

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee – 30 January 2013****PROVISION OF GREEN ROUTES IN PERTH AND KINROSS****Report by the Depute Director (Environment)**

This report details the rural routes within the Council that have been identified as a pilot “Green Routes” project and seeks approval to implement these and the measures associated with them.

**1. RECOMMENDATIONS****1.1 The Committee is asked to:**

- (i) Agree that the routes listed in Appendix 2 be taken forward as a pilot project of “Green Routes” to be implemented in financial years 2012/13 and 2013/14.
- (ii) Agree to the start of the legal process to promote the relevant Traffic Regulation Orders to reduce the speed limits as detailed in Appendix 2.
- (iii) Agree to the monitoring of the routes identified in the pilot project with a view to rolling the project out into other areas of Perth & Kinross from 2013/14 onwards.

**2. BACKGROUND****2.1 Green Routes in Clackmannanshire**

- 2.1.1 Further to discussions with some Elected Members it was agreed that Officers would explore the possibility of introducing “Green Routes”, similar to those in place in Clackmannanshire, on local roads within the Perth and Kinross Council area.
- 2.1.2 Discussions and site meetings have taken place with an Officer of Clackmannanshire Council and the following paragraphs detail the background to their routes.
- 2.1.3 In 2006 Clackmannanshire Council introduced a 40mph speed limit as a trial on a rural road that was being used as a “rat run” between the villages of Kincardine and Clackmannan. The objective was to discourage drivers from using it as a “rat run” and to make the route more attractive for cyclists and walkers. Speed limit repeater signs were provided along the route.

- 2.1.4. In 2008 Clackmannanshire Council investigated ways of improving the infrastructure for cyclists, walkers and equestrians within their area, and following the Kincardine to Clackmannan trial they believed that improvements to assist these road users could be provided on existing road links. A number of minor rural roads that would link communities and other cycling, walking and equestrian infrastructure were identified. These roads had perceived average speeds of below either 40mph or 30mph and were already being regularly used by cyclists, walkers and equestrians. These roads were given comprehensive signing, visible along their entire length, reminding drivers that they are likely to meet other types of road users such as cyclists, walkers and equestrian riders. Examples of the signing are given at Appendix 1.
- 2.1.5. It was found that the signing of the routes had a positive impact and one of the routes is now signed as part of the National Cycle Network (NCN76). In the five years prior to the change there were two minor accidents. Since the works were carried out there have been no accidents, and cycling and walking levels have increased significantly.
- 2.1.6. These schemes have proved popular on the rural roads on which they operate and requests for new schemes are now regularly being received.
- 2.1.7. The lessons learned from the Clackmannanshire study are that it is important to ensure that the routes chosen to have reduced speed limits are self enforcing. The routes need to be narrow lanes, and, on average, no more than 4m wide. It is considered very unlikely that the provision of a reduced speed limit on a route that is wider than 4m will have the desired effect and will not reduce vehicle speeds to a satisfactory level to allow the route to be promoted and used by cyclists, walkers and equestrian riders.

### **3. PROPOSALS**

- 3.1. Based on the information provided by Clackmannanshire Council it is proposed to introduce a number of “Green Routes” in Perth and Kinross. Sixteen routes have been identified and these are listed at Appendix 2. These routes will be treated as a pilot project and monitored closely to determine their effectiveness.
- 3.2. Each route has been assessed and current vehicle speeds recorded. On the routes where the existing speed limit is 60mph, the average speeds are well below this. With the exception of Route 6 (U238 between Crook of Devon and the U222) which is currently subject to a 20mph speed limit, it is proposed that all routes will be subject to either a 30mph or 40mph speed limit and the changes to the relevant Traffic Regulation Orders progressed.
- 3.3. In addition to amending the speed limits and creating the “Green Routes” there is a requirement at five locations to provide improved infrastructure to link the identified routes. These are:

