

**TELFORD & WREKIN COUNCIL**

**CHILDREN AND YOUNG PEOPLE SCRUTINY: 5<sup>th</sup> MAY 2022**

**REFERRAL FROM FULL COUNCIL - SCHOOL STREETS INITIATIVE**

**REPORT OF THE DIRECTOR OF EDUCATION AND SKILLS**

**LEAD CABINET MEMBER: CLLR SHIRLEY REYNOLDS – CABINET MEMBER FOR CHILDREN, YOUNG PEOPLE AND FAMILIES**

**PART A) – SUMMARY REPORT**

**1. SUMMARY OF MAIN PROPOSALS**

- 1.1 In November 2020, full Council referred a motion to Telford and Wrekin's Children and Young People Scrutiny Committee (CYP Committee) regarding the School Streets Initiative – an initiative intended to reduce road traffic around educational establishment at school arrival and departure time so as to create a safe environment for children attending school. In considering the motion, the CYP Committee decided to create a working group, made up of members from across the scrutiny committees, to consider the matter further. The working group concluded in November 2021 and has reported to the CYP Committee.
- 1.2 This report seeks to update the CYP Committee on the proposed next steps following conclusion of the working group.
- 1.3 The work of the CYP scrutiny committee, through the working group, was thorough and detailed. It is noted that a number of workshops took place during 2021 at which the School Streets initiative was considered and explored. These workshops involved contributions from officers from other Local Authorities who have trialed the approach.
- 1.4 Many of the ambitions of the School Street initiative align with current Council priorities on active travel arrangements, green climate activities and health and wellbeing but it was noted that consideration is also needed regarding the impact of implementation on local communities.
- 1.5 The working group report recommended the following:
- That an initial trial School Streets scheme be implemented in Telford & Wrekin.
  - The trial scheme should consist of up to three primary schools from across the Borough.
  - Street closures should only be in place during term time.

- Interested schools should be sought and identified through a period of engagement.
  - Prior to selection of the pilot schools, officers should, on the basis of the working group's findings, determine a suitability criteria from which the pilot schools will be chosen.
  - The results of the trial scheme should be brought to Scrutiny when deciding whether to implement the scheme permanently and/or to expand the scheme.
- 1.6 It is acknowledged that, before deciding whether or not to roll out a scheme within the Borough on a permanent basis, it will be necessary to undertake a pilot so that the impacts and benefits of the initiative can be fully assessed. It is crucial, to the success of any scheme, whether on a trial basis or otherwise, that schools (and their students and families), local residents and the police are willing and enthusiastic about the benefits that the scheme can offer. Given the recommendation from CYP Scrutiny Committee to implement the trial for schools that express an interest in the project, it has been considered prudent to delay consultation and engagement with schools given the extraordinary circumstances they continue to face as a result of the pandemic.
- 1.7 During the Spring Term 2022 schools have frequently experienced significant workforce capacity issues and therefore had limited scope to consider new initiatives. Additionally, the changing Covid guidance from government has seen an evolution in the daily routine of students and their parents in terms of physical attendance at work versus working from home, travelling time and similar.
- 1.8 Officers have been asked to commence initial conversations with schools in order to determine whether there is any appetite, at the current time, to undertake the pilot given we are unclear what challenges schools may face for the rest of the academic year.
- 1.9 Officers have also been asked to consider the eligibility criteria and feasibility of running a pilot so that an informed decision about the funding costs of implementation can be taken by cabinet and consideration alongside already agreed funding commitments.
- 1.10 A further update will be provided at the next Children, Young People Scrutiny Committee.

## **2. RECOMMENDATIONS**

- 2.1 It is recommended that CYP Scrutiny Committee notes the update and proposed next steps to begin engagement and consultation with schools and consider feasibility of the proposal with consideration of resources that will be required for implementation.

### 3. SUMMARY IMPACT ASSESSMENT

<b>COMMUNITY IMPACT</b>	Do these proposals contribute to specific Co-Operative Council priority objective(s)?	
	Yes	<ol style="list-style-type: none"> <li>1. Every child, young person and adult lives well in their community.</li> <li>2. All neighbourhoods are a great place to live.</li> </ol>
	Will the proposals impact on specific groups of people?	
	Yes	Children and families who attend the pilot schools and residents on the roads that will be closed and in the near vicinity.
<b>TARGET COMPLETION/DELIVERY DATE</b>	To be confirmed	
<b>FINANCIAL/VALUE FOR MONEY IMPACT</b>	Yes	The required level of, and source of funding for this pilot has not yet been determined. A feasibility study is required to understand costs against current commitments. If appropriate external funding can not be identified the cost could be considered for inclusion alongside other priorities during the development of the next Medium Term Financial Strategy. (KC 23/02/22).
<b>LEGAL ISSUES</b>	Yes/No	The Council has the power, under existing traffic regulations, to make appropriate orders that would enable a pilot scheme of the school streets initiative to be commenced. It should be noted, however, that the Council does not have the same powers of enforcement that are available to some authorities within the greater London area where school streets have been successfully introduced and, therefore, support from police may be required at times. (AL 05.03.2022).
<b>OTHER IMPACTS, RISKS &amp; OPPORTUNITIES</b>	Yes/No	The perceived benefits of School Streets, in terms of more active travel

		to school and environmental benefits of reducing carbon emissions must be considered alongside community/residential needs.
<b>IMPACT ON SPECIFIC WARDS</b>	Yes	Implementation of School Streets will have the most impact within the wards it is located.

**PART B) – ADDITIONAL INFORMATION**

**4. IMPACT ASSESSMENT – ADDITIONAL INFORMATION**

Not applicable

**5. PREVIOUS MINUTES**

Not applicable

**6. BACKGROUND PAPERS**

See attached School Streets Working Group Recommendation Report

**Report prepared by Simon Wellman, Director Education and Skills,  
Telephone: 01952 381008**