

**ANGUS COUNCIL**

**EDUCATION COMMITTEE  
6 MARCH 2001**

**ROADS COMMITTEE  
8 MARCH 2001**

**SAFER ROUTES TO SCHOOLS**

**JOINT REPORT BY THE DIRECTOR OF ROADS  
AND THE DIRECTOR OF EDUCATION**

**ABSTRACT**

This report updates the committees on progress already made on the Safer Routes to Schools programme and seeks approval to continue with this programme in 2001/2002.

**1 RECOMMENDATIONS**

It is recommended that the committees agree:-

- (i) to note the progress already made on the Safer Routes to Schools programme;
- (ii) to note that to date there has been no indication that there will be any further direct funding from the Scottish Executive for Safer Routes to Schools to maintain the momentum generated by the additional Capital funding of £109,000 received in 2000/01;
- (iii) to authorise the Director of Education and the Director of Roads to prepare a programme for Safer Routes to Schools in 2001/2002 for approval by the relevant committee(s).

**2 DETAILS**

Report No 873/00 approved by the Education Committee on 22 August 2000 and the Roads Committee on 24 August 2000 approved a programme of Safer Routes to Schools measures to be funded from the additional capital allocation of £109,000 authorised by the Scottish Executive in June 2000. Although very welcome this extra funding had to be spent in the current financial year leaving very little time to prepare a fully detailed and costed programme of works for committee approval. The programme of measures approved by the August committees was therefore quite general and this report now informs the committees of the details and final estimated costs of the various measures undertaken.

In addition to the extra £109,000 funding, a total of £50,000 was also available within the Roads Department's Capital Budget (£25,000) and the Roads and Transport Renewal and Repairs Fund (£25,000) for Safer Routes to Schools projects. Report 873/00 also detailed these proposals.

Appendix 1 gives details of the projects utilising the extra capital allocation of £109,000 while Appendix 2 details those projects being funded from the Roads Department's Capital Budget and the Roads and Transport Renewal and Repairs Fund.

As can be seen from Appendix 1 some of the final estimated costs have changed since the original budget costs were established.

In the case of the proposed footpath at the railway bridge to allow Montrose Academy pupils to more easily walk to Hillside there has as yet been no resolution to the negotiations with Railtrack regarding the flooding problems at the bridge. It is therefore anticipated that there will be no expenditure on this link in the current financial year.

The variable message sign (to warn drivers that they are exceeding the speed limit) has not yet been ordered and it is intended to do so once finalised costs are available for the new footway at Hercules Den. Although there were some difficulties at this site with flooding during the construction of the path it is hoped that the final scheme cost will still allow the purchase of the variable message sign in the current financial year.

As can be seen from Appendix 2 the final estimated cost for the Cairnie Road to Keptie Road link is much greater than originally estimated. This was due to the introduction of street lighting.

The proposal to create a cycle link between Lochlands Drive and Arbroath HS was dropped when technical difficulties were encountered during the detailed design. The earthworks required to create this link would have interfered with an existing drainage pipe with a consequential unacceptable cost increase. In addition, the proximity of the millennium forest planing put a constraint on the alignment resulting in unacceptably steep gradients.

The Craig o' Loch Road/Queenswell Road, Forfar cycle lane proposal has been postponed meanwhile pending the construction of the junction improvement at Castle Street for the new Tesco superstore.

### 3 **THE WAY FORWARD**

In December 1999 the Scottish Executive published their document "Guidance - How to run Safer Routes to School" and distributed it widely to all schools in the country. The following quote from this document is of particular interest:-

"The journey to and from school is an important part of children`s learning and social experience. Whether by walking, cycling, bus, taxi or car there are particular safety and accessibility issues which need to be considered at each school. A considerable amount of scarce staff time is currently spent dealing with the concerns of parents about travel to school.

Safer Routes to School, or a school travel plan, is a multi-disciplinary school based approach which aims to improve safety and remove barriers to walking and cycling to and from school."

In Angus there is an officer working group dealing with Safer Routes to Schools. Officers from the Education, Planning and Transport and Roads Departments have met regularly with the police to discuss and progress the various initiatives which have been implemented to date. The guidance from the Scottish Executive is that the schools need to be integrally involved in creating a School Travel Plan and this is considered to be the best way forward. Staff from the Education Department are currently working with a number of school committees to identify ways of promoting safer routes to schools and to consider any improvements to the infrastructure at the schools which will assist in improving the current situation. For example, in creating a walking bus scheme following the success of the Friockheim pilot scheme. Similarly, Roads Department staff can advise on the road safety measures which can be implemented outside the schools. The head teachers of all the Angus schools have received a copy of the Scottish Executive`s guidance on how to run a Safer Routes to Schools project.

Clearly, with the limited funding available for Safer Routes to Schools Programme from both the Education and Roads Departments budgets it is important that best value is obtained. Where there is a commitment from both the school and the parents then safer routes projects are more likely to be sustained and should therefore be supported. These schools will continue to be encouraged and assisted with this.

No additional capital allocation has been made available in 2001/02 to the Education Department by the Scottish Executive to follow on the 2000/01 £109,000 capital allocation. However, the Director of Roads and the Director of Education will endeavour to provide some form of programme of Safer Routes to Schools for 2001/2002 which will be submitted to relevant Committees early in the new financial year.

### 4 **FINANCIAL IMPLICATIONS**

The 2000/01 programme of Safer Routes to Schools schemes has been adjusted in order to ensure that the expenditure can be contained within the previously agreed budgets.

A programme for 2001/2002 will be submitted to future committees for approval. However, it should be noted that it will be necessary to scale down the programme compared to the current financial year in the absence of any further direct additional funding from the Scottish Executive.

**5 HUMAN RIGHTS IMPLICATIONS**

There are no human rights implications arising from the proposals in this report.

**6 CONSULTATION**

The Chief Executive, the Director of Law and Administration, the Director of Finance and the Chief Constable have been consulted in the preparation of this Report.

Dr Bob McLellan  
DIRECTOR OF ROADS

Jim Anderson  
DIRECTOR OF EDUCATION

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:-

Guidance on how to run Safer Routes to Schools.  
Published by the Scottish Executive in December 1999  
Report No 873/00 – Angus Council Roads Committee – 24 August 2000.  
Report No 873/00 – Angus Council Education Committee – 22 August 2000.

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