- (A) A977 at Killoch Bridge – A small section of shared use path is required to link the Balado village to the C494 (linking routes 1 and 2).
  - (B) B9097 at Easter Aldie – A short section of shared use path is required to allow cyclists and walkers to cross the B9097 safely, and away from the crest in the road (linking routes 2 and 3).
  - (C) A977 between the C494 at Powmill and the A823 spur – A section of shared use path is required to allow cyclists and walkers to use the A977 safely (linking routes 3 and 8).
  - (D) A977 at Whitegates - A section of shared use path is required to allow cyclists and walkers to use the A977 safely (linking routes 9 and 10).
  - (E) U213 at Blairingone - A small section of shared use path on Route 11 is required to link the Blairingone village to the U213.
- 3.4. Twelve of the routes are in Kinross-shire (Routes 1-12) and it is proposed that Routes 11 and 12 will continue into the Fife Council area. Fife Council are interested in this project and have agreed to work with Perth & Kinross Council to deliver the cross border routes.
- 3.5. One of the routes is at St Fillans (Route 13) and this route continues into Stirling Councils' area. This route is also within the Loch Lomond and Trossachs National Park (LL&TNP). Both Stirling Council and the LL&TNP are happy for the route to continue into their area and through the national park. The reduced speed limit on the south side of the loch will complement the planned measures by the LL&TNP to combat anti-social behaviour in this area.
- 3.6. Two of the routes are at Loch Rannoch (Routes 14 & 15) and will complement the tourist industry in this area. It is hoped to extend these route subject to the results of the monitoring.
- 3.7. One of the routes is in Kingoodie (Route 16) and is part of the National Cycle Network Route 77. There is a history of concerns about road safety and the proposed speed limit reduction and associated signing will help emphasise that the route is used by cyclists and walkers.
- 3.8. Photographs showing some of the proposed routes are given at Appendix 3.

#### **4. BENEFITS**

- 4.1. As well as the road user and road safety benefits, there are clearly economic benefits which may be realised by providing a more cycle and walker-friendly network. Clackmannanshire Council has confirmed that their visitor numbers have increased since the introduction of the project.

- 4.2. A number of the “Green Routes” that are proposed tie in with the Core Path network, other popular walks and the Inner Tay Estuary Local Nature Reserve.

## **5. IMPLEMENTATION**

- 5.1. Each route is listed at Appendix 2 with location maps provided in Appendices 4(1) to 4(9).
- 5.2. Some of the improvements detailed in paragraph 3.3 will be implemented in 2012/13 but with the majority of the works carried out in 2013/14. The changes to the relevant Traffic Regulation Orders to amend the speed limits will be progressed in 2013/14 with all “Green Routes” in place by the end of March 2014.
- 5.3. Monitoring of the pilot project routes will take place immediately after they are introduced, and again in six months time. Should the pilot project prove to be successful it is hoped to continue the provision of similar measures in other areas of Perth & Kinross.
- 5.4. Once the routes have been implemented and monitored to ensure that they are operating as intended promotional material will be produced. The purpose of this would be to promote the “Green Routes” as a safe, attractive and welcoming network for cyclists and walkers with the intention being to attract additional visitors to the Perth and Kinross area.

## **6. CONSULTATION**

- 6.1. The Head of Legal Services, the Head of Democratic Services, the Head of Finance, the local Elected Members, Tayside Police and Tactran have been consulted in the preparation of this report.
- 6.2. Clackmannanshire Council, Fife Council, Stirling Council, Loch Lomond and Trossachs National Park, Sustrans, the Cycle Touring Club and By Cycle have been consulted in the preparation of this report.

## **7. RESOURCE IMPLICATIONS**

### **7.1 Capital**

- 7.1.1 There are no Capital resource implications arising directly from the recommendations in this report.

### **7.2 Revenue**

- 7.2.1. It is estimated that £19,000 would be required for the promotion of the Traffic Regulation Orders and the provision of the necessary signing for the routes listed in Appendix 1. This will be funded from the Road Safety and Design budget in 2013/14.

