Greener Living: What impact has the pandemic had on local climate action?

16TH MARCH 13:00-15:30
Before we start...

Submit your questions anytime.

We are recording the webinar.

Please complete the feedback survey.
Chair

Sharon Kemp

Chief Executive
Rotherham Metropolitan Borough Council
Today’s Speakers

**Farhana Yamin**
Leading International Environmental Lawyer and Climate Change & Development Policy Expert

**Ian Fitzpatrick**
Deputy Chief Executive and Director of Planning & Regeneration
Eastbourne & Lewes Councils

**Elliot Newton**
Biodiversity Officer, Corporate & Communities
Royal Borough of Kingston Upon Thames Council

**Hannah Pattinson**
Strategic Lead for Resident Insight
Surrey County Council
Keynote Speaker

Farhana Yamin

Leading International Environmental Lawyer and Climate Change & Development Policy Expert
10 Minute Comfort Break
Valuing Local

Ian Fitzpatrick

Deputy Chief Executive and Director of Planning & Regeneration

Lewes & Eastbourne Councils
The Context

‘Co-operative Alliance’ (Green, Lib, Lab, Ind) gained control July 2019

New Corporate Plan focused on:

• Sustainability
• Community Wealth Building
• Delivery of affordable housing
The Challenges

Parts of district (eg Newhaven) in dire need of regeneration

Economic make up;
• dominated by SMEs
• high proportion of self-employed

Unemployment rising
Increasing reliance on state benefits

Combine Community Wealth Building and Green principles to create a sustainable recovery
A new approach to regeneration & recovery

Community Wealth Building (CWB) - a people-centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people. [Centre for Local Economic Strategies (CLES)].

CWB is underpinned by five principles....
Increase flows of investment within local economies by harnessing and recirculating the wealth that exists, as opposed to attracting capital.

Deepen the function and ownership of local assets held by anchor institutions, so that financial and social gain is harnessed by citizens.

Utilise public sector procurement and commissioning to develop dense local supply chains of businesses likely to support good employment and retain work locally.

Exercise fair employment practices and work to develop a more just labour market to improve the prospects and wellbeing of local people.

Develop and grow small, locally owned enterprises which are more financially generative for the local economy - locking wealth into place.
Making financial power work for local places

East Sussex Economy Recovery Plan - East Sussex Reset

Decarbonising our Housing Stock – working with Greater Brighton Economic Board
Fair employment and just labour markets
Socially productive use of land and property
Progressive procurement of goods and services

- Local manufacturer, local employment, local housing
- 2.7kw domestic battery storage per home
- <5% material waste created during manufacturing
- Fully integrated MVHR and fire suppression system to each home
- Bathrooms in 2-bed homes for families
- 28kWh of Solar PV installed to supply over 35kW of domestic battery storage (expected <70% reduction in energy bills)
- 60min+ fire rating to all surfaces and sections including external facade as well as integrated fire suppression system, surpassing current building regulations
- IdealCombi Futura+ windows (1.0W/m2K)

These homes are modern, spacious, and designed with safety, security, savings and flexibility for the end-user as the main priority.
Socially productive use of land and property
Plural ownership of the economy
The Impact
Sustaining and embedding this approach

- The **Anchor Network** will be key

- CWB principles assimilated into in **key council and multiagency plans and strategies**

- **Community leadership** role
Lessons learned

- CWB unheard of in the council and in the district 18 months ago
- 18 months of engagement within the organisation and with partners, driven strongly by the Cabinet.
- Continued persistent focused communication and engagement with partners to fully achieve wider buy in and further traction
Valuing Local

Ian Fitzpatrick

Deputy Chief Executive and Director of Planning & Regeneration

Lewes & Eastbourne Councils
Transport & Travel

Hannah Pattinson
Strategic Lead for Resident Insight
Surrey County Council
Secondary School Travel Patterns in Surrey

Active Travel learnings from COVID-19

Surrey County Council Analytics and Insight Team
The Safer Travel Team commissioned a survey to better understand what might encourage more walking and cycling to and from Surrey schools. By having a better understanding of this, the team has ambitions to reduce congestion, improve the roads around schools and confront barriers to active travel.

### Survey Aims

1. To better understand the travel patterns of Surrey school populations in both a pre Covid-19 landscape and during the pandemic

2. To understand pinch points and barriers to active travel

3. To understand what might incentivise parents to favour active travel methods
## Context and Considerations

### Survey Responses
- The survey received **7253** responses. This is considered a strong result and will provide a solid foundation when baselining travel patterns

### COVID-19
- The impact of COVID-19 on reliability of data must still be considered as well as the dramatically varying response rate by school

### Demographics
- To ensure the survey was short and focused, a decision was made not to collect in depth demographic data. As such, we’re unable to identify trends by gender, ethnicity or disability. To better understand this, we would need to conduct more research into specific priority groups. As such, all results should be only treated as indicative
Survey Findings
Key Findings – Travel Patterns

The outbreak of Covid-19 has seen a shift away from the use of public transport, resulting in a significant increase in the percentage of children walking and travelling to school by car.

