

# EAST AYRSHIRE COUNCIL

## DEVELOPMENT SERVICES COMMITTEE – 18 DECEMBER 2001

### CYCLING, WALKING AND SAFER STREETS

#### Report By Director of Development Services

## 1. PURPOSE OF REPORT

1.1 The purpose of this report is to advise the Committee:

- a) of the capital allocations from the Scottish Executive's Public Transport Fund which are ring fenced for Cycling, Walking and Safer Streets (CWSS) schemes;
- b) To update the Committee on the studies being carried out to develop Safer Routes to School initiatives in East Ayrshire;
- c) Set out recommended CWSS projects to be carried out in the current financial year and subsequent years; and
- d) Advise the Committee of a bid which has been made to the Scottish Executive for additional funding to employ a temporary Child Pedestrian Training Scheme Co-ordinator.

## 2. BACKGROUND

2.1 In the financial year 2000/2001, the Scottish Executive granted East Ayrshire Council an additional one-off capital allocation of £120,000 for Safer Routes to School projects. This increased allocation, along with part of the Development Services Committee's core Road Safety budget, has been used to implement a number of projects to improve child pedestrian safety and to encourage walking and cycling as healthy, safe and environmentally friendly modes of transport to school. A summary of the projects which have been completed or will shortly be carried out is contained in Table 1.

2.2 In April 2001 the Scottish Executive indicated that the Scottish Minister wanted local authorities to give greater prominence to Cycling, Walking and Safer Streets projects. The intention was to help local authorities achieve the aims and objectives set out in their local transport strategies. To assist, a ring fenced CWSS fund was established of almost £12 million for the whole of Scotland from within the Scottish Executives £150 million Public Transport Fund budget. Local Authorities do not have to compete for the CWSS money and allocations of £91,000 and £189,000 have been set aside for East Ayrshire in 2002-03 and 2003-04 respectively. Subsequently the Scottish Executive confirmed a supplementary capital consent of £71,000 to be ring fenced for Cycling, Walking and Safer Streets in the current financial year to April 2002.

**2.3** Provision has been made in the recent successful bid to the Scottish Executive's Public Transport Fund for traffic calming work in the vicinity of Kilmarnock Academy.

**2.4** At its meeting on 26 September 2000, the Committee gave its approval to carry out an in-depth safer routes to school study of schools in three areas:-

1. North West Kilmarnock - Onthank and Mount Carmel Primary Schools
2. Kilmarnock Central - Loanhead Primary, St Columba's Primary and Kilmarnock Academy.
3. Cumnock Schools - Greenmill Primary, Barshare Primary, St John's Primary, St Joseph's Academy, Cumnock Academy, Netherthird Primary.

The aim was to assemble the information required to develop a long-term strategy for safer routes to school in the context of the Council's Road Safety Plan and the Local Transport Strategy.

### **3. SAFER ROUTES TO SCHOOL**

**3.1** The eleven schools set out in paragraph 2.4 above have been the subject of in-depth studies. To date the following work has been carried out:-

- a) School surveys to identify the current and preferred modes of travel, journey times, potential for modal shift from being transported in private cars to walking, cycling and public transport, perceived hazards and preferred routes to school;
- b) A study of police accident data; and
- c) An audit of the existing footways, crossing points and other traffic conditions in the vicinity of the schools to identify potential problems.

**3.2** An initial interview was carried out with each of schools prior to conducting the surveys.

**3.3** The main findings of the school surveys are set out in Table 2.

**3.4** Typical issues identified in the responses from the children include:-

- Speed and volume of traffic on the route to school
- Need for improved crossing facilities
- Need for pedestrian barriers and dropped kerbs at crossing points
- Better cycling paths and lockers required
- Measures to improve personal safety and security;
- Indiscriminate parking near to schools.

3.5 The survey also revealed that many children would like to cycle to school if safety and cycling facilities were improved.

#### 4. CYCLING WALKING AND SAFER STREETS PROGRAMME

4.1 The audit of existing conditions identified widespread deficiencies in warning signs and road markings near to schools and the need for pedestrian guardrails to channel children to safer crossing points.

4.2 A high proportion of children's responses to the school questionnaire showed that many had difficulties crossing roads due to the speed and volumes of traffic.

4.3 A package of CWSS measures has been identified to address many of the issues identified in the safer routes to school study.

The measures fall broadly into two categories:-

1. Mass Action Plan measures for signing, road markings and pedestrian barrier work; and
2. Traffic calming/ speed reduction schemes.

##### 4.3.1 Mass Action Plan

The cost of the works for the mass action plan is estimated to be:-

Road Signs	£14,000
Road Markings	£14,000
Barrier Rails	£20,500
Cycling Measures	£26,000
Other Safety Measures	£4,500

**Total** **£79,000**

It is proposed that these measures could be funded in part from this year's allocation of £71,000 with the remainder being carried over to a future year.

