

ANGUS COUNCIL

EDUCATION COMMITTEE - 22 AUGUST 2000

ITEM No 4

ROADS COMMITTEE - 24 AUGUST 2000

SAFER ROUTES TO SCHOOL

JOINT REPORT BY THE DIRECTOR OF EDUCATION AND DIRECTOR OF ROADS

ABSTRACT

This report outlines additional funding available for Safer Routes to Schools and identifies how the additional resources will be utilised.

1. RECOMMENDATIONS

It is recommended that the Committees approve for their respective interests the recommendations outlined in the report.

2. BACKGROUND

The Scottish Executive issued a letter dated 6 June 2000 outlining that an additional £5.2m. was being made available to local authorities in Scotland to take forward the implementation of Safer Routes to School. Angus Council's share of the additional Capital Consent for this purpose is £109,000 for financial year 2000/01. (The Circular is attached as an appendix).

Although the additional resources are to be welcomed, it would have been preferable to have received confirmation earlier in the financial year. However the Council is already committed to the concept of Safer Routes to School and Report 97/00 (approved by the Roads Committee of 27 January 2000) provided an update on the progress being made and authorised the Director of Roads to proceed with a number of engineering measures.

In addition the Education Department have been working closely with the community in Friockheim to establish a walking bus for Friockheim Primary School on a pilot basis. If successful this model could be adopted in other Angus schools. It is hoped that this initiative will reduce the level of congestion around school gates as well as contributing to a healthy lifestyle for the pupils involved. It is intended that the Pilot commences in September 2000.

There is also provision within the 2000/01 Roads Capital Budget for £25,000 for Safer Routes to School and a further £25,000 available within the Roads & Transport Renewal and Repair Fund.

This Roads Department funding will progress the measures already approved by the Roads Committee (report no. 97/00 approved on 27 January 2000) but not completed last financial year. These schemes are listed in Section 3 (a) below.

In the case of the first item on the list (the provision of cycle lanes in Keptie Road), there has been a necessary change to the proposal already approved by the Roads Committee: at the detailed investigation stage it became apparent that the proposed footway widening would be difficult to achieve economically due to the need to reconstruct the entire width of the footway to ensure proper drainage. As there is sufficient road width the simpler and much cheaper option of simply using white lining to mark out cycle lanes at each edge of the road is now proposed.

3. PROPOSALS

a) From the Roads Department's existing budget

- Keptie Road Cycle Lanes - Lining of cycle lanes rather than the footway widening approved in Roads Committee Report 97/00. (Estimated cost £5000)
- Improve the footway between Cairnie Road and Keptie Road. (Estimated cost £17700)

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- Provide a new cycle track from Lochlands drive to Arbroath High School. (Estimated cost £9000)
- Provide new footway / cycle track through McDonald Park, Arbroath. (Estimated cost £13300)

The total estimated cost of these projects is £45,000 including design and administration costs and this leaves a balance of £5,000 from the Roads Department's £50,000 allocation for Safer Routes to School.

It is proposed that this balance of £5,000 be allocated to the provision of cycle lane markings in Craig o' Loch Road, Forfar.

b) The additional resources will be utilised as follows:

| | <u>Cost £000s</u> |
|---|-----------------------|
| • Murroes Primary School – improve facilities for home to school transport. This project will be linked to improvement works currently being undertaken at the school. | 5 |
| • Walking Bus – Purchase supply of fluorescent jackets and other equipment for pupils and adult volunteers. | 5 |
| • Provide secure storage for bicycles in secondary schools - by improving security of bicycles it is hoped to encourage more pupils to cycle to school. | 15 |
| • Footpaths adjacent to primary and secondary schools – improve the footpaths surrounding primary schools to make them safer for pupils to walk to school, (eg. complete footpaths where there is presently a gap, Hercules Den – Arbroath, Footway/Cycleway. This project was identified as part of the Pilot Study Report undertaken at Arbroath High School and the project involves the formalising and widening of the existing worn pathway, which runs from Elmfield Avenue to Kirkton Road, with a spur running to the existing sports pavilion). | 43 |
| • Montrose Academy – footpath to the school via Hillside – flooding problems under the old railway bridge are currently being investigated by the Roads Department, Railtrack and the landowner. | 5 |
| • Improvement of footway link to Inverbrothock PS from Braeheid | 5 |
| • Andover Primary School – improve signage and footways on the approach to the school ensuring pupils do not have to cross the road to have access to the footpath | 10 |
| • Separate pedestrian and vehicular access in primary schools | 10 |
| • Signage and literature distribution in schools – purchase a variable message sign which would be triggered by vehicles approaching a school, eg. reminder to lower speed if exceeding the speed limit. | 8 |
| • Airlie Primary School – provide a hard standing/shelter area opposite the school. This would improve safety for pupils being dropped off by bus or car. | 3 |
| Total | <u>109</u> |

4. FINANCIAL IMPLICATIONS

Additional S94 consent of £109,000 has been made available to the Council to undertake the proposed works.

5. CONSULTATION

The Chief Executive, the Director of Finance and Director of Planning and Transport have been consulted in the preparation of this report.

JIM ANDERSON

DR R McLELLAN

DIRECTOR OF EDUCATION

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NOTE: No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.



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6 June 2000

Dear Sir/Madam

ADDITIONAL CAPITAL CONSENT IN 2000-01 FOR WORK ON SAFER ROUTES TO SCHOOL

The Minister for Transport and the Environment announced on 25 May that an additional £5.2 million is being made available to local authorities to take forward work on the implementation of safer routes to school. I am writing to advise you that your Council's additional capital consent for this purpose for the year 2000-01, based on population data used in the single allocation formula, is set out in the attached table.

This additional allocation will enable local authorities to build on the Safer Routes to School guidance which the Executive published and issued to authorities in December 1999. It will also enable authorities to implement measures which will assist them in making a good start in the key role they have in working towards meeting the demanding new target for child casualties of a 50% reduction in deaths and serious injuries by 2010.

Decisions on the specific measures to implement will be a matter for your Council to decide having regard to local needs and priorities. However measures which might be considered include traffic calmed 20 mph zones; installation of crossings for pedestrians and cyclists; provision of cycle lanes and pedestrian footpaths (dedicated or shared used); traffic free entrances to schools; and provision of secure cycle storage and locker facilities at schools. The pilot study being run by the Scottish Executive, in partnership with local authorities, on evaluating 20 mph schemes without traffic calming measures is due to report in the autumn. In making decisions your authority may wish to take into account the report "Road Accidents and Children Living in Disadvantaged Areas", published by the Scottish Executive in April 2000, which found that children in the lowest socio-economic group are over 4 times more likely to be killed as pedestrians than their counterparts in the highest socio-economic group.

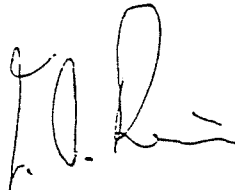
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Your authority should submit details of how it decides to spend its allocation to Mrs Ann Whatcott in Transport Division 3 at the above address. The Department will not be formally approving individual projects, and work can commence as soon as the authority wishes.

Formal Section 94 consent will issue separately.

Yours faithfully



J A Rennie