- 7.2.2. The Tactran Partnership has agreed to provide an allocation of £12,000 from within its 2012/13 Regional Transport Strategy (RTS) Revenue Programme budget to Perth & Kinross Council to assist in implementing the “Green Routes” pilot project, as it contributes towards achieving the objectives of the RTS and Regional Walking & Cycling Strategy.
- 7.2.3. The project has been discussed with Sustrans and they have allocated £61,000 this financial year (2012/13) to carry out some of the required engineering improvements.
- 7.2.4. The total estimated cost for the engineering works (A,B,C, D and E) is £165,000. Sustrans and Tactran have allocated £73,000 for the engineering works to be carried out in 2012/13. This leaves a balance of £92K to carry out the remaining engineering works. A further bid for funding will be submitted to Sustrans in 2013/14 and any balance will be met from the CWSS budget allocation for 2013/14.
- Under (A) – add “The estimated cost for the engineering works is £7,000.  
 Under (B) – add “The estimated cost for the engineering works is £9,000.  
 Under (C) – add “The estimated cost for the engineering works is £65,000.  
 Under (D) – add “The estimated cost for the engineering works is £80,000.  
 Under (E) – add “The estimated cost for the engineering works is £4,000.
- 7.2.5. On-going maintenance costs estimated at £500 per annum will be identified as a budget pressure and will be prioritised within the Roads Maintenance Budget from 2013/14.

## **8. COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012**

- 8.1. The Council’s Corporate Plan 2009-2012 lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:-
- (i) A Safe, Secure and Welcoming Environment
  - (ii) A Prosperous, Sustainable and Inclusive Economy

## **9. EQUALITIES IMPACT ASSESSMENT (EqIA)**

- 9.1. 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.
- 9.2. 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 shared use paths and links, will provide improved access for communities, and will particularly improve travel opportunities for walkers, cyclist and equestrian riders
  - (b) The measures will provide improvements for road users of all ages, but particularly for children en route to school. 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.

## **10. STRATEGIC ENVIRONMENTAL ASSESSMENT**

- 10.1 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).
- 10.2 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.

## **11. CONCLUSION**

- 11.1 This report identifies the routes that are considered appropriate to be designated as “Green Routes”, and outlines the required changes to the existing speed limits and associated engineering measures.
- 11.2 The associated signing and infrastructure improvements will be carried out to ensure that the routes identified provide a safe network of routes that can be used by cyclists, walkers and equestrians. The introduction of the “Green Routes” will provide an economic benefit to the area as visitor numbers are anticipated to increase following their introduction.
- 11.3 Subject to the outcome of the monitoring, it is anticipated that a programme of “Green Routes” can be introduced in other areas of Perth and Kinross.

**BARBARA RENTON  
DEPUTE DIRECTOR (ENVIRONMENT)**

### **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.

**Contact Officer:** Jillian Robinson Ext No 77291, [jrobinson@pkc.gov.uk](mailto:jrobinson@pkc.gov.uk)  
**Address of Service:** Pullar House, 35 Kinnoull Street, Perth, PH1 5GD  
**Date of Report** 3 January 2013

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Examples of the 30mph and 40mph signing at the entrances and along the routes





