

PERTH & KINROSS COUNCIL

Environment & Infrastructure Committee

5 September 2018

New Rural Footways

Report by Executive Director (Housing & Environment) (Report No. 18/273)

This report details the assessment of the list of requested rural footways and recommends the new footway schemes to be progressed in 2018/19.

1. BACKGROUND

- 1.1 As part of the budget settlement for 2018/19, £300,000 was allocated by the Council to footway improvements.
- 1.2 The expansion of the rural footway network will help support the Active Travel Strategy, by bringing about opportunities for rural residents and visitors to adapt their travel habits (Report No.18/90 refers). The installation of new rural footways, or shared use paths for walking and/or cycling, will encourage the required behavioural change towards more active travel.
- 1.3 The primary objectives of these additional footway links include:
 - improvements to infrastructure and transport links
 - assisting with the improvement to the health and wellbeing of our communities by encouraging walking, and discouraging car use
 - reducing the risk of road traffic collisions involving vulnerable road users
 - providing local communities with safe access to key services and facilities
 - enabling our communities to enjoy both natural and built environments
- 1.4 In May 2018, assessment criteria for the list of requested rural footways was approved by the Enterprise & Infrastructure Committee (Report No. 18/177 refers).
- 1.5 The assessment criteria detailed in the report included:
 - collision and casualty data
 - connection to properties
 - school travel planning
 - community facilities
 - shared–use facilities
 - length of footway
 - alternative footway
 - land availability
 - benefit cost ratio

- 1.6 This report reviews the 110 requested sites that have been submitted to the Traffic & Network team, for sections of the existing roads network. These include sites where there are missing footway links, or where better connections could be provided and/or upgraded, to help maximise the number of people who are travelling actively. The newly assessed sites are shown in Appendix 1, prioritised according to the Benefit to Cost Ratio (BCR).
- 1.7 As new rural footway sites are identified, they will be added to the list, assessed and prioritised accordingly, on an annual basis.
- 1.8 As stated in the previous report (Report No. 18/177 refers), land availability should not be an assessment criteria if a need for the footway is identified. However, priority has been given to those sites where the footway can be accommodated within the exiting road boundary and the scheme can be delivered within the timeframe. The footway schemes where land is currently available and there are no anticipated site complications are marked in green on Appendix 1.
- 1.9 Sites where land is available, but which require additional construction work, (such as retaining features or alterations to services) are shown in amber on Appendix 1. Construction of the 64 green and amber sites where land is currently available is estimated to be approximately £7.5M. Further implementation of these potential projects will, of course, be subject to future funding.
- 1.10 Footway schemes which require additional land outside the road boundary are shown in red on Appendix 1. It will be necessary to negotiate land transfer before any of these footways can be constructed. An estimated construction cost has not been entered against these schemes, until the land required to complete the footways is calculated.
- 1.11 Schemes which are also included in the Cycling, Walking & Safer Streets (CWSS) (Report No. 18/175 refers) are shown in bold italics on Appendix 1. It may be possible to construct some of these projects from the CWSS budget or to use the Rural Footways budget to help secure match-funding.

2. PROPOSALS

- 2.1 New footways will be constructed, wherever practical, in accordance with the prioritised list. The funding available within the current financial year would permit up to the first sixteen sites to be constructed. Linking to other financial resources, such as Cycling, Walking Safer Streets (CWSS), may enable additional sites to be addressed.

3. CONCLUSIONS AND RECOMMENDATIONS

- 3.1 Expansion of the rural footway network would improve the infrastructure and transport links and improve the health and wellbeing of our rural communities by providing more walking opportunities. It also supports the Active Travel Strategy for Perth and Kinross.
- 3.2 It is recommended that the Committee:
- approves the list of prioritised rural footway schemes in Appendix 1 to be implemented, subject to available funding, satisfactory consultation and site implications.

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

Corporate Plan

- 1.3 The Council's Corporate Plan outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

2. Resource Implications

Financial

Capital

- 2.1 There are no Capital implications arising from this report.

Revenue

- 2.2 £300k to construct the footways has been approved within the Traffic & Network budget in 2018/19. It is estimated that the revenue commitments arising from the routine maintenance of the new footways, following completion of this phase of the rural footways programme, will be met from the Roads Maintenance budget. These costs will require to be prioritised within the existing revenue budgets.

Workforce

- 2.3 There are no workforce implications arising from this report.

Asset Management (land, property, IT)

- 2.4 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.

- 3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- i) Assessed as **relevant** and no actions are required to be taken to reduce or remove negative impacts:
 - ii) Assessed as **relevant** and the following positive outcomes expected following implementation:
 - a) The measures, for example improved crossing facilities, footways and traffic calming features, will provide improved access for communities, and will particularly improve travel opportunities for disabled people with mobility issues, sight or hearing impairment, children, elderly people & parent/carers walking with children in pushchairs/buggies.
 - b) The measures will provide improvements for road users of all ages, but particularly for children and elderly people. This will include facilities to enable them to cross roads safely.
 - c) The measures will also encourage children to walk or cycle to school, thus bringing health benefits.
 - d) The measures will provide opportunities for increased travel by foot and cycle for all age groups.

Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).
- 3.4 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.5 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.

Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

- 3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

- 4.1 The Head of Legal and Governance, the Head of Democratic Services, the Head of Finance and Police Scotland have been consulted in the preparation of this report.
- 4.2 As part of the scheme design, consultation will be carried out with the relevant parties where appropriate, including the local elected members.

5. Communication

- 5.1 All works are contained within the road boundary and are recognised as permitted development. No approvals or statutory consultations are required.

2. BACKGROUND PAPERS

- 2.1 E&I Committee Report No. 18/177 – Active Travel Strategy-New Rural Footways Assessment Criteria.

3. APPENDICES

- 3.1 Appendix 1 – List of prioritised rural footways to be constructed