

The Highland Council

Transport, Environmental and Community Services Committee 16 May 2013

Agenda Item	16
Report No	TEC 49-13

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 areas out with Inverness and Caithness and Sutherland.

Members will note that the projects identified for Inverness and Caithness and Sutherland will be the subject of reports to the Inverness City Committee and the Caithness and Sutherland Area Committee.

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
- 1.3 Further information on Highland Councils Safer Routes to School Programme can be found at www.highland.gov.uk/srts
- 1.4 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 The funding applications that have been developed by the Road Safety Team based on individual School Travel Plan are listed in **Appendix A**.
- 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. If funding in 2013/14 is insufficient any schemes not delivered will be carried forward to next financial year.
- 3.3 Small Grant Funding already allocated from the 2013/14 budget to Schools for small projects amounts to £3,971.

4. Resource Implications

- 4.1 The projects listed in **Appendix A** 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.
- 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 A**.
- 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: 3 May 2013

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Appendix A

School	Purpose	SRTS Estimated Contribution	Additional information	Cycling Element
Mulbuie Primary	Surfacing of existing safer routes to school footpath	£17,228	Total Scheme cost is estimated at £34,455. A bid to Sustrans for £17,327 has been made and the outcome should be known in May.	✓
Ullapool Primary	Creation of new surfaced shared use footpath	£16,252	Total Scheme cost is estimated at £29,971. A bid to Sustrans for £13,720 has been made and the outcome should be known in May.	✓
Plockton High/ Primary	Speed Humps, Lining with coloured surfacing (footpath), hard standing areas, small tarred footpath, drop kerbs, signage	£11,000		
Aviemore Primary	Pedestrian Crossing	£25,000	Subject to Crossing Assessment Results	
Carbost Primary	Lining, barrier, signage relocation & cycle storage	£15,000		✓
Arisaig Primary	Complete link footpath from the Church to the School	£50,000		✓
Kiltearn Primary	Pedestrian Gate, traffic calming	£18,000	Traffic calming is subject to consultation	