# PROPOSED GREEN ROUTES IN PERTH & KINROSS 2012 - 2013

Ref. No.	Route / Location	Ex Speed Limit	Average Speed Measured	Proposed Speed Limit	Comments	Plan No.
1	U246 Middle Balado (old A977)	60	28	30	Low traffic volumes, mainly local traffic. No through route. Links to Core Paths.	1
2	C494 between B9097 & A977 Balado	60	39	40	Low traffic volumes, mainly local traffic. Links to Core Paths.	1
3	C494 between Powmill & B9097	60	37	40	Low traffic volumes, mainly local traffic. Links to Core Paths.	2
4	U241 between A977 Drum & B9097	60	26	30	Low traffic volumes, mainly local traffic but some through traffic, including HGV's. Part of Crook of Devon Circular Walk.	3
5	U222 between U238 & A977 at Drum	60	36	30	Low traffic volumes, mainly local traffic but some through traffic, including HGV's.	3
6	U238 between Crook of Devon & U222	20	19	20	Low traffic volumes, mainly local traffic. Fossoway Primary School located along route. Part of Crook of Devon Circular Walk.	3
7	U237 between A823 & Crook of Devon	60	30	40	Low traffic volumes, mainly local traffic. Links to Green Routes in Clackmannanshire. Links to several Core Paths including Rumbling Bridge Gorge.	4
8	A823 spur between A823 and A977	30	25	30	Low traffic volumes, mainly local traffic. Seamab School located along route.	4
9	U223 between A977 & Gartwhinzean Feus	60	28	40	Low traffic volumes, mainly local traffic. Links to Core Paths.	5
10	U215 & U216 between Blairingone, Vicars Bridge & A977	60	31 & 34	40	Low traffic volumes, mainly local traffic. Links to Green Routes in Clackmannanshire.	5
11	U213 between Blairingone & Easter Muirhead	60	31	40	Low traffic volumes, mainly local traffic. A number of equestrian riders use this route. Links to Core Path. Link to terminate at the Council boundary.	6
12	U213 Easter Muirhead & Tethyknowe	60	32	40	Low traffic volumes, mainly local traffic. A number of equestrian riders use this route. Links to Core Path. Link	6

# PROPOSED GREEN ROUTES IN PERTH & KINROSS 2012 - 2013

					to terminate at the Council boundary.	
<b>13</b>	C470 South Lochearnhead Road	60	24	30	Low traffic volumes, mainly local traffic. Number of caravans and mobile homes use this route. Links to National Cycle Network (NCN 7) & future cycling project.	7
<b>14</b>	C450 South Loch Rannoch Road	60	26	40	Low traffic volumes, mainly local traffic. Number of caravans & mobile homes use this route. Links to Core Path network.	8
<b>15</b>	B846 North Loch Rannoch Road	60	34	40	Low traffic volumes, mainly local traffic. Number of caravans and mobile homes use this route.	8
<b>16</b>	C484 Templehall to Kingoodie	60	34	40	Low traffic volumes, mainly local traffic. Used as a rat run at peak commuter times. Part of National Cycle Network (NCN 77). Links to several Core Paths and the Inner Tay Estuary Local Nature Reserve.	9

Examples of the routes would be appropriate to have speed limits reduced from 60mph to either 40mph or 30mph.



**Route 5 (U237 between A823 and Crook of Devon)**

An example of the type of route that would be self enforcing and therefore suitable for a reduced speed limit



