Centre Streets	Create additional space outside food shops, take away shops to allow social distancing. Retain taxi rank on Drysdale St only.	Not required if streets are closed to cars	Interlocking barriers - laybys & shop queues	As above plus the following	
Rural Footpaths		Alva Stirling St			Road Markings / Bollard branding see above / temporary planters on pavement	Local Community Councils & Devp Trusts	
Social Space		Dollar, Bridge St at Coop			Roads & Legal Services staff time for preparing TRO / TTO an		
School Streets	Measures	Clackmannan, Main St  Locations	Considerations	Legislation	Daily maintenance of signs & barriers  Resources	Consultation	Comments
	Remove pinch points & obstacles	Alloa: town centre streets, Parliament Walk,	Each route will require a walking survey to identify	Most of this work falls within the Roads Authority's powers	Staff: Survey route, identify issues, formulate solutions, cost	As above plus the following	
	Improve accessibility for mobility impaired	Devon Rd, Broad St, Bank St, Candleriggs, Wagonway, Tullibody Rd, Erskine St, Devonway	the following;	under the Roads (Scotland) Act	and implement.	Local Community Councils & Devp Trusts	This would be a fairly staff intensive project and would mean staff out on site on foot assessing routes.
	persons	(NCN 767), Whins Rd, College, Rail Station	Pinch points Obstacles		Barriers, temporary signs	Local Community Councils & Devp Trusis	Toutes.
	Sign Alternative walking / cycling routes	Alva; E Stirling St, W Stirling St, Queen St N & S, Brook St N & S, Cobden St N & S,	Accessibility		Roads & Legal Services staff time for preparing TRO / TTO and ETO		
	20 mph speed limits	Menstrie: Park Road Sth, Forthvale, Main St E, Main St W	Dangerous surface Pavement Parking Overhanging vegetation	TTO - see above Roads (Scotland) Act 1984	Re-surfacing / patching operatives & plant Temporary planters in parking places		
		Tillicoultry: Upper Mill St, Lower Mill St, Ochil St,	Encroaching ground vegetation	Tiodas (occitate) Not 1964	Operatives & Plant: excavating, reinstating and disposing of material for rural path widening.		
		Union St, Stirling St, Hamilton St, Hill St, Mayfiel Bank St, Park St	Speed limit	Road Traffic Order (RTO) or TTO	Permanent traffic signs	Police Scotland	
		Dollar: McNabb St, Cairnpark St, Burnside E & W, Station Rd, Devon Rd	Alternative Routes		Temporary signs		
		Clackmannan: Devonway, Mary Pl, Mill Rd, Riccarton, Cattlemarket, Kirk Wynd, Castle St,	Opportuntly to widen footway  Pop-up' Cycle Lanes	TTO - see above - Redetermination Order	Bollard branding see above	Police Scotland	
Busy Urban Routes		Tullibody: Muirside Ave, Banchory PI, Westview	Pop-up Cycle Lanes				
Rural Footpaths		Cresc, Main St, Delph Rd, Stirling Rd, Alloa Rd, Newmills					
Social Space		Sauchie: Hallpark Rd, Main St, Gartmorn Rd,					
School Streets	Due Camina	Greygoran, Beechwood, Pompee Rd, Fairfield					
	Bus Services	Alloa Town Centre  Bus Stops	Drop-off only at Drysdale St (top of High St) pick up only at Shillinghill  Relocate queue at busy bus stops to allow passengers to alight safely				
		Dus Glops	noticed queue at 000y 000 stops to allow passengers to angine surely				
	Pop-up' Cycle Lanes	A91 Manor Powis to Springkerse	Liaising with Stirling Council to provide temporary cycle lane(s) on A91	TTO - see above - Redetermination Order - Stirling Council	Stirling Council		The cycle lanes on the A91 Eastern Distributor
			between Manor Powis Rbt and Springkerse retail park and onto Forthside way and access to stirling City centre. Important commuting route for people going both directions. Awaiting ideas				may become permanent as part of CRD and the strategic cycle network programme.
			on location of other temporary cycle lanes.				
	Widen Footways		Depends on location, requires wide road to allow cones or barriers to widen the footway. Unaware of any sites that would work.	TTO - see above - Redetermination Order	Roads & Legal Services staff time for preparing TRO / TTO and ETO	Standard TTO consultation - 7days notice plus 14 days for objections / comments	
