

**The Highland Council**

**Skye, Ross & Cromarty Area Committee  
28 October 2013**

Agenda Item	<b>13</b>
Report No	<b>SRC 09/13</b>

**Cycling, Walking and Safer Streets Programme**

**Report by Director of Transport, Environmental and Community Services**

**Summary**

This report invites Members to approve the projects delivered through the Scottish Government funding for Cycling, Walking and Safer Streets for the Skye, Ross & Cromarty area, as set out in **Appendix 1**.

**1. Introduction**

- 1.1 The Cycling Walking and Safer Streets (CWSS) Programme is funded directly by the Scottish Government. The programme aims to encourage sustainable and active travel to school by improving safety and removing barriers to walking and cycling. It also aims to encourage more people to think about their travel decisions.
- 1.2 The Council's Road Safety Team work with Schools to produce a School Travel Plan which focusses on the journey to/from school and demonstrates the school's all-round commitment to develop Safer Routes to Schools and achieve a modal shift on the school run. School Travel Plans seek to:
- Encourage pupils, parents and staff to think about travel choices and choose alternatives to the car when coming to school
  - Encourage 'active' travel like walking and cycling
  - Measure change and shifts in travel behaviour
  - Make the routes to school safer for pupils
- 1.6 Further information on Highland Councils Safer Routes to School Programme can be found at [www.highland.gov.uk/srts](http://www.highland.gov.uk/srts)
- 1.7 This report supports the Programme for the Highland Council to provide more safe cycle tracks and "walk to school" pathways where appropriate, and will encourage healthier and greener methods of travel.

**2. Funding**

- 2.1 The CWSS programme has a budget of **£237,000** for 2013/14 which is provided by the Scottish Government. The terms and conditions of the grant include a request to consider a minimum spend of 36% (and preferably 50%) on cycling related projects.
- 2.2 Through the development of the School Travel Plan, schools can normally bid for

up to £30,000 of CWSS funding in any one year to implement measures that will improve safety on routes to school and encourage active travel. If their funding bid is successful these schemes are project managed by the Road Safety Team. In certain circumstances, for example extended lengths of footpath or difficult ground conditions, bids in excess of £30,000 can be considered, and in these situations the reasons for the additional costs are highlighted to Members.

2.3 A Small Grant Funding element exists in the scheme which allows projects up to the value of £3,000 to be approved by the Road Safety Team allowing immediate implementation of these small projects.

### 3. Projects for Approval

3.1 **Appendix 1** details the funding applications that have been worked up by the Road Safety Team based on each individual School Travel Plan.

3.2 The costs detailed are estimated at present and if the proposals are approved the schemes will be put out to tender and implemented on a priority basis to allocate the funding available.

3.3 Small Grant Funding already allocated from the 2013/14 budget to Schools for small projects amounts to a total of £26,448.43. In Skye, Ross & Cromarty the following applications have been approved:-

- Kiltearn Primary, Park Smart Banner, £104
- Avoch Primary, Cycle Training Markings, £700
- Dingwall Primary, Park Smart Banner, 104
- Carbost Primary, Hi Viz Vests, £27
- Marybank Primary, Hi Viz Vests, £15
- Ben Wyvis Primary, Cycle Training Markings, £700
- Plockton Primary, Hi Viz Vests, £73
- Hilton of Cadbol Primary, SID + Installation £2650

### 4. Resource Implications

4.1 The projects listed in **Appendix 1** will be funded from the Cycling Walking and Safer Streets Programme which has a budget of £237,000 for 2013/14 totally funded by the Scottish Government to be used on Safer Routes to School projects. If funding in 2013/14 is insufficient any schemes not delivered will be carried forward to next financial year

4.2 There are no legal implications arising from this report.

4.3 There are no equality implications arising from this report.

4.4 The modal shift from cars to cycling and walking will have a positive contribution to reducing carbon emissions.

4.5 There are no risk implications arising from this report.

**4. Recommendations**

- 4.1 Members are invited to approve the Safer Routes to School Projects as listed in **Appendix 1**.
- 4.2 Members are invited to note that the Road Safety Team will continue to work with schools to develop further Safer Routes to School Projects for future years.

Designation: Director of Transport, Environmental and Community Services

Date: 10 October 2013

Report Author: Allan Bryce (Road Safety Officer)

## Appendix 1

School	Purpose	SRTS Estimated Contribution	Additional information	Cycling Element
Mulbuie Primary	Signing, Lining, Coloured Surfacing, Rumble Strips.	£10,000		
Hilton of Cadboll	Pedestrian Build Out, Lining, Rumble Strips and Signing.	£5,900		