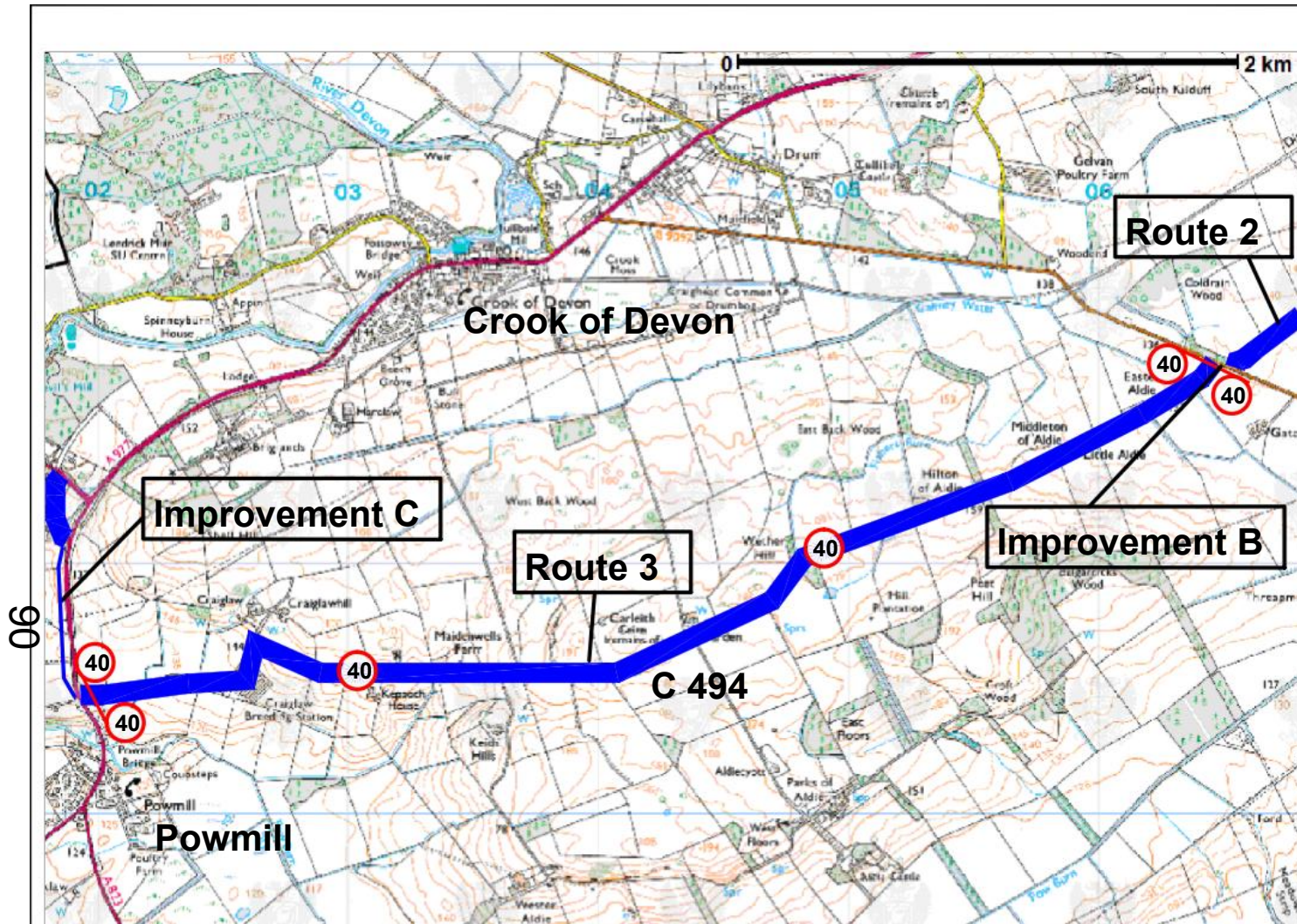


**Route 6 (U223 between A977 and Gartwhinzean Feus)**

The routes need to be 4m or under to ensure that the vehicle speeds are within the proposed new reduced speed limits







Appendix 4 (2)

## NOTES:


### Ward 8

Route 2: C 494 between B 9097 & A 977 Balado. Proposed 40mph speed limit. See Plan 1.

