

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Universal Services
Title:	Active Travel Fund Tranche 2 - School Cycle Support

Contact name:

Tel: 0370 779 3978

Email: Helen.harris@hants.gov.uk

1. The decision:

- 1.1. That the Director of Universal Services notes and approves the progress of the School Cycle Support scheme as set out in this paper.
- 1.2. That the Director of Universal Services acknowledges the significant positive impact of this scheme on schools and their communities, and endorses the spend at a total cost of £229,399, funded from Department for Transport's (DfT) Active Travel Fund.
- 1.3. That the Director of Universal Services approves the marketing and promotion of the health and environmental outputs and outcomes of this scheme to demonstrate that the County Council supports the growth of active modes of travel to school.

2. Reason(s) for the decision:

- 2.1. This paper provides a final project report on the delivery of the School Cycle Support scheme, as included within the DfT's Active Travel Fund bid, outlining the process by which this funding was awarded.
- 2.2. The School Cycle Support scheme provided a real opportunity for the County Council to offer Hampshire schools the support they need to enable and promote cycling and scooting to school, building on the work they are already engaged with.
- 2.3. The scheme has enabled the County Council to offer supplementary support to other school schemes such as School Streets, to ensure the most effective outcomes and success for all.

3. Other options considered and rejected:

- 3.1. The alternative option is to not share the outcomes more widely; however, this would be a missed opportunity to promote active travel to school and

demonstrate positively how the grant has been used by all school types, across the County.

4. Conflicts of interest:

4.1. None.

5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None.

Approved by:



Patrick Blogg

Director of Universal Services

Date:

25 / 09 / 2023

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Decision Report

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1. Executive Summary

- 1.1. The purpose of this paper is to provide an end of project report on the School Cycle Support scheme, following approval by the Executive Member for Highways Operation at the 29 July 2021 Decision Day for detailed design, as included with the DfT's Active Travel Fund Bid.
- 1.2. The purpose of this paper is to present the outcomes and outputs of the scheme following the high level of interest that was received for funding, how the schools were identified and how many schools were supported in total.
- 1.3. The scheme sought to utilise funding that has been awarded by the DfT's Active Travel Fund to support proactive schools with the installation of cycle and scooter storage, with some discretionary support for other measures e.g., a new pedestrian access, that may promote active travel.
- 1.4. The alternative to not offer funding to schools for their scooter or cycle storage was considered but rejected as this would not meet the agreement that the County Council entered into when taking receipt of the Active Travel Fund monies and does not meet with the County Council's desire to promote active and healthy travel, and reduce the carbon footprint of journeys made on Hampshire's roads.
- 1.5. The scheme was measured using quantitative travel data to identify the impact the storage has had on journeys to schools. Where possible, further success has been identified through Modeshift STARS national accreditation.

2. Background

- 2.1. Following the announcement of the Active Travel Fund bid, Hampshire County Council (HCC) was successful in securing £3.28million (capital and revenue mix) for a programme of measures to promote walking and cycling. Of the £3.28million, £237,000 was allocated to the provision of scooter and cycle parking to schools with evidenced needs. Furthermore, potential could have been considered for a variety of additional options

including modal filters, child-friendly road safety cones and flashing 20mph signage.

- 2.2. Approval was given by the Executive Member for Highways Operation at the 29 July 2021 Decision Day to develop the proposed scheme through detailed design.
- 2.3. Following the Decision Day, schools (both academy and non-academy) who had expressed interest in the funding through their ongoing travel planning work, had been asked to gather quotes and then subsequently prioritised according to those who were more actively engaged with the County Council's Travel Planning Team (TPT) or implementing active travel measures and schemes. Priority was also given to those low-cost schemes (under the value of £10,000) to ensure optimum use of funds and value for money. This was followed by approval for those quotes over £10,000 and schools that were less engaged or starting out.

3. Finance

- 3.1. Below is a table of the schools that received funding, the school type, the district they are within, the type of storage they installed, and the amount of money spent. The schools that were successful are:

School name	School type	District	Storage type	Amount
Aldworth School	Secondary	BDBC	Cycle	£9,115
Austen Academy	SEND	BDBC	Scooter	£938
Bishop Challoner	Secondary	BDBC	Cycle	£4,121
Bosmere Junior School	Primary	HBC	Cycle	£2,465
Brighton Hill School	Secondary	BDBC	Cycle	£27,272
Brockenhurst Primary School	Primary	NFDC	Cycle	£1,660
Brune Park	Secondary	GBC	Cycle	£25,435
Cadland Primary	Primary	NFDC	Ped gate	£1,605
Calmore Junior School	Primary	NFDC	Cycle	£6,871
Costello School	Secondary	BDBC	Cycle	£8,663

