

Southport School Streets Pilot

Monitoring and Evaluation Plan

Background & Introduction

A School Streets Monitoring and Evaluation Plan has been developed to set out how we will evaluate the pilot, identify the outcome / outputs against which the pilot will be measured. This plan is in line with Department for Transport / Active Travel England guidance, and previous monitoring and evaluation plans developed by Liverpool City Region Combined Authority. This evaluation work will also feed into the Equalities Impact Assessment for this pilot and set out how the feedback loop will be closed.

Monitoring

Monitoring is the collection of data to check progress against target. It is the formal reporting of evidence that spend and outputs are successfully delivered and milestones met. Monitoring of data also plays a key part scheme evaluation by tracking changes over time. The metrics recorded for monitoring are;

- The cost of each scheme
- Number of each intervention built
- Length or size of each intervention

Evaluation

Evaluation is the assessment of the project's effectiveness and efficiency during and after implementation. This includes measuring the casual effect of the project (or elements within the project) on planned outcomes and impacts, assessing whether the anticipated benefits and value for money have been realised and whether any unanticipated impact occurred.

Approach

The evaluation will seek to understand the impact of the Southport School Street Pilot scheme and assess the usage and mode shift along with perceptions of safety as appropriate. The logic map detailed within the DfT Guidance for Tranche 2 has been adapted for the evaluation of all active travel projects and programmes by Sefton Council, who seek to have a robust approach to evaluation of schemes.

The DfT guidance definitions are as follows:

- Outcomes – intermediate effects such as changes in traffic flows
- Impacts – longer term effects on wider social economic and social outcomes such as contribution to economic growth

Logic Map

Context

- National - Transport Decarbonisation Plan / Gear Change
- LCRC - LTP4 / Short Journeys Strategy / Economic Recovery Plan / LCWIP / Climate Action Plan
- Sefton - Sefton 2030 / Climate Emergency Plan / EQIA / Obesity Strategy / Childhood Poverty Strategy / Public Health Report

Inputs

- ETRO Cost
- Sefton Council staff resource
- Sustrans Support via commission
- Pupil, Staff and residents ideas and conversations
- Vivacity Sensors / smart green dashboard/air quality sensor

Activities

- Scheme development and programme prioritisation
- Ongoing engagement
- Ongoing Monitoring and Evaluation Plan
- Continue to engage with the whole school community

Outputs

- No of School Street or School Neighbourhoods implemented

Outcomes

- Enable more people to choose active travel for their journey to school
- To encourage healthier daily habits
- To create a calmer road for residents
- To make the case for further work with High Schools on projects such as this

Impact

- An increase in active travel to schools
- Change in perception of active travel to schools
- Improvement to road safety
- Improved air quality around the schools
- Improved health outcomes

Research Questions

There are a number of questions which the Council will seek to understand in order to assist with scheme / project evaluation. These research questions are derived based on the logic map of the Southport School Street Pilot. The aim of the evaluation is to provide accountability for the investment in the scheme. This will be considered in terms of both impacts and processes.

Process

- Was the project built as designed?

- Was the co-design process as intended?

Impact Evaluation

- Is there an increase in active travel to school?
- Users and residents' attitudes to the project
- Has air quality improved in the locality of the schools

Evaluation and Data Collection Methods

The DfT recommend that all schemes under £1m are monitored to determine the impact of the schemes to build an evidence base on what works and does not work in order to evidence this in future bids. The guidance advises that this is particularly important for innovative schemes or schemes being implemented in a new context.

Project Usage levels

- Repeat of travel to school survey
- VivaCity monitoring data from the main roads near the schools

Evaluation Data Collection

- Perception survey of residents in the area
- Perception survey of parents / carers
- Perception survey of staff and stakeholders
- Feedback from consultation on Moving Traffic Offences in the case of Greenbank High School and Birkdale High School

Cost of Monitoring and Evaluation

The cost of monitoring and evaluation will be met via the scheme costs set out in the Transport Capital Programme.

Dissemination of Findings

A Monitoring and Evaluation Report will be prepared for each project which forms part of this pilot. The reports will be inline with this plan and will allow comparison and consideration of learning from the pilot programme as a whole. The Monitoring and Evaluation Reports will be used to assist with the closing the feedback loop with our stakeholders and will provide further information to enable the updating of the Equalities Impact Assessment.