

Notice of Non-key Executive Decision

Subject Heading:	Covid 19 Social Distancing Measures
Cabinet Member:	Councillor Osman Dervish
SLT Lead:	Barry Francis – Director of Neighbourhoods
Report Author and contact details:	Daniel Douglas Team Leader Transport Planning 01708 433220 daniel.douglas@havering.gov.uk
Policy context:	London Streetspace Plan 2020
Financial summary:	There are no financial costs as a result of making this funding application.
Relevant OSC:	Environment
Is this decision exempt from being called-in?	Yes – It is an officer decision

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The subject matter of this report deals with the following Council Objectives

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

That the measures in support of the governments social distancing programmes, as set out in this report, are included as part of future funding applications to the Department for Transport (DfT) and Transport for London (TfL).

AUTHORITY UNDER WHICH DECISION IS MADE

3.3 Powers of Members of the Senior Leadership Team

General Powers

- (a) To take any steps necessary for proper management and administration of allocated portfolios

STATEMENT OF THE REASONS FOR THE DECISION

Background

1. It is recognised that as the lockdown applied following Covid 19 is gradually lifted that measures to safeguard the community are still required in order to avoid a second (and subsequent) 'spike' in cases of Coronavirus. Members of the public are continuing to be advised by Government and the London Mayor not to use public transport unless it is absolutely necessary. There is concern that this will lead to an increase in the number of single occupancy journeys by car.
2. The challenges around securing necessary 'social distancing' have increased with the modest reductions enabled in the lockdown in late May and the Government expectations regarding people returning to work in order to help stimulate the economy.
3. There is concern around the impact an increase in vehicle traffic will have on the road network across London and the 'knock on' implications that this will have on local air quality and public health.

Government initiatives

4. In May 2020, the Transport Secretary published a £2 billion package for promoting and facilitating more walking and cycling as the Government wants to encourage people to travel by foot or by bike when travelling for essential

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journeys to avoid using public transport or for exercise. The Government has made funding available to London within this overall package (see para. 12 below).

5. The Government wants local authorities to deliver social distancing measures on the highway to facilitate people being able to walk or cycling.
6. Local Authorities have now been invited to submit funding applications to both Department for Transport (DfT), and Transport for London (TfL) to deliver suitable measures that will support social distancing and facilities for walking and cycling.

London Mayor initiatives

7. Transport for London (TfL) on behalf of the London Mayor is developing initiatives to facilitate social distancing. It wants to work with boroughs to deliver its **London Streetspace Plan** which is a programme designed to radically reallocate road space to walking and cycling and improve bus efficiency in London.
8. In order to maintain social distancing on London's public transport, services will have to operate at around 20% capacity of previous peak demand. TfL want to make sure that those living or working in London have an alternative choice to making their journeys other than by the private vehicle.
9. The London Streetspace Plan aims to make it easy and safe for Londoners to choose to walk or cycle as an alternative to public transport use.
10. The London Streetspace Plan will help address TfL's concern that travelling by car is likely to become more attractive as the lockdown is eased when congestion levels are lower than before Covid 19 but also because of fears about using public transport.
11. Furthermore, given that some pupils are now returning to schools (albeit in a controlled manner) this may exacerbate the push from the community for increased measures to safeguard social distancing.

Potential funding opportunities

12. The Government has launched a £250 million Active Travel Fund (the first stage of the £2 billion investment mentioned in paragraph 4).
13. The Department for Transport has written to all Local Authorities in England offering an indicative funding allocation of £100k to deliver social distancing measures on the highway that will support the uptake of walking and cycling. The funding advice is clear that any allocated funding must be utilised in accordance with strict programme requirements so that the Government has confidence the measures will be implemented.
14. TfL have received a funding settlement from the Government for the first half of

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the 2020/21 financial year to address the shortfall in fares income to TfL that has resulted from Covid 19. It includes £45m from the Government to assist with delivering social distancing measures in London Boroughs.

15. The Council now has the opportunity to bid for funding from these 'pots'.
16. The Department for Transport requires boroughs to prepare and submit an online form by 5th June 2020. There is no deadline for funding submissions to TfL London Streetscapes Plan but it is a competitive bidding process and boroughs are advised to submit funding applications as soon as possible in order to maximise chances of funding.
17. An "options paper" was presented to Members at a Theme Board on 1st June. Members instructed that the following measures should be submitted as funding applications:

School Streets programme

18. A School Street scheme is provided when the road outside a school is restricted to being a pedestrian and cycle only zone during 'drop off' and 'collection times' at the beginning and end of the school day.
19. School Streets create a safer and healthier environment for pupils and parents by temporarily closing roads to traffic outside schools at the start and end of the school day. Additionally, this can help provide additional space so that parents/carers and children can adhere to social distancing guidelines outside school. They can also provide a welcoming and appealing environment for children at the start and end of the school day.
20. School Streets support the Mayor's Vision Zero agenda and will make an important contribution to working towards delivering Havering's KSI targets that are set out within the Local Implementation Plan (LIP3)
21. An initial review is taking place on the potential for School Streets to be delivered across the borough in order to support the Council making a significant number of funding bids under this programme. Following informal discussions with TfL on the approach that will have the potential to optimise the outcomes for the Council, it is proposed to submit bids for School Streets in phases. Phase one would focus on securing a meaningful number of 'quick wins' and would include:
 - Replace the 4 School PSPOs with School Streets
 - Cul de sacs which are ideal for the school streets initiative
 - Schools where total pupil numbers over 500
 - A school is in close proximity to another school or shares a site.
 - Schools that have been previously considered for either a PSPO or school streets initiative.
22. Further Phases of school streets will be submitted as funding applications as schools are identified and reviewed in terms of their suitability.

School Streets Complimentary Measures

23. It will be important to support schools where the School Street concept is introduced by providing them with complimentary measures. For example, if a School Street encourages more pupils to cycle to school, it will be important to make sure that they have an adequate supply of cycle parking and scooter parking or 'pool' bikes. It will also be important to offer bike maintenance opportunities to pupils through the "Dr Bike" initiative.

Schools that are not suitable for School Streets

24. In line with the London Streetspace Guidance, some schools may not be considered appropriate for a School Street project such as schools that are located on the Strategic Road Network (SRN) in Havering where closing a road would lead to significant adverse knock on traffic implications on the wider road network.
25. Most importantly, where schools are identified as not being suitable for a School Street, the Council will be looking to strongly support these schools by providing other social distancing supporting measures including cycling parking, pool bikes, pool scooters, stencilling, signage, and "Dr Bike" and a funding application will be submitted for such measures.

Widen public footway

26. Where suitable locations are identified, the footway will be widened to enable social distancing to take place. Footways across the borough could be widened to allow 2 way social distancing of pedestrians.
27. Should this be implemented, this will ensure compliance of the Equalities Act ensuring every road in the borough is compliant.
28. Identified locations will be agreed with the Cabinet Member for Environment.

Stencilling and Signage within Town Centres and outside schools

29. To support social distancing in town centres, directional signage could be implemented on the ground indicating where on a footway or pedestrianised area people should be walking. This would help maintain social distancing measures, as far as is practicable, on narrow footways.
30. Stencilling could also be implemented on the ground with 2m distancing indicating where people need to queue when waiting to enter shops or other community facilities. Similar measures could be implemented outside schools and the Council has already received requests from some schools in the borough.

Next Steps

31. Following formal approval of this report, Officers will work up formal funding bid submissions to the Department for Transport and Transport for London (TfL).

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OTHER OPTIONS CONSIDERED AND REJECTED

32. The option of not submitting funding applications was rejected because it is essential that Havering supports the government's social distancing programme to ensure its residents are able to safely practise social distancing when making essential journeys. Additionally, the programmes identified have the potential to secure health and safety benefits (including for children and young adults) and to enhance the borough as a safe and attractive place in line with wider planning, transport and regeneration objectives and strategies.

PRE-DECISION CONSULTATION

33. Administration Members were consulted ahead of this decision being taken.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Daniel Douglas

Designation: Team Leader Transport Planning



Signature:

Date: 08th June 2020

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

34. The government has published amendments to the 2004 Traffic Management Act to “streamline” the process of delivering measures on the highway. This includes a temporary process for new emergency traffic orders halving the time needed for their approval. There are no other legal implications as a result of this decision.

Cleared by Alexander Odwyer – Lawyer (Legal Services) – 3rd June 2020

FINANCIAL IMPLICATIONS AND RISKS

35. This funding applications if successful will result in additional funding being received for the Council. There are no specific financial implications as a result of this decision. If the funding bid is unsuccessful then the scheme will not progress until funding has been identified.

Cleared by Rita Bacheta - Strategic Business Partner (Finance and Procurement), 3rd June 2020

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

36. There are no Human Resources implications or risks arising directly to the proposed decision. And any additional activity related to ensuring sufficient social distancing measures can be delivered from within existing staff resources or with temporary agency resources.

Cleared by Geraldine Minchin - Strategic HR Business Partner, 3rd June 2020

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

37. The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:
- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
 - (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
 - (iii) Foster good relations between those who have protected characteristics and those who do not.

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Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

38. Implementing social distancing measures on the highway will enable all roads users to safely practise social distancing when going about their daily lives. No further implications are anticipated.

Cleared by Jerry Haley - Senior Community Development and Resilience Officer, 3rd June 2020

BACKGROUND PAPERS

TfL Streetspace Plan Guidance

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Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Details of decision maker

Signed



Name: Barry Francis

CMT Member title: Director of Neighbourhoods

Head of Service title: Helen Oakerbee – Assistant Director of Planning

Other manager title: Martyn Thomas – Development and Transportation
Planning Group Manager

Date: 08/06/2020

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

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