Figure 3. Current main mode of travel Covid-19
Base Size 6323

Figure 4. Main mode of travel in a standard week prior to Covid-19
Base Size 1178

Suggestion - Covid-19 has led to a notable (but likely temporary) shift away from public transport. Now is the time to promote alternative active travel methods as a continued viable alternative.
### Reason for Modal Choice

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>It's the quickest journey time</td>
<td>59%</td>
</tr>
<tr>
<td>For health and wellbeing reasons</td>
<td>56%</td>
</tr>
<tr>
<td>It's better for the environment</td>
<td>44%</td>
</tr>
<tr>
<td>To minimise risk of exposure to Coronavirus</td>
<td>28%</td>
</tr>
<tr>
<td>For personal safety reasons</td>
<td>22%</td>
</tr>
<tr>
<td>Cost</td>
<td>18%</td>
</tr>
<tr>
<td>For road safety reasons</td>
<td>15%</td>
</tr>
<tr>
<td>Congestion</td>
<td>14%</td>
</tr>
<tr>
<td>The school drop is part of another journey</td>
<td>13%</td>
</tr>
<tr>
<td>Required to carry heavy bags</td>
<td>10%</td>
</tr>
</tbody>
</table>

- The highest ranked reasons for transport choice were because it resulted in the quickest journey time (59%), health and wellbeing reasons (56%), and due to environmental considerations (44%).

- COVID-19 concerns were a significant consideration for many and caused 16% of pupils to change their travel method.

- There has been an increase in the percentage of children walking to school and a significant decrease in the use of buses, most likely due to concerns of exposure to Covid-19, as well as capacity issues where social distancing has been introduced on public transport.
Active Travel Barriers and Incentives

- Many respondents felt active travel methods were not an option to them as they lived too far away from school. A greater emphasis could be placed on encouraging active travel methods such as Park and Stride here.

- Around a third of respondents felt better crossing points and/or better cycling routes would encourage active travel.

- ‘None of these reasons’ was selected as an option by 15% of respondents, 93% of which indicated that a lack of cycling safety was the main barrier to active travel.

‘The main road is too busy for me to feel comfortable for my daughter to cycle, parked cars are also a factor on the route.’

Figure 12 What would encourage more children to walk or cycle to school?
Base Size - 7257
Tangible Learnings
Tangible Learnings

There is an obvious appetite for active travel which should be capitalised on by ensuring adequate infrastructure and training.

- The high response rate and the free text comments indicate an obvious appetite among parents to transition their child towards active travel methods, if the appropriate environment is met.
- Increasing belief among parents of the safety of active travel is a priority to increasing participation in active travel.

Some children who can feasibly walk or cycle to school currently do not but might if active travel was perceived as safer.

- When looking at just the 23 schools who returned 100 or more surveys to ensure a representative result, 5 had at least 20% of students travelling less than 3km by car.
- There is a clear opportunity to move these children to other forms of travel.
Tangible Learnings

Similar themes around safety arise across schools with distance being an immovable barrier for some.

- There is a desire for better crossing points and cycle routes across all areas of Surrey. Parents worry about the actions of drivers, resulting in a strong enthusiasm for cycle lanes and safer crossings around schools.

- Tackling the lack of cycling infrastructure and cycle training has the potential to encourage many pupils across Surrey to take up active travel methods.

Despite similar themes, each school also faces unique challenges that should be explored further in order to create bespoke active travel plans.

- Once you begin to look behind the headline figures it is clear each school has unique and individual concerns, ranging from anti-social behaviour to relationships with other local schools.

- This will need to be considered before initiatives progress.
Tangible Learnings

Covid-19 has seen a shift away from the use of public transport but this is unlikely to be a permanent shift.

- A shift away from public transport has been evident since the pandemic, either due to concerns of exposure or limited services. This has resulted in an increase in children walking and travelling to school by car.

- However, we expect people to return to old habits as concerns about Covid-19 wain as underlying motivations have not changed.

Face coverings must be worn on this bus
Next Steps
Initiatives Going Forward

• The Safer Travel Team plans to drill down into the specific infrastructure barriers cited by many and work to provide solutions.

• This research will provide useful additional insight to inform the ongoing Greener Futures work tackling the global climate emergency. This work is prioritising reducing emissions within the transport sector, ‘shifting to an increase use of public and active transport modes’.

• We plan to repeat this travel survey annually to track changes in behaviour and assess the ongoing success of travel schemes. This will also allow a measure on changing travel patterns if or when Covid-19 concerns become less prominent.
The Behavioural Science Pilot

- The findings and school case studies produced as part of the research report aided the development of a shortlist of schools which we have identified as being most suitable to approach for future active travel and cycling initiatives.

- This will be a great resource for future active travel initiatives and has already been used to inform the Behavioural Science Pilot planned to go ahead this Summer.

- The pilot will look at how cycling training in primary school can improve parents' confidence levels and equip children to adopt active travel into secondary school.
Next Steps and Further Research

**Address Safety Concerns**
- Addressing active travel safety concerns around schools is a priority going forward to encourage active travel.

**Encourage Greener Public Transport Initiatives**
- There is an opportunity to explore greener travel initiatives such as electric buses alongside the return to pre-Covid travel methods.

**Driving Alternatives**
- Encourage pupils who drive from more than 3km to school to explore other means such as park and stride or lift shares.

**Further Research**
- Research into school demographics to understand how active travel is impacted by gender, ethnicity or disability.
- Analysis into schools with unique barriers to enable tailored interventions.
Transport & Travel

Hannah Pattinson
Strategic Lead for Resident Insight
Surrey County Council
Valuing Green Spaces

Elliot Newton
Biodiversity Officer, Corporate & Communities
Royal Borough of Kingston Upon Thames Council
Valuing our Greenspaces

How to engage and empower our local communities to support the Climate & Ecological Emergency response through enhancing our greenspaces

Elliot Newton – Biodiversity Officer – Royal Borough of Kingston Council
Importance of Greenspace
Importance of Community
“We abuse land because we see it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to use it with love and respect”

Aldo Leopold
From this to this!
Check out ‘The Hogsmill’ on youtube
Valuing Green Spaces

Elliot Newton
Biodiversity Officer, Corporate & Communities
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Greener Living: What impact has the pandemic had on local climate action?
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