	Respect other Users' signs on paths and Cycleways				Respect signs and posts		
	Measures	Locations	Considerations	Legislation	Resources	Consultation	Comments
	Rural Walking Roads'	C101: Muirside Rbt - Menstrie	Reduce speed limit to 40 mph. Excavate overburden / weeds back to fenceline to maximise width. Remove overhanging vegetation. Repeater	Most of this work falls within the Roads Authority's powers under the Roads (Scotland) Act	Staff: Survey route, identify issues, formulate solutions, cost and implement.	Local Community Councils & Devp Trusts	Reducing speed limits on these type of roads would be contrary to advice in 'Setting Local
	40 mph speed limit		40mph signs with Pedestrians in Road warning sign. Temp pedestrian crossings at junctions.			Police Scotland	Speed Limits' but we could trial the selected roads as a pilot study for 'Walking Roads'
	Remove pinch points	B910 Sauchie to Collyland	As C101	Road Traffic Order (RTO) or TTO - see above	TTO - see above - road closure for works	Fire & Rescue Service	Clackmannanshire Council piloted Cycle & Walking Friendly Roads a number of years ago
	Regain full width on rural footway	B910 Collyland to Alva	As C101. Warning signs at crossing points (2 locations), temporary footway widening at River Devon and Alva Burn bridges with single carriageway and priority to oncoming traffic.	Roads (Scotland) Act 1984  TTO - see above - Redetermination Order	Permanent signs; speed restriction, repeaters, pedestrian warning & priority over oncoming traffic signs		and this is now used by numerous Councils in Scotland.
	Speed reduction measures	B913 River Devon to Dollar	As C101	Roads (Scotland) Act 1984	Variogaurd interlocking barriers - at priority narrowings		
	Close Cycle/Walking Priority Roads to cars	A907 Cambus to Arnsbrae Rbt	As C101		Operatives & Plant: excavating, reinstating and disposing of material for rural path widening.		This proposal would need to have specific signs / reminder signs and designed to suit specific type
Rural Footpaths		A91 Muckhart to Golf Course Rd	As C101 plus significant clearnce of existing rural footway required.		Permanent traffic signs		of road. Short sections of road, less than 3 miles between settlements that also have rural
Social Space		B9140 Fisheross to Coalsnaughton	As C101	TTO - see above - Redetermination Order	Daily maintenance of signs & barriers	Local residents and former	footways on both or one side.
School Streets		B910 Riccarton to NCN 764	As C101 with temporary footway widening at River Black Devon bridge with single carriageway and priority to oncoming traffic.		Roads & Legal Services staff time for preparing TRO / TTO and ETO	Local residents and farmers	Closure to cars of Look About Ye Brae to provide cycle access to the bridge.
	Measures	Locations	Considerations	Legislation	Resources	Consultation	Comments
	Close car parks to provide meeting space	Alloa Candleriggs Car park	Close the parking spaces on each side of the walkway to provide social distancing space. Set aside spaces for Domino and other delivery drivers.	Suspension of Off-Street Parking Regulations Order	Interlocking barriers - at car park entrances	Alloa First	Many of our towns and villages have suitable areas for social meeting whilst maintaining
	Remove barriers in civic areas	Dollar Bridge St	Remaining spaces for blue badge holders only.  Close the parking layby on the north footway to provide social distancing	Outdoor Café licences	Temporary car park closed signs	Taxi Operators	physical (social) space. These would benefit from signs or banners to raise awareness of the use
	Banners - expalining meeting space rules	Main St Menstrie	social space. Close the parking layby on the south footway at shops to provide social		Bollard branding see above	Disability / Access Groups	
Social Space	Outdoor Tables for Café	All locations	distancing social space. Faciliate opportunities for outdoor seating to allow cafes to open.				
School Streets							