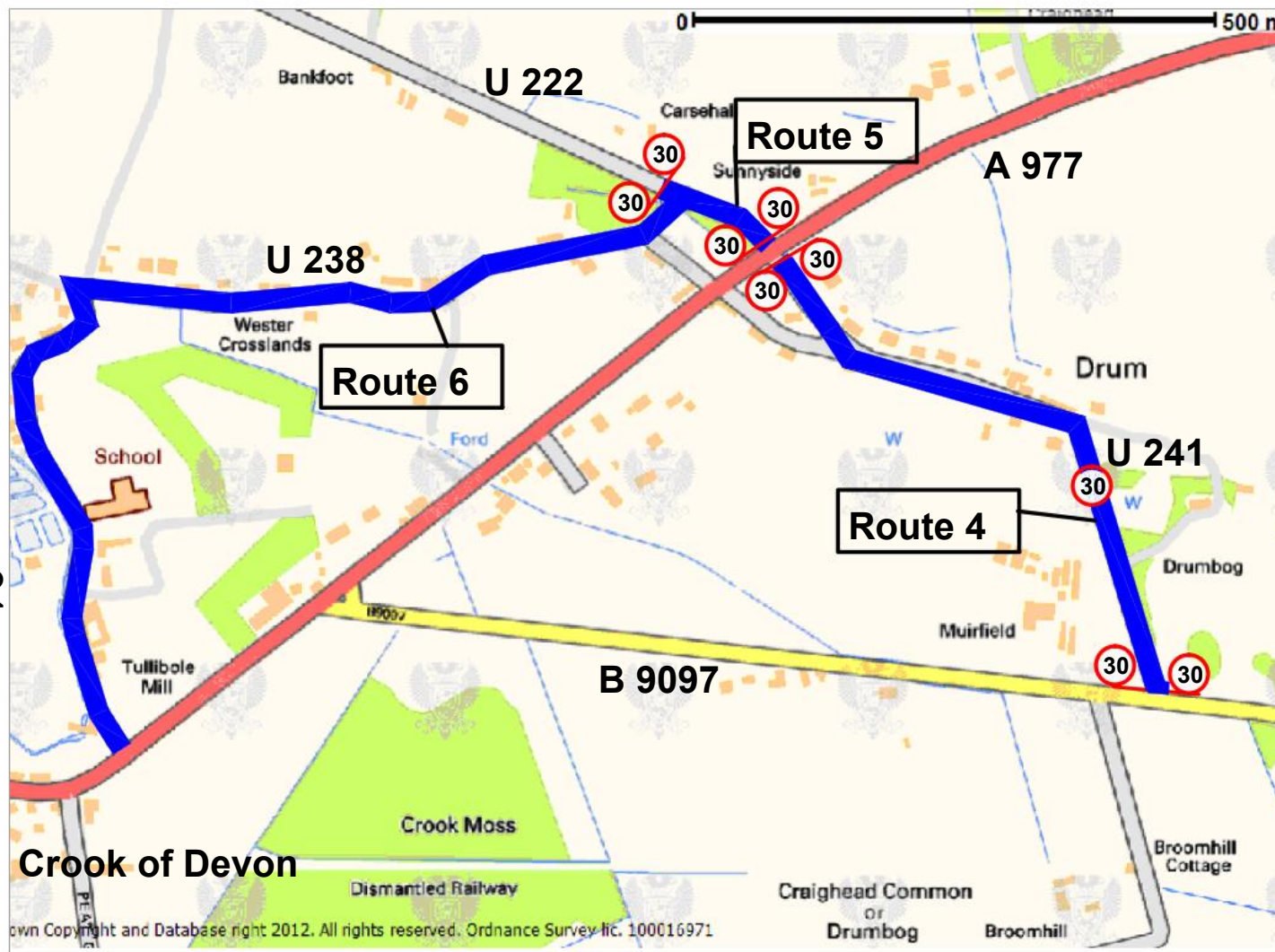
Route 3: C 494 between Powmill & B 9097. Proposed 40mph speed limit.

Improvement B: Improvement required for safety of cyclists and pedestrians crossing B 9097

Improvement C: Improvement required for safety of cyclists and pedestrians on A 977 between Powmill and Rumbling Bridge

Suffix	Revision Details	by	Appr'd	Date
AMENDMENTS				
 <b>PERTH &amp; KINROSS COUNCIL</b>		Green Routes Pilot Study		
		Plan 2 of 9		
The Environment Service		Executive : J Valentine CEng., CEnv., F.I.C.E., F.C.I.H.T Director :		
Drawn by: MH Checked by: DM Approved by: BC Date: 05/12/12		Drawing Scales: NTS Project Code: N/A Drawing No: N/A		






Appendix 4 (3)

