

**EAST AYRSHIRE COUNCIL**

**DEVELOPMENT SERVICES COMMITTEE – 26 SEPTEMBER 2000**

**SAFER ROUTES TO SCHOOL**

**Report By Director of Development Services  
and Director of Educational and Social Services**

**1. PURPOSE OF REPORT**

- 1.1** To advise the Committee of funding allocated by the Scottish Executive Development Department (SEDD) for Safer Routes to School and recommend projects for implementation in the current year and further survey work to prepare project proposals for future years.

**2 BACKGROUND**

- 2.1** The aim of the Safer Routes to School initiative is to encourage children to walk or cycle to school, or use public transport rather than travel by car.

- 2.2** The benefits of the Safer Routes programme are an improvement in the health of children through exercise and an expected reduction in road traffic accidents. Other benefits are a potential reduction in traffic at peak hours of up to 20 per cent if parents do not make the journey to school by car and a reduction in the numbers parking near schools

- 2.3** A variety of measures are used to create a safer environment and a climate of opinion where parents will support the concept. These measures include:

- walking and cycling initiatives
- road safety education
- highway and traffic engineering measures
- school management initiatives
- school transport measures.

- 2.4** The SEDD has invited local authorities to put forward a programme of measures for covering:

- traffic calmed 20 mph zones;
- crossings for pedestrians and cyclists;
- provision of cycle lanes and pedestrian footpaths;
- traffic free entrances to schools;
- provision of secure cycle storage and locker facilities at schools.

The programme proposed requires approval by the SEDD, although they will not vet individual projects.

- 2.5** The SEDD has allocated £120,000 to East Ayrshire Council for spending in the current year. There is no indication of whether funding may be made available in future years.
- 2.6** The Council has recognised the importance of Safer Routes initiatives in its Road Safety Plan and its Local Transport Strategy. The recommendations of this report are prepared in this context and are consistent with these strategies.

### **3 SELECTION CRITERIA**

- 3.1** In successful Safer Routes initiatives, schemes have been selected on the basis of accident records, safety issues, potential for a shift from journeys by car to walking, cycling and public transport, and location within the existing road network. Initiatives have been drawn up from school travel plans drawn up in consultation with schools after a survey to identify travel patterns and specific problems.
- 3.2** In view of the short time scale for the present initiative and level of funding projects have been selected for consideration on the basis of known problems of:
- accidents
  - reducing vehicle-pedestrian conflict

Schemes which have been assessed are set out in Annex 1.

- 3.3** It is proposed that major schemes should be carried out on routes to:
- Loudoun Academy, Galston
  - Shortlees Primary, Kilmarnock
- 3.4** Small scale projects are proposed for Littlemill Primary, Rankinston, Kirkstyle Primary, Kilmarnock, Auchinleck Primary and New Farm Loch/Wellpark, Kilmarnock. Advance work is proposed for Castle Primary, New Cumnock
- 3.5** It is also proposed to install bicycle lockers at James Hamilton Academy, St Joseph's Academy in Kilmarnock and Cumnock, and Cumnock Academy. (These schemes will only be activated if the Council is successful in its bid for funds from the Public Transport Fund for improved cycle ways).
- 3.6** The schemes for Littlemill Primary and some of the work at Loudoun Academy will require a traffic order to move a speed limit. It usually requires at least 6 months to complete the statutory procedures for such orders. All costings are indicative. Some programme adjustments may be required following detailed assessments and initial design work. Reserve schemes are recommended, some of which could be advanced to take up unavoidable slippage or revised costings.