	Measures	1			Logislation	Resources	1	
		Locations		onsiderations	Legislation		Consultation	Comments
	Parking prohibitions near schools  Vehicle prohibitions on roads near schools	Tullibody Campus  Banchory PS	The Orchard School Road Alloa Rd Service Rd Muirside Rd	Close Street Parking Prohibition No access for school drop-off No access for school drop-off	To Close a Street or section of street  Experimental Traffic Order (ETO) Sect 9 of the Road Traffic  Regulation Act 1984 (RTRA). This type of Order can be put in place within 7 days of initial notice. It can be used as a	Staff or Parent Council for enforcement  Interlocking barriers at road closures and on pavements / inside playgrounds for queuing / physical distancing	School staff & pupils  Parent Councils	We are looking at suitable Park n' Stride car parks that parents could be directed to to drop-off children and then allow them to walk accompanied or on their own to the school.
		St Sert's PS Menstrie PS	Elmbank	Parking Prohibition	consultation tool with the first 6 months of the closures being an 'objection / consultation' period. After 18 months the scheme may be made permanent or removed.	Roads & Legal Services staff time for preparing TRO / TTO and ETO	Local residents Police Scotland	Example: the 'safer route to school' from the Housing car park off Newmills behind St Bernadette's RC Church and the Tullibody Sth Campus.
		Alva PS	Greenhead	Parking Prohibition	Parking Prohibition	Bollard branding see above	Community Councils	Temporary bicycle stands at town centre
		Tillicoultry PS Strathdevon PS	Fir Park Roundelwood Park Place	Parking Prohibition Parking Prohibition No access for school drop-off	Temporary Traffic Order (TTO) Sect 14 of the RTRA. This type of Order requires 7 days notice then 14 days for consultation. Maximum period of 18 months.		School Travel Plan Co-ordinator	locations
		Muckhart PS		·	No Access for School Drop-off			
		Coalsnaughton PS	Blackfaulds St	No access for school drop-off	Experimental Traffic Order (ETO) Sect 9 of the Road Traffic Regulation Act 1984 (RTRA). This type of Order can be put in place within 7 days of initial notice. It can be used as a			
		Fishcross PS	Newtonshaw	No access for school drop-off	consultation tool with the first 6 months of the closures being an 'objection / consultation' period. After 18 months the			
		Craigbank PS  Deerpark PS	Gartmorn Rd	No access for school drop-off	scheme may be made permanent or removed.			
		Clackmannan PS	Lochies Rd	No access for school drop-off	Barriers for Queues to Physically Distance Section 28 of Roads (Scotland) Act 1984 permits the Roads			
		Park PS	Port St East Castle st	No access for school drop-off No access for school drop-off	Authority to place barriers to narrow footway / road.			
		Redwell PS						
School Streets		Sunnyside PS	Queent St Ashley Terr	No access for school drop-off Parking Prohibition				
Explanation of Objectives	(i) Re-open Local Businesses: allowing local shops and businesses to re-open whilst permitting social distancing and providing space to accommodate queues on pavements and roads as shops will have limited space inside,	Close town centre streets to cars  Re-allocate road space to pedestrians Suspend kerbside parking Create temporary loading zones Cycle stands Covered areas for queuing Awareness campaign National branding for temp. traffic signs						
	(ii) Social Distancing Space in towns identifying busy routes, streets, pavements and paths where pedestrians need more room to socially distance and identifying pinch points on these routes	Remove pinch points Remove obstacles Improve accessibility Sign Alternative walking / cycling routes 20 mph speed limits						
	(iii) Restrain Car Use lockdown has meant many more people are walking and cycling and enjoying the quieter roads and streets, Scot Govt wishes to avoid everyone just jumping in their cars after lockdown,	Prohibit traffic on some link roads Reprioritise PUFFIN crossing times Pedestrian / cycle only short cuts Narrower car lanes on streets Pop-up' cycle lanes						
	(iv) Maintain Levels of Healthy Travel creating more space on walking, cycling routes for people to feel safer using rural routes to exercise							

(v) Adapt to Reduced Bus Capacity buses won't be able to carry a full load of passengers, people will need to walk or cycle to town / work Pedestrian / cycle only short cuts Narrower car lanes on streets Pop-up' cycle lanes

(vi) Safer Spaces to Meet Socially people will Close car parks to provide meeting space want to meet at safer locations in our towns and villages

Close car parks to provide meeting space Remove barriers in civic areas

Banners - expalining meeting space rules

(vii) Re-opening of Schools pupils will Remove pinch points on routes to school require space and safer routes to walk and cycle to school school Staggered start / finish times