

# Report

Report to:	<b>Enterprise Resources Committee</b>
Date of Meeting:	<b>20 January 2010</b>
Report by:	<b>Executive Director (Enterprise Resources)</b> <b>Executive Director (Corporate Resources)</b>

Subject:	<b>School Travel Co-ordinators – Extension of Contract</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ Obtain approval to extend the contract for the one and a half posts of School Travel Co-ordinator until 31 March 2011.

## 2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the contracts of one and a half posts of School Travel Co-ordinator be extended until 31 March 2011.

## 3. Background

3.1. The post of School Travel Co-ordinators was introduced in 2003 supported by a grant from the then Scottish Executive. Two posts were established and these continued to be funded by a ring-fenced grant until March 2008. At this point the ring-fenced grant was rolled into the council's base Grant Settlement for 2008/2009 following agreement of the Concordat between the Scottish Government and COSLA.

3.2. Two employees are currently in post, one full time and one part time, and their temporary contracts expire on 31 March 2010.

## 4. Discussion:

4.1 The main duties of the Co-ordinators are to: -

- promote the health and environmental benefits of active school travel choices
- promote best practice in individual schools
- liaising with school travel teams to support them individually
- co-ordinate the work of travel teams within any cluster of schools
- provide Kerbcraft pedestrian training to primary pupils within certain schools.

4.2 There are many road safety, environmental and health benefits to be gained by the work done by the Co-ordinators in encouraging more children to walk or cycle to school. These benefits include: -

- Being more active when young means less chance of being ill when older and helps keep excess weight off. Walking or cycling to school helps children be more active and seems to make them feel better in themselves and arrive at school wide awake.

- Walking to primary school is a good way of developing road safety sense. By secondary school, children often walk at least part of the way to school on their own developing independence and increased confidence.
- More children using sustainable travel will result in less traffic on the roads at school time. As traffic increases around schools it creates a vicious circle where more parents become concerned about road safety and therefore more likely to drive their children to school. Congestion around schools is also a major issue, causing disruption to through traffic and very often preventing residents from accessing their property.
- As approximately two thirds of all primary school journeys are less than half a mile car engines are not properly warmed up and pump out especially high levels of exhaust fumes. Exhaust fumes from cars are thought to contribute to asthma suffered by over one million children throughout Great Britain.

4.3 Kerbcraft training is also invaluable providing young children with essential road safety education designed, in particular, to allow them to cross the road safely.

4.4 The Council has an excellent record to date in reducing road accidents. In particular fatal and serious accidents involving children have reduced by over 50% in recent years exceeding national accident reduction targets. There is a three strand strategy which has driven this reduction. These are engineering measures, enforcement, and education. The School Travel Co-ordinators are important members of the Council's small Road Safety Education team.

4.5 It should also be noted that the School Travel Co-ordinators have been directly responsible for drawing many other volunteers into road safety efforts. For example, when undertaking 'Walking Buses' or Kerbcraft' training, such initiatives rely heavily on volunteers (parents/grandparents) who are drawn into such work. Consequently the road safety efforts which the School Travel Co-ordinators mobilise extends considerably beyond their own efforts.

## **5. Employee Implications**

5.1. The School Travel Co-ordinators contracts will be extended from 31 March 2010 to 31 March 2011.

## **6. Financial Implications**

6.1. The costs of these posts, including on costs equalling £38,418 will be met from existing staff budgets held by Roads and Transportation Services for 2010/2011.

## **7. Other Implications**

7.1. There are no other implications

## **8. Equality Impact Assessment and Consultation Arrangements**

8.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required.

8.2. The Trades Union have been consulted in terms of the content of this report.

**Colin McDowall**

**Executive Director (Enterprise Resources)**

**Robert McIlwain**  
**Executive Direct (Corporate Resources)**

10 December 2009

**Link(s) to Council Objectives/Values**

- Improve community safety
- Improve health and increase physical activity
- Improves lives of vulnerable children, young people and adults
- Sustainable transport
- People focused.

**Previous References**

None

**List of Background Papers**

None

**Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact:-

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