

Report to Cabinet Member for:	Locality Services	Date of Issue:	21/07/21
		Date of Decision:	29/07/21
Subject:	School Streets		
Report of:	Head of Highways and Public Protection	Wards Affected:	All
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary

To seek approval from Cabinet Member to progress the development of possible school streets measures in three schools linked to the potential Active Travel Route in Southport which is now subject to consultation.

Recommendation(s):

- (1) Cabinet Member approves the choice of schools for which potential school streets measures will be developed.

Reasons for the Recommendation(s):

The Council has received an offer of funding from the Department for Transport's Active Travel Fund, through the Liverpool City Region Combined Authority for £60k of revenue funding and £40k of capital funding to be spread across 3 schools linked to proposed walking and cycle improvement proposals in Southport.

As LCRCA identified extension to a North-South cycle route in Southport as a recipient of Active travel funding, the schools selected are all potentially served by this route.

The funding is expected to be expended by March 2022 and sufficient time is needed to work with the schools to understand the current issues, gather sufficient data, review and trial possible options.

Alternative Options Considered and Rejected: (including any Risk Implications)

It is acknowledged that there are other schools within Southport for which a School Street approach could be developed. However, the three schools identified are all linked or impacted by the proposed north south Active Travel Route.

What will it cost and how will it be financed?

(A) Revenue Costs

The School Streets element of the Active Travel Tranche 2 proposals include a revenue contribution of £60k, funded by the DfT and provided through the LCRCA.

(B) Capital Costs

The Capital Funding for Schools Streets initiative totals £30k will be transferred to the Council from the LCRCA.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): The delivery of the Active Travel measures is fully funded through grant funding from the DfT through the LCRCA.	
Legal Implications: Any legal implications are incorporated in the report	
Equality Implications: The issues associated with providing accessibility for all are incorporated in the report.	
Climate Emergency Implications: The recommendations within this report will	
Have a positive impact	Y/N
Have a neutral impact	Y/N
Have a negative impact	Y/N
The Author has undertaken the Climate Emergency training for report authors	Y/N
One of principle aims pf the School Streets Programmes is to encourage more children to walk and cycle to school. This should reduce the number if short journeys completed by cars and hence reduce carbon omissions. It is acknowledged that this will only be achieved when the measures are introduced, but the recommendation contained within this report should move towards identifying these recommendations.	

Contribution to the Council’s Core Purpose:

Protect the most vulnerable: The principle of School Streets Is to improve safety around schools to assist vulnerable road users.
Facilitate confident and resilient communities: The proposals within Gear Change, Including School Streets, are aimed at supporting communities and improving accessibility for walking and cycling.
Commission, broker and provide core services:

Not applicable
Place – leadership and influencer: Whilst the proposals are not yet defined the principle of School Streets is to create spaces that are safer and more attractive for everyone to use.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: Not applicable.
Greater income for social investment: Not applicable
Cleaner Greener: Improving safety around schools and improving walking and cycling route should encourage more students and staff to walks and cycle thus reducing short car journeys and congestion.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director Corporate Resources and Customer Services has been consulted and any comments have been incorporated into the report. (FD 6463/21)

Chief Legal & Democratic Officer (LD 4664/21) has been consulted and has the following comments to make:

(B) External Consultations

Not applicable

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Cabinet Member decision

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Appendices:

Background Papers:

The following papers are available for inspection by contacting the above officer(s).

Gear Change – A bold vision for cycling and walking

1.0 Gear Change – A bold vision for cycling and walking

- 1.1 In July 2020, the Department of Transport published Gear Change – A bold vision for cycling and walking, which provides a cycling and walking plan for England. The Plan states that ‘We want – and need – to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently’.
- 1.2 The plan explains the reasons for the need for change, confirming that increasing cycling and walking can help tackle some of the most challenging issues that society faces. It’s split into four main themes.
- 1.3 One of the themes centres on ‘Better streets for cycling and people’ and sets out the requirements for delivering schemes. Amongst the many measures suggested the use of a school streets approach is specifically identified. The guidance states ‘School streets will help to discourage parents driving to school to drop off children through the temporary closure of streets during drop off and pick-up times.’

2.0 School Streets

- 2.1 Following a bid made in 2020 by the Liverpool City Region Combined Authority, The Department for Transport have allocated funding to support the development of School Streets in in the City Region.
- 2.2 An offer of funding for the Active Travel Tranche 2 has been received from the LCRCA. This includes the offer of an additional £30k of Capital support together with £60k of revenue support, to develop School Streets for streets linked to, or served by, the proposed Active Travel routes.
- 2.3 The LCRCA have proposed that the grant, both the capital and revenue is divided equally between 3 schools in each authority. It is proposed to focus largely on three secondary schools all with obvious links to the proposed route.

These schools linked to the Active Travel Tranche 2 routes are;

- Greenbank High School, Hastings Road, Southport
- Birkdale High School, Windy Harbour Road, Southport
- Stanley High School, Fleetwood Road, Southport

- 2.4 The funding, is expected to be expended by March 2022. It is acknowledged that measured identified may include a mixture of approaches. Some school street schemes have been developed to include traffic regulation orders banning traffic at certain times around school start and end periods. Others have identified more permanent physical measures. It is proposed therefore that a

report is brought forward identifying likely measures which may be subject to a trial before implementation,.

- 2.5 It is acknowledged that any proposals which require traffic management measures, e.g. barriers, to be implemented on a daily basis on the highway, will only be approved by the Council should those responsible for the implementation provide proof of the necessary training. This will be a requirement of Merseyside Police.
- 2.6 Initial discussions have been held with the Heads of each school to identify current problems and discuss potential solutions. Any proposals will be developed in the context of the Active Travel Tranche 2 proposals.
- 2.7 Sustrans have been appointed to assist the Council in working with the schools to review and develop proposals.

3.0 Further School Street Initiatives

- 3.1 The schools identified for inclusion within this first tranche of funding are centred around the proposed Active Travel Routes in tranches 1 and 2. Discussions with the LCRCA have identified the potential for securing further funding from the Active Travel Fund for additional school streets initiatives. Providing no specific restriction on this funding is identified, it is proposed that this additional funding be used for schools throughout the rest of the borough, targeting those with specific access or safety concerns.

4.0 Conclusions

- 4.1 Cabinet Member approves the choice of schools for which potential school streets measures will be developed.