

**SUSTAINABLE MODES OF TRAVEL TO SCHOOL (SMOTS) STRATEGY**

**COMMENTS FROM THE CHILDREN AND YOUNG PEOPLE SCRUTINY  
COMMITTEE**

At a virtual meeting on 17 July 2020, the Children and Young People Scrutiny Committee considered the report and unanimously agreed to support the recommendations to the Executive Councillor.

Members of the Committee asked a number of questions, when the following points were confirmed:

- Improved health and a reduction in the carbon footprint would be two positive outcomes from the SMOTS Strategy. The Decarbonisation Plan had resulted in significant funding being made available to local authorities around transport in general and the sustainability transport group will be trying to access some of this funding. The Council had already awarded £450,000 of capital monies to contribute to improvements of specified unsuitable routes as part of an Invest-to-Save project.
- The Government's announcement of funding for capital developments could be significant and some of this funding could be focussed towards these unsuitable routes. It was hoped that a couple of unsuitable routes could be addressed each year by working with Highways.
- It would be queried whether some of the funding could be used to fund more cycle training for children such as Bikeability and Cycle Proficiency to increase their confidence on the roads.
- There were several measures that could be put in place to reduce the number of parents dropping children off at school. These included school travel zones and park and stride sites. However, if a road was closed off to school traffic then school buses would not be able to access the school either. Each school was looked at on an individual basis to identify the appropriate measures that could be put in place. Better results were usually obtained when a school promoted sustainable travel to its pupils and parents.
- The SMOTS Strategy would cover all Lincolnshire students regardless of whether they went to school or college in Lincolnshire or out of county.
- As 76% of residents lived with 30 minutes cycling distance of school, it was suggested whether consideration should be given to providing pupils with a bike and installing more bike stores in schools to help reduce the costs of home to school transport. It was clarified that a large proportion of this figure would probably not be entitled to home to school transport.
- It was requested that a report be brought back in a year's time with an update on any funding received and how it was spent, the new routes available, and those that would be focussed on next.