

**The Highland Council**  
**Skye, Ross & Cromarty Area Committee**  
**6 August 2014**

|             |                      |
|-------------|----------------------|
| Agenda Item | <b>8</b>             |
| Report No   | <b>SRC<br/>25/14</b> |

**Cycling, Walking and Safer Streets Programme**

**Report by Director of 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 Highland Council Road Safety Unit work with Schools to produce a School Travel Plan (STP) which focusses on the journey to/from school and demonstrates the school's all-round commitment to develop Safer Routes to School (SRTS) and achieve a modal shift on the school run. A STP seeks 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 SRTS can be found at [www.highland.gov.uk/srts](http://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. By enabling a modal shift to active travel, this will support the Council's Carbon CLEVER initiative by reducing carbon emissions.

**2. Funding**

- 2.1 The CWSS programme has a budget of £348,000 for 2014/15 that 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 STP, 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 Unit. 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 Unit, allowing immediate implementation of these small projects.

### **3. Projects for Approval**

- 3.1 **Appendix 1** details the funding application to be approved by the Skye, Ross & Cromarty Area Committee on the 6<sup>th</sup> of August 2014.
- 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 allocated from the 2014/15 budget to schools within Skye, Ross & Cromarty amounts to approximately £5,000.

### **4. Implications**

- 4.1 The projects listed in **Appendix 1** will be funded from the CWSS Programme 2014/15 that is to be used on SRTS projects. If funding in 2014/15 is insufficient any schemes not delivered will be carried forward to next financial year
- 4.2 The modal shift from cars to cycling and walking will have a positive contribution to reducing carbon emissions. This supports the Council's Carbon CLEVER initiative, which has the target of a carbon neutral Inverness in a low carbon Highlands by 2025.
- 4.3 This report has no adverse impact on equality, Gaelic and rural considerations, nor are there any legal or risk implications.

### **5. Recommendations**

- 5.1 Members are invited to approve the SRTS Projects listed in **Appendix 1**.
- 5.2 Members are invited to note that the Road Safety Unit will continue to work with schools to develop further SRTS Projects for future years.

Designation: Director of Community Services  
Date: 20<sup>th</sup> June 2014  
Report Author: Allan Bryce (Road Safety Officer)

## Appendix 1

| School                    | Purpose  | SRTS Estimated Contribution | Additional information  | Cycling Element |
|---------------------------|--|-----------------------------|---|-----------------|
| Ben Wyvis Primary School  | Cycle storage and Speed Indication Devices (SIDs).                                   | £15,000                     | Cycle storage required as the existing school storage has insufficient spaces for the number of pupils cycling to school.<br>2 SIDs required on Conon Bridge to Maryburgh road to remind vehicles of the speed limit. | £10,000         |
| Tarradale Primary School  | Tarmac footpath.   | £5,750                      | Install tarmac footpath from school car park to school entrance.  |                 |
| Badcaul Primary School    | Ground work and rustic footpath with wooden edging. Installation of pedestrian gate. | £4,500                      | Carry out ground work to install a rustic footpath between school and car park. To deter pupils from walking on the road.   |                 |
| Ullapool Primary School   | VAS – Vehicle Activated Sign and Pedestrian on the road signs.                       | £6,800                      | Install a vehicle activated sign on the trunk road and pedestrian signs through BEAR Scotland.  |                 |
| Applecross Primary School | Cycle Storage – Garrick and Sheffield stands.  | £5,132                      | Cycle storage required as pupils do not have anywhere to store their bikes.   | £5132           |