**3.7** In the long term a strategy will be developed which will place Safer Routes to School in the context of the Road Safety Plan and the Local Transport Strategy. It is specifically proposed that travel plans based on surveys should be drawn up initially with the following schools:

- (i) Onthank and Mount Carmel Primary Schools
- (ii) Loanhead Primary, St Columba's Primary and Kilmarnock Academy
- (iii) Schools in Cumnock (Greenmill Primary, Barshare Primary, St John's Primary, St Joseph's Secondary and Cumnock Academy)

#### **4 LEGAL IMPLICATIONS**

**4.1** A Traffic Order will be required for the Littlemill Primary scheme. All other schemes can be implemented under Roads (Scotland) Act Powers.

#### **5 FINANCIAL IMPLICATIONS**

**5.1** The funding is not a direct grant and will be added to the Council's Section 94 Borrowing Consent, subject to approval by the SEDD of the proposed programme.

#### **6 RECOMMENDATIONS**

**6.1** The Committee is recommended to:

- (a) note that East Ayrshire Council has been allocated £120,000 for Safer Routes to School;
- (b) approve for implementation in the current financial year the recommended schemes set out in Annex 1;
- (c) approve the implementation of an in-depth study of the three areas identified in para 3.7 above.
- (d) note that the report will also be submitted to the Education Committee for consideration.

**Stephen Chorley**  
**Director of Development Services**  
**SC/SG/YK**  
**14 September 2000**

**John Mulgrew**  
**Director of Educational & Social**  
**Services**

#### **LIST OF BACKGROUND PAPERS**

**Nil**

**For further information please contact Sandy Gillatt on 01563 576310**  
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**RECOMMENDED SCHEMES FOR 2000/2001:**

<b>School</b>	<b>Scheme/Budget Costs</b>	<b>Reason for Inclusion</b>	<b>SEDD Criterion</b>
Loudoun Academy	Pelican crossing on A71, traffic calming and speed limit reduction on A719, additional barriers <b>Phase 1 : £40,000</b>	Accident record on the A71 and fast moving traffic on A719	Pedestrian crossing, traffic calming and reduced speed limit
Shortlees Primary School, Kilmarnock	Speed cushions, road markings, mini-roundabout <b>£30,000</b>	Accident record on the roads adjacent to the school	Traffic calming to reduce speeds
Kirkstyle Primary School, Kilmarnock	Pedestrian barrier rails <b>£2,500</b>	Potential for pedestrian accidents at rear of school	Safety at entrance
Auchinleck Primary School	Pedestrian barrier rail at end of footpath, lining at the junctions and signing <b>£2,500</b>	Pedestrian vehicle conflict	Footpath safety
Littlemill Primary School, Rankinston	Speed limit/physical measures <b>£20,000</b>	Child pedestrian flow from village to school along de-restricted road	Traffic calming and reduced speed limit
Castle Primary School, New Cumnock	Provision of off-road parking adjacent to school <b>Phase 1: £5,000</b>	Potential pedestrian vehicle conflict on trunk road because of parked schools buses and cars	Safety at school entrance
St Matthew's Primary School, New Farm Primary School and James Hamilton Academy	Footpath construction Speed restrictions <b>£10,000</b>	Child pedestrian movements along road with no footpath	Improved footpath

### **RECOMMENDED SCHEMES FOR 2000/2001 (CONTINUED)**

<b>School</b>	<b>Scheme/Budget Costs</b>	<b>Reason for Inclusion</b>	<b>SEDD Criterion</b>
James Hamilton Academy , St Joseph's Academy (Kilmarnock and Cumnock), Cumnock Academy	Bicycle Lockers <b>£10,000</b>	To support existing Safer routes initiatives and fit in to programme for cycle routes submitted for funding from the Public Transport Fund	Secure cycle storage

### **RESERVE SCHEMES**

<b>School</b>	<b>Scheme/Budget Costs</b>	<b>Reason for Inclusion</b>	<b>SEDD Criterion</b>
Loudoun Academy	<b>Phase 2: £50,000</b>		
Shortlees Primary	<b>Phase 2: £25,000</b>		
Castle Primary School, New Cumnock	<b>Phase 2: £30,,000</b>		

### **AGENDA**