Crofton School	Secondary	FBC	Cycle	£1,200
Crofton Hammond Infant	Primary	FBC	scooter	£418
Cupernham Junior	Primary	TVBC	Scooter	£755
Elson Junior School	Primary	GBC	Cycle	£9,227
Fairfield Infant School	Primary	HBC	Cycle	£1,053
Fordingbridge Junior School	Primary	NFDC	Cycle	£9,623
Greatham Primary School	Primary	EHDC	Cycle	£1,199
Harrison Primary School	Primary	FBC	Scooter	£1,348
Harrison Primary School	Primary	FBC	Ped gate	£3,000
Halterworth Primary School	Primary	TVBC	Cycle	£8,804
Henry Cort School	Secondary	FBC	Cycle	£21,982
John Hanson Community School	Secondary	TVBC	Cycle	£16,156
Manor Infant School	Primary	NFDC	Cycle	£12,085
Marchwood Infant School	Primary	NFDC	Cycle	£5,830
Marchwood Junior School	Primary	NFDC	Cycle	£2,664
Mengham Junior School	Primary	HBC	Ped path /barrier	£6,263
North Baddesley Junior School	Primary	TVBC	Cycle	£4,470
Our Lady and St Joseph	Primary	NFDC	Cycle	£507
Pennington Infant School	Primary	NFDC	Cycle	£200

Ringwood Junior School	Primary	NFDC	Scooter	£1,821
St Bede Catholic Primary School	Primary	BDBC	Cycle	£821
St John the Baptist Primary School, Waltham Chase,	Primary	WCC	Cycle /scooter	£1,259
Stockbridge Primary School,	Primary	WCC	Cycle	£1,744
Wavell School	Secondary	RBC	Cycle	£5,002
Woodlea Primary School	Primary	EHDC	Cycle	£7,494

4. Programme

- 4.1. Following confirmation of funding in November 2020, sites for scheme delivery were gathered and recorded, noting the degree of engagement (mainly via Modeshift STARS accreditation) and therefore appraising the benefits to be gained. For example, providing a new pedestrian gate and scooter storage at Harrison Primary, a School Street pilot location, would mitigate some of the parking issues by offering infrastructure support for those wanting to travel sustainably. The same was achieved at Cadland Primary School.
- 4.2. In parallel, in February 2021, an agreed route for non-academy schools for purchasing was required to enable schools to charge directly to the cost centre or for the TPT to place orders directly with approved contractors.
- 4.3. In order to progress the requests, and to gather the necessary information required for monitoring, a Snap survey was developed to ensure costs were confirmed and baseline travel data was recorded prior to installation.
- 4.4. Works on-site first started on the installation of works at the first school in April 2021 and the last of the installations was completed in January 2023.
- 4.5. Monitoring is required to meet DfT requirements and so a follow-up survey was developed and sent out to schools benefitting from improved cycle and scooter infrastructure in May 2022 for primary schools and September 2022 for secondary schools This is currently being repeated for the second year of monitoring.

5. Scheme Details

- 5.1. The School Cycle Support scheme sought to provide schools with funds for cycle and scooter storage, within their site. This funding therefore supports those schools that are seeking to promote greater active travel by children and their families to and from school.
- 5.2. Other active travel capital measures, within the school grounds, were considered where they support a wider scheme. For example, funding was offered to support those schools taking part in the School Streets pilot to remove barriers that may hinder the effectiveness of the scheme, and to ensure optimum outcomes.
- 5.3. In total, 34 different schools received funding for storage, either cycle or scooter, or the installation of infrastructure that would support their active travel objectives e.g. an extension to a pedestrian path. This resulted in providing approximately 700 additional cycle parking spaces and 300 scooter spaces. Across all schools, the grant funded a total of 1011 active travel parking spaces, increasing the number of parking spaces available by 66% at the participating schools.
- 5.4. Monitoring and evaluation was undertaken in the form of a follow-up survey in Summer and Autumn terms in 2022, and is being repeated in 2023. Photos of successful schemes can be seen in Appendix 3.
- 5.5. Two of the schools installed new pedestrian gates to support with their School Street objectives:
 - Cadland Primary School, NFDC
 - Harrison Primary School, FBC

