



**ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE**  
**TUESDAY, 3 DECEMBER 2024**

<b>REPORT TITLE:</b>	<b>SCHOOL STREETS UPDATE AND PRIORITISATION MATRIX</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF NEIGHBOURHOOD SERVICES</b>

**REPORT SUMMARY**

This report provides an overview of School Streets in Wirral and sets out a proposed prioritisation matrix criteria for future school streets schemes and proposed next steps.

There are currently 6 permanent School Streets operating in Wirral

- Phase 1: Greenleas Primary, Wallasey, Christ Church CE Birkenhead Primary, Birkenhead and Liscard Primary, Wallasey; and
- Phase 2: Raeburn Primary, Bromborough, St Albans Primary and St Georges Primary in Wallasey.

An additional 53 requests for School Streets have been recorded by the Road Safety Team. The requests have been received from: Schools (23) Councillors (20), Residents (8) Council Staff / Police (2).

From previous experience of delivering School Streets within Phase 1 and Phase 2 and researching best practice, not all of the 53 locations requested will be suitable for the provision of a School Street. A School Street is just one of several interventions that the Council delivers.

One of the key themes in the Wirral Plan 2023-2027 Theme 6: Safe, resilient and engaged communities. Introducing School Streets using the suggested prioritisation matrix criteria will enable us to direct resources to achieve the best outcomes.

This report is a Key Decision.

**RECOMMENDATION/S**

The Environment Climate Emergency and Transport Committee is recommended to

1. Note the update on School Streets in Wirral; and
2. Approve the School Streets prioritisation matrix criteria and the 2025/26 Proposed Action Plan as set out in Appendix 1 of this report.

## **SUPPORTING INFORMATION**

### **1.0 REASON/S FOR RECOMMENDATION/S**

- 1.1 The recommendations have been made following the completion of Phase 1 and Phase 2 School Streets. Officers have been asked to continue the roll out of School Streets via the Road Safety Working Group. Not every proposed location will be suitable for the provision of a School Street.
- 1.2 There are 53 requests for School Streets. It is necessary to adopt a School Streets Prioritisation Matrix Criteria in Wirral which can be applied to all requests and determine the future implementation of school streets.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 Not to adopt the prioritisation matrix criteria is one option, this could result in a lack of clarity in the future roll out of schools.
- 2.2 An alternate prioritisation matrix criterion could be selected. The criteria set out in Appendix A is based on the experience of delivering previous School Streets and from research of best practice from the toolkit shared by Hackney Council and the information and reports published by Leeds Council and Bradford Council.

### **3.0 BACKGROUND INFORMATION**

- 3.1 A School Street is a stretch of road outside a school that is temporarily closed to traffic during school drop off and pick-up times. The aim is to limit traffic in the road outside the school at key times to create a predominantly car free zone resulting in a happier and healthier environment for everyone around the school.
- 3.2 An Active Travel Officer based within the road safety team, supports the school with a package of tailored measures to encourage and promote active travel on the journey to and from school. This work contributes to a national accreditation via Modeshift STARS. The online digital platform is recognised by the Department for Transport (DfT).
- 3.3 A School Street is delivered through an Experimental Traffic Regulation Order (ETRO) for a trial period of up to 18 months. Signage compliant with the Traffic Sign Regulations and General Directions is installed to denote the extents of the School Street and set out the hours of operation.
- 3.4 With 53 requests for School Streets, an approach to the future roll out of schemes is required.

## **4.0 FINANCIAL IMPLICATIONS**

- 4.1 The delivery of this plan will utilise part existing revenue, grant funding and staffing budgets. The total allocated budget is around £400,000.
- 4.2 Delivery of capital road safety / active travel related programmes will be funded by City Region Sustainable Transport Settlement grant funding for 2024/25 which totals £3,800,000 as reported to the Environment, Climate Emergency and Transport Committee on the 12 March 2024. The allocation for the Safer Routes to School is £100,000. This is a component of the CRSTS and must be used in year to fund transport capital improvement schemes.
- 4.3 External grant funding will continue to fund the Active Travel Officer posts until 31 March 2027 via the City Region Sustainable Transport Settlement Highways Maintenance Work and Non Highways Maintenance Work allocation £213,260.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 The Council has statutory duties and powers. as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004 to maintain, manage and improve the highway.

## **6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

- 6.1 Existing staff resources in the Neighbourhood Services directorate will be utilised in the delivery of School Streets.
- 6.2 Active Travel Officers who support schools with active travel related initiatives are currently funded until March 2027.

## **7.0 RELEVANT RISKS**

- 7.1 By not adopting a School Streets prioritisation criteria there is a risk that schemes could be delivered which are not manageable and could potentially create reputational issues for the Council.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 Wirral Council has a statutory consultation process that is required for the undertaking of work on the adopted highway which will require public consultation, objections to which would be considered under the Scheme of Delegation in the Council's Constitution or by the Environment, Climate Emergency and Transport Committee once a level of objections have been reached exceeding the current scheme of Delegation number.
- 8.2 School Streets initiatives are delivered via an Experimental Traffic Regulation Order for a trial period of up to 18 months. During the first 6 months of the trial period a consultation is live using the Council's Have Your Say platform. The Council reviews all feedback and data to decide whether to make the school street permanent,

modify it or end the trial. School Communities are engaged in the process including schools, residents and families and the wider community.

## **9.0 EQUALITY IMPLICATIONS**

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

10.1 The recommendations contained within this report are expected to reduce emissions of Greenhouse Gases.

10.2 Many of the Local Journey and Network Management projects are aimed at improving access to the highway network which will help to support better air quality across the borough and also enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing reliance on the private car and reducing carbon emissions especially on the shorter journeys under 3km. Projects aim to improve environmental safety for highway users by encouraging safe, active travel and promotion of road safety awareness.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

11.1 Content and recommendations contained within this report support the principles of green and sustainable travel, by making the road network safer and reducing reliance on the private car in favour of active and sustainable modes of transport.

**REPORT AUTHOR:** Rhian Hughes  
Road Safety Strategy Manager  
email: [rhianhughes@wirral.gov.uk](mailto:rhianhughes@wirral.gov.uk)

## **APPENDICES**

Appendix A: School Streets Update and Prioritisation Matrix Criteria

### **BACKGROUND PAPERS**

Liverpool City Region Road Safety Strategy  
Wirral Council Road Safety Plan 2023 - 2027  
Hackney School Streets Toolkit  
Leeds City Council School Streets Evaluation  
City Of Bradford School Streets Toolkit

## **TERMS OF REFERENCE**

This report is being considered by the Environment Climate Emergency and Transport Committee in accordance with Section 5.2 (b) of its Terms of Reference.

The Committee is charged by full Council to undertake responsibility for the Council's role and functions: -

(b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;

**SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
Environment, Climate Emergency and Transport Committee ROAD SAFETY WORKING GROUP –	16 March 2021
FINAL REPORT Environment, Climate Emergency and Transport Committee ROAD SAFETY UPDATE	7 September 2021
Environment, Climate Emergency and Transport Committee ROAD SAFETY WORKING GROUP RECOMMENDATIONS UPDATE	20 January 2022
Environment, Climate Emergency and Transport Committee CITY REGION SUSTAUNABKE TRANSPORT SETTLEMENT COMBINED AUTHORITY TRANSPORT PLAN PROGRAMME 2024/25	14 March 2024