##### 4.3.2 Traffic Calming/Speed Reduction Schemes

The locations and estimated costs of the traffic calming/speed reduction measures that have been identified are as follows:-

Greenmill P.S	Barrhill Road, Cumnock	£39,000
Netherthird P.S	Craigens Road, Cumnock	£19,500
Onthank P.S/Mount Carmel P.S	Meiklewood Road, Kilmarnock	£26,000
Loanhead P.S	Loanhead Street, Kilmarnock	£41,000
Barshare P.S/ St Johns P.S	Edgar Avenue, Cumnock	£19,500
Cumnock Academy	Ayr Road, Cumnock	£39,000
St Joseph's Academy	Auchinleck Road, Cumnock	£39,000

(Cumnock Campus)		
Kilmarnock Central Cluster	Braeside Street, Kilmarnock	£6,500
Mass Action Plan	(carry forward from 2000/2001)	£8,000
	<b>Total</b>	<b>£237,500</b>

- 4.3.3** The traffic calming / speed reduction schemes will incorporate measures such as new signing, road markings, speed tables, footway extensions, chicanes and pedestrian crossing facilities (including central refuges) as appropriate.

In quieter, residential areas, speed tables with associated signing and road markings, are likely to be most appropriate. On busier roads where there is a significant through traffic, the emphasis will be placed on improving safety at pedestrian crossing points, with appropriate measures on the approaches to deter speeding.

Each school site will be carefully examined to establish the most appropriate design for that individual situation. Once draft proposals are formulated, all interested parties, including schools, local councillors, local committees, affected residents and businesses etc. will be fully consulted, prior to any works being carried out.

- 4.4** The total capital allocation for CWSS schemes during the three financial years to April 2004 is £351,000. Of this, £272,000 will be available during the next two years after the mass action plan measures have been carried out. It is proposed that all of this new funding should be committed to continuing the programme of safer routes to school schemes.

- 4.5** It is therefore recommended that the traffic calming/speed reduction schemes in the piloted areas should be implemented in full, with the proviso that the lessons learned will be applied to schools in other areas in future budgets. This would complete these areas and would enable worthwhile monitoring of the pilot area. Road safety projects in the vicinity of schools are also being catered for within the road safety capital budget, from the Public Transport Fund and through Section 75 Agreements. It is proposed that the balance of the three years budget i.e. £42,500 will be retained for contingencies and other safety measures which are identified in the course of consultations with schools in the pilot area.

## **5. CHILD PEDESTRIAN TRAINING SCHEME CO-ORDINATOR**

- 5.1** The Government places considerable emphasis on child road safety training, particularly in deprived areas where there are often higher than normal road casualties. The Scottish Executive has indicated that it wants to set up a national pilot network of child pedestrian training schemes in conjunction with the Department of Transport, Local Government and the Regions. The primary aim of the pilot network is to demonstrate how effective child pedestrian training schemes can be established and maintained in the longer term.
- 5.2** The Scottish Executive proposes to help selected Local Authorities to fund the appointment of local scheme co-ordinators whose job it will be to set up and run training schemes for the first three years they are in operation. After that the schemes will have to be funded from other sources. The Executive has invited bids for grant support for 2002 - 2003 for the first three local co-ordinators in Scotland. Grant aid will be available up to a maximum of £30,000 per year for the period from 1 May 2002 to 30 April 2005.
- 5.3** It is anticipated that the co-ordinator will run the scheme for Primary 1 and Primary 2 pupils in approximately 10 schools. It is also anticipated that the schools selected for the scheme will be concentrated throughout the local authority area.

Bids will be assessed on the basis of the following criteria :-

- Measure of deprivation for the school catchment areas which will be measured by the percentage of children entitled to free school meals at the schools in the bid area;
  - Local child pedestrian accident statistics and exposure to risk;
  - Confirmed co-operation from head teachers of selected schools, and evidence of potential co-operation from volunteers within the schools; and
  - The number of children likely to benefit from the scheme
- 5.4** Applications for the Child Pedestrian Training Scheme Grant had to be submitted by 6 November 2001. The bid included the eight primary schools contained within the safer routes to school study area. In addition, Hillhead Primary and Shortlees Primary were also included in the bid. The schools are in the North West Kilmarnock and Shortlees/Riccarton regeneration areas which are eligible for the Better Neighbourhood Services Fund. The bid has the support of the Director of Education and Social Work and of the individual head teachers of the schools concerned.

## **6. FUTURE STUDIES**

- 6.1** It is proposed that Safer Routes to School studies will be carried out in the remaining 44 schools in East Ayrshire, over the next three years. A detailed programme for the studies and findings will be the subject of a future report to the Committee.

## **7. LEGAL IMPLICATIONS**

- 7.1** Nil.