6. Monitoring and Evaluation

- 6.1. In return for receiving the ATF monies, the County Council is required to carry out monitoring and evaluation to determine the impact of each scheme for an appropriate period. Therefore, a series of appropriate questions were developed to send out to schools after a reasonable time of receiving their funds and the works installation. Schools were made aware at the point of agreeing to fund the works, that this would be a requirement.
- 6.2. The follow-up survey was sent out in May 2022 with the deadline of Friday 17th June for primary schools and for secondary schools, due to year 11 exams and study leave, a return date of Friday 16th September. Please note that a few schemes had not yet been installed at that point.
- 6.3. The survey included:
 - Information on the school

- Baseline data (number of cycle/scooter spaces, new and existing)
- Current mode of travel (including asking how many pupils now scoot/cycle as a result of the new storage)
- Cycle/scooter count of number parked
- Photo of new storage
- Any positive feedback on the impact of the storage i.e. case studies

6.4. 28 schools returned the 2022 follow-up survey, giving an 83% response rate. Primary schools increased scooter parking capacity by 157% (308 new stands) with an additional 25 spaces installed at secondary schools and ten at a special school (many of the secondary spaces were to be delivered at the point of survey return).

6.5. Of the 28 schools, 23 schools installed new cycle storage, providing 628 new cycle stands increasing cycle storage by 70%, almost doubling cycle storage at primary schools and adding 341 (58%) new stands at secondary schools. Two thirds of schools installed storage that was undercover, and six of the seven secondary schools who responded installed them in a lockable cage.

6.6. Through the hands-up surveys that schools had undertaken as a baseline before receiving the grant, which was compared against the year 1 survey, many primary schools were able to evidence that scootering and cycling has increased. Across the primary schools, the proportion of students cycling was 5% (up from 4%) with 7% scooting compared to 5% in the base survey.

6.7. It is more difficult to draw conclusions with secondary schools due to the timings of when some undertook their surveys e.g. during study leave, and many secondary schools took longer to install. However, like for like comparison of travel modes by secondary schools would suggest an increase of 4% in the proportion cycling, but with a high proportion of students in the base year absent, data may be less reliable.

6.8. Feedback received from the follow-up survey was overall positive, including many 'thank you's' but also feedback such as:

- Encourages more cycling and scooting
- Increases in active travel
- Promotes exercise
- Great facilities
- Safe and dry place to leave bikes/scooters

6.9. Examples of feedback from a range of schools include

"Staff and students are cycling more regularly now. It is great for everyone to be able to leave bikes in the dry and secure." Greatham Primary School.

"It has been great to see the cycle storage expanded and improved in size,

security and accessibility for both students and staff. A number of students now cycle to school because of this and a number of staff now cycle to school regularly also.” Bishop Challoner Catholic Secondary.

“The new storage is encouraging more children to scoot and cycle to school because it is under cover. The storage has supported our achievement of the Platinum Modeshift Stars Award for the second year running resulting in us being awarded the Modeshift Stars Local Authority Primary School of the Year 2021-22.” Manor CoE Infant School.

“We have never had a covered cycle/scooter storage... before, it's a fantastic addition to our school. We are all very grateful.” Calmore Junior School

“The new storage has had many benefits including: - It reduces traffic at the school gates - Encourages pupils to cycle/scooter to school - Promotes exercise as part of a healthy lifestyle - Easily accessible on the main playground.” St Bede Catholic Primary School.

“We will be using the new storage for storing school purchased scooters to teach safe riding techniques. Students will not be bringing scooters to school due to their disability.” The Austen Academy

6.10. This survey is being repeated for 2023 so further trends can be determined.

7. Departures from Standards

7.1. None

8. Community Engagement

8.1. The County Council’s Travel Planning Team benefits from long-standing relationships with schools promoting active and sustainable travel. Primarily this is delivered through the national accreditation scheme, Modeshift STARS, which requires consideration for the whole school’s needs. Therefore, schools in most cases will have been aware of their needs, which has in turn informed the requests for funding. However, the storage requirements are contained within the school site and therefore any impact on the wider community should be largely positive.

8.2. The Travel Planning Team will encourage the school to use their storage to support furthering their Modeshift STARS accreditation, which in turn can be used to publicise to their community their intention to reduce car alone journeys.

9. Statutory Procedures

9.1. No Statutory procedures have been required for the School Cycle Support scheme as any new or reopening of access points have been within 'Permitted Development'.

10. Land Requirements

10.1. None.

11. Maintenance Implications

11.1. All works are off highway have no financial implications of the highway budget.

11.2. No funding has been committed to the maintenance of the storage that is being installed and therefore any future maintenance of the storage will fall to the school, as has been previously the case with similar awards. This is likely to be minimal and it is unlikely to be required for many years, therefore a low burden on a school's budget.

