
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 re-open 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 30th 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 th 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 (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

Measures	Locations	Considerations	Legislation	Resources	Consultation	Comments																																					
Parking prohibitions near schools	Tullibody Campus	The Orchard School Road	Close Street Parking Prohibition	<p>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 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.</p> <p>Parking Prohibition 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.</p> <p>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 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.</p> <p>Barriers for Queues to Physically Distance Section 28 of Roads (Scotland) Act 1984 permits the Roads Authority to place barriers to narrow footway / road.</p>	Staff or Parent Council for enforcement	School staff & pupils	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. Example: the 'safer route to school' from the Housing car park off Newmills behind St Bernadette's RC Church and the Tullibody Sth Campus.																																				
Vehicle prohibitions on roads near schools	Banchory PS	Alloa Rd Service Rd Muirside Rd	No access for school drop-off No access for school drop-off					Interlocking barriers at road closures and on pavements / inside playgrounds for queuing / physical distancing	Parent Councils	Temporary bicycle stands at town centre locations																																	
	St Serf's PS										Roads & Legal Services staff time for preparing TRO / TTO and ETO	Local residents																															
	Menstrie PS	Elmbank	Parking Prohibition											Bollard branding see above	Police Scotland																												
	Alva PS	Greenhead	Parking Prohibition														School Travel Plan Co-ordinator	Community Councils																									
	Tillicoultry PS	Fir Park Roundelwood Park Place	Parking Prohibition Parking Prohibition No access for school drop-off																																								
	Strathdevon PS																																										
	Muckhart PS																																										
	Coalsnaughton PS	Blackfaulds St	No access for school drop-off																																								
	Fishcross PS																																										
	Craigbank PS	Newtonshaw	No access for school drop-off																																								
	Deerpark PS	Gartmorn Rd	No access for school drop-off																																								
	Clackmannan PS	Lochies Rd Port St East Castle st	No access for school drop-off No access for school drop-off No access for school drop-off																																								
	Park PS																																										
	Redwell PS																																										
	Sunnyside PS	Queent St Ashley Terr	No access for school drop-off Parking Prohibition																																								

School Streets

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	Walking Roads' - reduce to 40mph Remove pinch points Regain full width on rural footway Speed reduction measures Awareness campaign
(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	Prohibit traffic on some link roads Reprioritise PUFFIN crossing times Pedestrian / cycle only short cuts Narrower car lanes on streets Pop-up' cycle lanes
(vi) Safer Spaces to Meet Socially people will want to meet at safer locations in our towns and villages	Close car parks to provide meeting space Remove barriers in civic areas Banners - explaining meeting space rules
(vii) Re-opening of Schools pupils will require space and safer routes to walk and cycle to school	Remove pinch points on routes to school Parking prohibitions near schools Vehicle prohibitions on roads near schools Staggered start / finish times