## **8. FINANCIAL IMPLICATIONS**

- 8.1** The proposed CWSS measures will be funded from the supplementary capital consent which has been ring-fenced for these works
- 8.2** The costs of employing a Child Pedestrian Training Scheme Co-ordinator will be met by the Scottish Executive if the Council is successful in a bid for funding.

## **9. RECOMMENDATIONS**

- 9.1** It is recommended that the Committee:-
- (a) note the increased capital allocation from the Scottish Executive's Public Transport Fund which are ring-fenced for Cycling, Walking and Safer Street Schemes;
  - (b) agrees that the Head of Roads will work with officials of the Council, schools, school boards, Police and other agencies to promote Safer Routes to School initiatives in the schools set out in paragraph 2.4 above;
  - (c) agrees to the implementation of the programme of Mass Action Plan measures as set out in paragraph 4.3.1 above;
  - (d) agrees to the programme of traffic calming/speed reduction schemes as set out in paragraph 4.3.2 for implementation during the next two financial years;
  - (e) notes that an application has been submitted for grant aid to employ a Child Pedestrian Training Scheme Co-ordinator;
  - (f) notes that a report will be submitted to a future Committee setting out a programme of surveys of all schools in East Ayrshire to be undertaken over the next three years.

**Stephen Chorley**  
**Director of Development Services**

**KO/YK**  
**3 December 2001**

**LIST OF BACKGROUND PAPERS**

**Nil**

For further information please contact Keith Orton on 01563 555714

**Implementation Officer: Keith Orton**

**Table 1**

Allocation of funding for safer routes to school projects

Year	Safer routes	PTF	DS Core programme	Major projects
2000-01	£120,000		£39,600	<p>(i) Loudoun Academy Phase I – footway extension, A719; Pelican Crossing A71</p> <p>(ii) Shortlees Primary Ph I – traffic calming and lighting improvements</p> <p>(iii) Littlemill Primary Ph I – street lighting improvements, extension of 30mph limit</p> <p>(iv) St Matthews Primary etc – new footpath construction and speed reduction measures Wellpark Avenue</p> <p>(v) various smaller walking and cycling measures</p> <p>TreeswoodHead Road Phase I – traffic calming and lighting improvements</p>
2001-02			£137,000	<p>(i) TreeswoodHead Road, Ph I – traffic calming and lighting improvements</p> <p>(ii) Loudoun Academy Ph II – traffic calming and extension of street lighting A719</p> <p>(iii) Shortlees Ph II – traffic calming and street lighting improvements</p> <p>(iv) Littlemill Primary Ph II – traffic calming</p> <p>(v) various schools – provision of cycle lockers (carry over from 2000 – 01)</p> <p>(vi) Castle Primary - provision of off road parking adjacent to school (carry over from 2000-01)</p>
2003-04		Cost to be determined following detailed consultation		Traffic calming and traffic management measures in the vicinity of Kilmarnock Academy (a new Traffic Regulation Order will be required for the proposed traffic management measures)

## Table 2

### SURVEY RESULTS

	Onthank & Mount Carmel	Central Kilmarnock	Cumnock Area
School roll	755	1808	2105
Survey total	250	229	395
Access to bike	91%	67%	84%
car	76%	76%	81%
travel pass	6%	14%	33%
Mode of travel			
walking	74% (56%)	34% (17%)	45% (32%)
cycling	0% (0%)	7% (3%)	6% (1%)
travel pass	6% (6%)	10% (12%)	27% (27%)
bus (fare paying)	3% (4%)	16% (24%)	4% (8%)
car	17% (34%)	33% (44%)	18% (32%)
Preferred mode			
walking		40% (15%)	42% (19%)
cycling	<i>data not collected</i>	23% (6%)	26% (9%)
travel pass		11% (13%)	13% (18%)
bus (fare paying)		5% (13%)	3% (10%)
car		21% (52%)	16% (44%)
(Figures stated for good and bad weather – bad weather in brackets)			
Journey time			
Walking<10 mins	71%	20%	50%
10-20 mins	24%	33%	35%
>30 mins	5%	47%	15%
Cycling<10 mins		41%	72%
10-20 mins	<i>data not collected</i>	39%	14%
>30 mins	<i>collected</i>	20%	14%
Potential for modal shift	2%	42%	12%
Car journey length			
< 1 mile	<i>data not collected</i>	31%	47%
1 - 2 miles	<i>collected</i>	51%	18%
> 2 miles		18%	35%
Desired measures			
Cycle paths	6%	32%	25%
Better footpaths	9%	19%	15%
Crossings	7%	22%	16%
Slower speeds	21%	14%	18%
Security	18%	11%	15%
Accompanying adult	8%	3%	6%

Note: Percentages may not add up to 100% as multiple answers often given.

Perceived hazards			
Speed/crossing	28%	26%	19%

Security	16%	11%	13%
Accidents (Jan 95-Mar 01)			
School journey	3	11	7
Other times	9	16	42

## AGENDA