

# Executive Report



Delegated Decisions - 14 November 2023

## SCHOOL CROSSING PATROLLER GRANT

Name of Cabinet Member	<b>Councillor Lauren Townsend</b> Cabinet Member for Public Realm
Report sponsor	<b>Graham Cox</b> Assistant Director of Highways and Transportation
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Exempt / confidential / not for publication	<b>No</b>
Council Plan reference	<b>Creating cleaner, safer, and healthier communities</b>
Wards affected	<b>All wards</b>

### Executive summary

The aim of the grant is to provide up to 8 SCPs (School Crossing Patroller) linked to specific schools where a need has been identified. The previous system offered a permanent SCP post (originally 7 in total) linked to one school, term time only and fixed times.

This process has made it difficult to recruit to the vacant posts and some of the schools no longer require a SCP as the original assessment is now out of date or other MK (Milton Keynes) schools now have greater requirements.

A new grant-based process provides flexibility to provide SCPs where they are needed most using a needs-based scoring assessment. It will also provide individual schools with the option to provide a SCP through direct recruitment.

There is no legal obligation for MKCC (Milton Keynes City Council) to provide school crossing patrollers, but the council recognises the benefits to improving road safety on the highway by facilitating SCPs.

#### 1. Proposed Decision/s

- 1.1 That £40,000 be allocated for School Crossing Patroller grants each financial year, providing up to 8 grants (of up to £5,000) to schools as per the criteria set out in **Annex A** to the report.

- 1.2 That authority be delegated to the Director of Environment and Property to finalise the arrangements for:
- a) administration of the applications, scoring, monitoring, and awarding of the grants by the Highways and Transport Team;
  - b) provision of training and uniform by the Highways Team for any individual recruited by the school in receipt of a grant; and
  - c) administering the relevant authorisations (as the Highways Authority), to the School Crossing Patrollers to stop traffic, as per the 1984 Road Traffic Act.

## 2. Why is the decision needed?

- 2.1 Recruitment to the vacant SCP posts over the last few years has been unsuccessful. Due to the nature of the post, the role attracts very few applicants.
- 2.2 Schools can promote the role through their own channels or even recruit from their own staff. An SCP directly employed by the school can help to create better awareness of road safety issues.
- 2.3 The current process does not allow for any changes to be considered that may mean the need for an SCP is no longer required e.g., provision of a pedestrian crossing. It also does not consider factors that may make another school more in need e.g., school extension or new estate.
- 2.4 An informal public consultation in November 2022 showed support for a system that allowed schools previously left out of the SCP provision (see **Annex C** to the report).
- 2.5 Staffing costs are reduced whilst increasing the potential provision of up to 8 SCPs in MK.

## 3. Implications of the decision

Financial	Y	Human rights, equalities, diversity	N
Legal	N	Policies or Council Plan	Y
Communication	N	Procurement	N
Energy Efficiency	N	Workforce	Y

### a) Financial implications

An SCP post (term time 8 hours per week) costs on average £5k per year plus uniform costs.

The total grant is £40k and this will be used to fund up to 8 SCP posts with each successful school being awarded a grant of £5k to employ an SCP directly.

Uniform and training would still be provided through the Council's Road Safety budget (revenue).

The two existing SCPs will continue in parallel to the new grant-based system until they retire or resign. At that point, these two posts will be removed from the structure and any costs savings will be put towards the SCP grant.

The £40k grant will be funded by £5k saving from a vacant SCP post and £35k from Sponsorship revenue.

b) Legal implications

There is no statutory duty to provide School Crossing Patrollers.

MKCC as the Highway Authority for Milton Keynes may allow an individual to stop traffic under the Road Traffic Act 1984 following successful completion of training.

c) Other implications

The feedback from the informal consultation in November 2022 and media interest showed the level of public interest in having SCP at various schools across MK where there is a perceived safety issue (see **Annex C**).

#### 4. Alternatives

- 4.1 There are two SCPs in post at schools in MK and these roles will continue until the postholder resigns or retires. Providing SCPs is not a statutory requirement so MKCC does not need to provide the SCP grant however this would impact on road safety at key school sites.

#### 5. Timetable for implementation

- 5.1 The application process may begin from the start of the school year in January 2024. Each application will be assessed and scored by the Council's Road Safety Officer. Grants may be paid to successful schools from 1 April 2024.
- 5.2 Grants are for 3 years so a further application window will begin from September 2026 to start from 1 April 2027.

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#### List of Annexes

Annex A	Grant Application Criteria
Annex B	Site Assessment List
Annex C	Timetable for applications and grant payments
Annex D	Informal consultation results

#### List of Background Papers

None