12. Climate Change Impact Assessments

12.1. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

12.2. The scheme will endeavour to assess the climate change impact of the individual cycle parking facilities being implemented through the use of the School Cycle Support scheme. However, the nature of the scheme should be recognised for its positive impact as it encourages the use of sustainable active travel over motorised vehicle use.

Climate Change Adaptation

12.3. The climate change adaptation tool was not applicable because the decision relates to a programme and is strategic/administrative in nature.

Carbon Mitigation

12.4. The carbon mitigation tool not applicable because the decision relates to a programme and is strategic/administrative in nature.

13. Recommendation(s)

- 13.1. That the Director of Universal Services notes and approves the progress of the School Cycle Support scheme as set out in the paper.
- 13.2. That the Director of Universal Services acknowledges the significant positive impact of this scheme on schools and their communities, and endorses the spend at a total cost of £229,399, funded from Department for Transport's (DfT) Active Travel Fund.
- 13.3. That the Director of Universal Services approves the marketing and promotion of the health and environmental outputs and outcomes of this scheme to demonstrate that the County Council supports the growth of active modes of travel to school.

LTP3 Priorities and Policy Objectives

3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire

Provide a safe, well maintained and more resilient road network in Hampshire

Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)

Efficient management of parking provision (on and off street, including servicing)

Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)

Work with operators to grow bus travel and remove barriers to access

Support community transport provision to maintain 'safety net' of basic access to services

Improve access to rail stations, and improve parking and station facilities

Provide a home to school transport service that meets changing curriculum needs

Improve co-ordination and integration between travel modes through interchange improvements

Apply 'Manual for Streets' design principles to support a better balance between traffic and community life

Improve air quality

Reduce the need to travel, through technology and Smarter Choices measures

Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability

Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

Hampshire Healthy Weight Strategy 2022-2026:

- Promoting opportunities for physical activity in families.
- Working with early years and educational settings to embed healthy lifestyles learning.

CORPORATE OR LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Active Travel Fund Tranche 2 Programme	<u>Date</u> <u>29th July 2021</u>
Direct links to specific legislation or Government Directives	
<u>Title</u> DfT Active Travel Fund Final Allocations (https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations)	<u>Date</u> 13 th November 2020

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>

Equalities Impact Assessments

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to: -

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having regard to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment

The proposal is to support and invest funding into Hampshire schools to enable them to improve and increase their cycle and scooter storage infrastructure to enable more active journeys to be taken. This investment will either have a positive or neutral impact upon all protected characteristic groups as the opportunity to benefit from the funds will be open to all Hampshire schools. This in turn has a positive impact on the younger age group. The key criteria in schools applying will be for a school to demonstrate its engagement in sustainable and active travel which in turn should be of benefit for all. It also means that schools in rural areas have an opportunity to apply for funding that is often unavailable to them due to their location, for example, lack of development locally to bring in investment to the area. Some degree of priority will however be given where greater public outcomes can be achieved for example in areas with higher levels of inactivity and obesity,

which are generally linked to areas of poverty.
Many of the protected characteristics are likely to be unaffected, though if it becomes apparent that there is an impact, further consideration will be given to this.

Evidence of use of funds

1. Evidence of cycle or scooter storage implementation

1.1 The Henry Cort Community College:

- Cycle parking capacity doubled;
- 60 newly installed cycle spaces in undercover, lockable cages;
- 83 cycles parked in the follow up survey compared to 38 in 2021;
- 34 students saying that they have started to cycle to school as a result of the new storage ;



1.2 Brighton Hill Community School

- Newly installed undercover cycle spaces in a lockable cage to add to the existing 70 spaces;
- 149 students cycled on the day of the survey but numbers were affected by off site activity;
- As well as increasing secure storage, by migrating students away from fences/railings there is less pedestrian congestion on footpaths as students are no longer holding others up whilst they collect their bike.



1.3 Calmore Junior School

- 12 newly installed undercover cycle spaces to add to the existing six spaces;
- 27 students either cycled or scooted to school on the day of the follow-up survey, with 16 saying that they started due to the new storage;
- A total of 12 scooters and eight bikes were parked in the storage area on the day of the survey compared to only one scooter and six cycles were parked at school before it was installed.



2. Evidence of new entrances
2.1



New path at Cadland Primary School, New Forest, leading to the reopened pedestrian gate



New reinstated pedestrian gate to improve access on to adjacent paths