



# COVID19 Impacts by Portfolio

Cabinet Member for Environment & Climate Change – Cllr Bill Chapple

Cabinet Member for Transportation – Cllr Nick Naylor

Cabinet Member for Logistics – Cllr David Martin





# Environment & Climate Change Portfolio

Cllr Bill Chapple



# What have been the impacts of COVID19?

The primary impact of COVID19 on this portfolio has been to Waste services. This was due to:

- Staff absence due to direct illness as a result of COVID-19 and indirect absence due to self-isolation and childcare.
- Different working methods to incorporate industry guidance on reducing risks of contracting COVID-19
- Increases in all waste streams collected at kerbside, circa 10-30% causing collection rounds to struggle.
- Minor issues with outlets for extra recycling produced.
- Changes in legislation prohibiting non-essential travel

# What have been the impacts of COVID19?

The impacts on waste services were:

- Change in legislation meant all HRCs had to close. Remained closed for 6 weeks (five sites) and 8 weeks (four sites).
  - Since they have reopened social distancing has reduced space on sites by 50% and caused issues with excess demand.
- Staff absence caused kerbside collections to be suspended at varying times and in accordance with usual priorities.
  - Bin deliveries suspended for 8-9 weeks
  - Garden waste suspended for 7 weeks across the county.
  - Food waste suspended in Chiltern and Wycombe areas only for 5 weeks.
  - Dry recycling suspended for one week in Chiltern and Wycombe
  - Street cleansing services pared back temporarily, which meant fewer visits to empty litter bins, sweep streets or clear fly tipping for example.



# Transportation Portfolio

Cllr Nick Naylor



# What have been the impacts of COVID19?

## Highways Maintenance & Rights of Way

- Transport for Buckinghamshire continues to operate with some adjustments to operations to enable social distancing etc.
  - Immediate changes were made to working processes to enable operations to continue while allowing for social distancing, this has included: provision of additional vehicles, staggering shift patterns and provision of signing/media messages to ensure public support.
  - Transfer of office staff to work from home wherever possible, and remote briefings, conferences and meetings being held.
- The vast majority of TfB front line services continue unaffected and in some cases greater availability of the network has meant that output has increased. For example:
  - 1782 pothole defect repairs were completed in April 2020 compared with 1312 in April 2019.
  - 745,000 sq. m. of urban grass cutting completed in April 2020 against a pre-COVID target of 736,00 sq. m.
- Where possible, works are being accelerated given the significant reduction in traffic volumes, particularly in relation to complex/disruptive surfacing schemes. For example:
  - A418/A41 Big Hand Mo's Roundabout, Aylesbury
  - A40 junctions with Holtspur Top Lane/Wooburn Green Lane, Beaconsfield
  - Langley Park Road, Iver
- Public Rights of Way networks remain open and accessible for exercise or essential journeys.

# What have been the impacts of COVID19?

## Highways Infrastructure & Major Projects

- Delays have been experienced to implementing some capital projects due to:
  - Challenges to the supply chain in terms availability of staff, materials and specialist contractors.
  - A delay to some feasibility studies as access for ecological surveys and ground investigations has been restricted.
- HS2 construction activities have reduced, however applications received in relation to this and other schemes are continuing.

## Transport Strategy

- A number of staff have been redeployed to the COVID19 Food Cell and Local Support Hubs.
- The Simply Walk programme has been suspended.
- The School Crossing Patroller service has been suspended.
- Funding bids submitted to the Department for Transport have been delayed, though some additional pots of funding have been made available.



# Logistics Portfolio

CLlr David Martin





# What have been the impacts of COVID19?

## Transport Services – Business as Usual Context

- Transport Services covers client transport (home to school transport and adult social care) and public transport.
- Approximately 7,500 pupils (mainstream and SEN) are transported each day.
- The Council is legally responsible for providing free home to school transport for children who are eligible in accordance with the Council's policy. The Council also provides a high number of non-eligible students with transport by offering the opportunity to purchase seats on contracted bus services.
- These services are delivered through an outsourced provision spanning across circa 1,300 contracts delivered by around 75 suppliers.

# What have been the impacts of COVID19?

## Transport Services – Impacts of COVID19

Key changes as a result of COVID19 have been:

### **School Transport:**

Covid-19 has placed a range of additional challenges on ensuring effective home to school transport which are:

- Significant increased complexity of travel arrangements with phased return of schools: each school is making their own arrangement and will change.
- Private school only coach companies have experienced significant financial losses and unable to resume transport without grant funding.
- Uncertainty on future demand for school travel makes tendering more difficult.

### **Adult Social Care Passengers:**

- Day care centres are currently closed and therefore regular transport has been stood down however a process is in place to ensure that emergency transport is provided by existing transport suppliers as needed such as to transport an older person to/from a care home.

### **Public Buses:**

- *Bus service timetable changes.* Since the end of March a reduced timetable has been operating however services are now increasing through the support of central government funding. The team have been working closely with bus companies to ensure prioritised routes for critical workers have been kept running.
- *Extended free travel for concessionary bus pass holders* – Since 23 March 2020 free travel was extended to enable older people to access the early shopping hours for food & essentials. This remains in place.

# What have been the impacts of COVID19?

## **Home to School Transport - Key progress to date:**

- Ensured that a new process designed and set up at short notice to ensure that schools inform the Council of their transport requirements.
- Offer made of transport for key worker children to ensure that they could get to school. 12 children have taken up this offer.
- 330 children provided with school transport on 1<sup>st</sup> June with transport arrangements made immediately upon receiving requests.
- Regular liaison with operators to ensure government guidance communicated, including on social distancing where possible.
- Website FAQs for parents updated with latest information throughout.
- Refund offer to parents for summer term transport made and payments anticipated by end of July 2020.

## **Planning priorities for recovery:**

- Ensuring that school contracted transport can all be resumed with continuing phased return of schools.
- Supporting private sector bus companies who run school only coaches financially to resume their services, and seeking to claim this funding back from central government.
- Considering the variety of alternative transport options and how best to support parents in light of government guidance to avoid public transport.

# What have been the impacts of COVID19?

## Parking – Business as Usual Context

- As part of Business as Usual, the Council provides on and off-street parking services across Buckinghamshire.
- On and off-street income is circa £12m per annum which largely supports service delivery and maintenance of the car parks.
- There are circa 84 off-street car parks across Buckinghamshire, including eight Multi Storey Car Parks.
- In addition to this, there are the equivalent of about 1193 paid on-street spaces.

# Logistics

## Parking – Impacts of COVID19

Key changes as a result of COVID include:

- As of 27th March, charges for Council owned car parks and on street parking have been suspended. There has been a significant impact on parking income as a result of this – circa £1m per month. Outstanding debt from PCN's issued has also been placed on hold. Both of these factors are placing significant financial pressure on the service.

	Average monthly loss due CV19	Outstanding PCN debt (on hold in system.)
On Street	£ 196,136	£907,000
Off Street	£ 808,449	£187,000
Combined On/Off St Total	£1,004,585	£1,094,000

- Consideration is being given within the service as to how to recover from the point of zero income.
- There has been a delay to installing a new mobile phone payment system in the Aylesbury Vale area.
- The service has noted an increase in inconsiderate parking at parks and beauty spots around Buckinghamshire. This has a negative impact on traffic flows in the area and local residents, and therefore the reputation of the Council.
- Some staff have been redeployed to support the emergency response including the Community Hubs and support for the Olympic Lodge.