

**The Highland Council**

**Nairn and Badenoch and Strathspey Area Committee  
25 September 2014**

Agenda Item	15.
Report No	NBS/29/14

**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 Nairn and Badenoch and Strathspey 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 Nairn, Badenoch & Strathspey Area Committee on the 25<sup>th</sup> of September 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 Nairn and Badenoch and Strathspey Schools amounts to approximately £6000 for road safety education resources, cycle racks and high visibility vests.

### **4. Resource Implications**

#### 4.1 Resource Implications

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 There are no legal implications arising from this report.
- 4.3 There are no equality implications arising from this report.
- 4.4 Climate Change/Carbon Clever Implications

The modal shift from cars to cycling and walking will have a positive contribution in 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.

- 4.5 There is no adverse impact on Risk, Gaelic or Rural considerations arising from this report.

## **Recommendations**

Members are invited to:

- (i) approve the SRTS Project listed in **Appendix 1**; and
- (ii) 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: 8 September 2014

Report Author: Allan Bryce (Road Safety Officer)

## Appendix 1

School	Purpose	SRTS Estimated Contribution	Additional information	Cycling Element
Millbank Primary School	Lighting on footpath.	£8,000	To improve safety and access to the school from Mill Road by lighting the lane between housing and the railway bridge. This will encourage residents to walk to school when light / visibility is poor.	