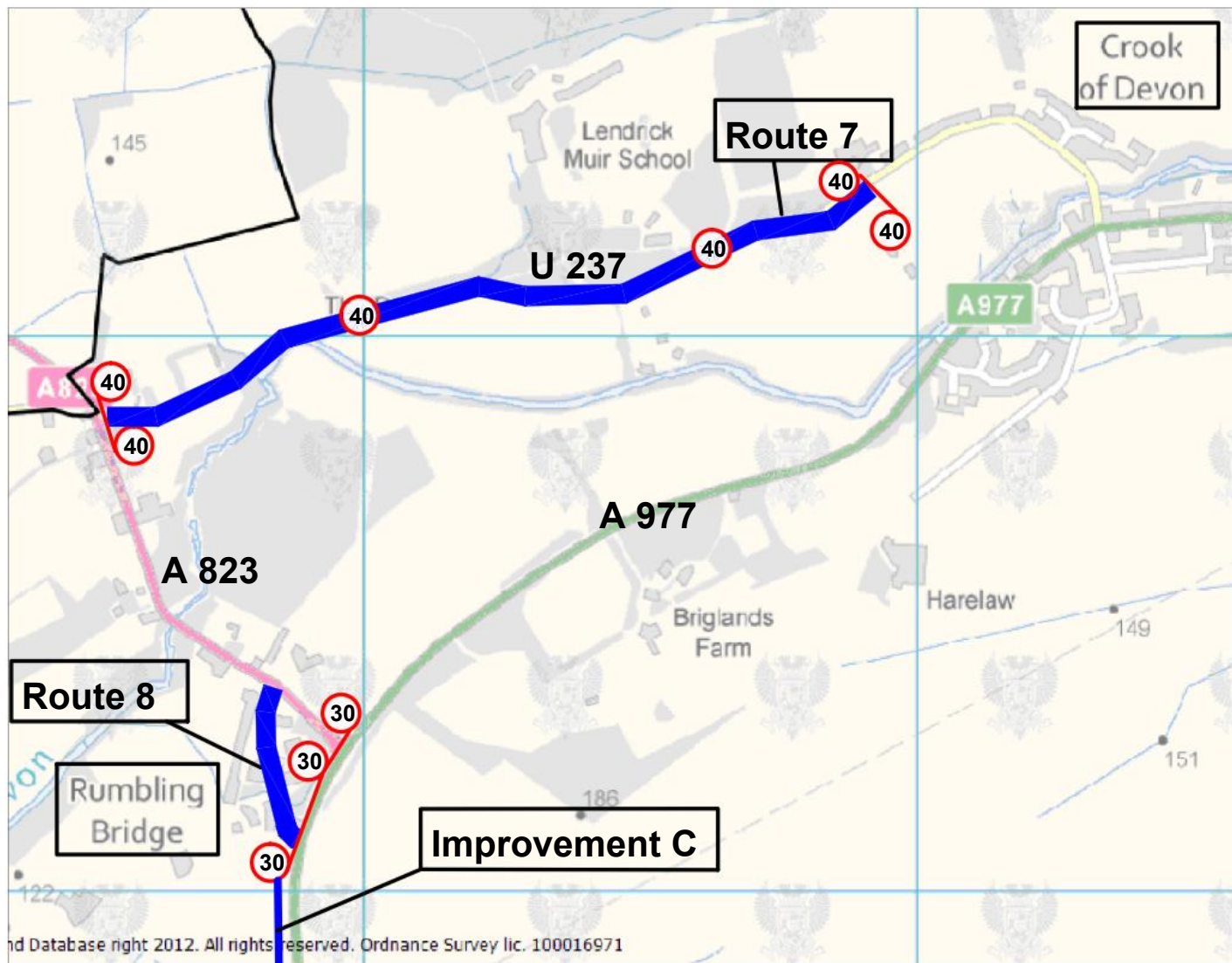
**NOTES:****Ward 8**

**Route 4:** U 241 between A 977 Drum and B 9097. Extend existing 30mph limit from Drum up to B 9097.

**Route 5:** U 222 between U 238 & A 977 at Drum. Proposed 30mph speed limit.

**Route 6:** U 238 between Crook of Devon & U 222. No change to existing 20mph speed limit.

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		Plan 3 of 9		
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Appendix 4 (4)

NOTES:Ward 8

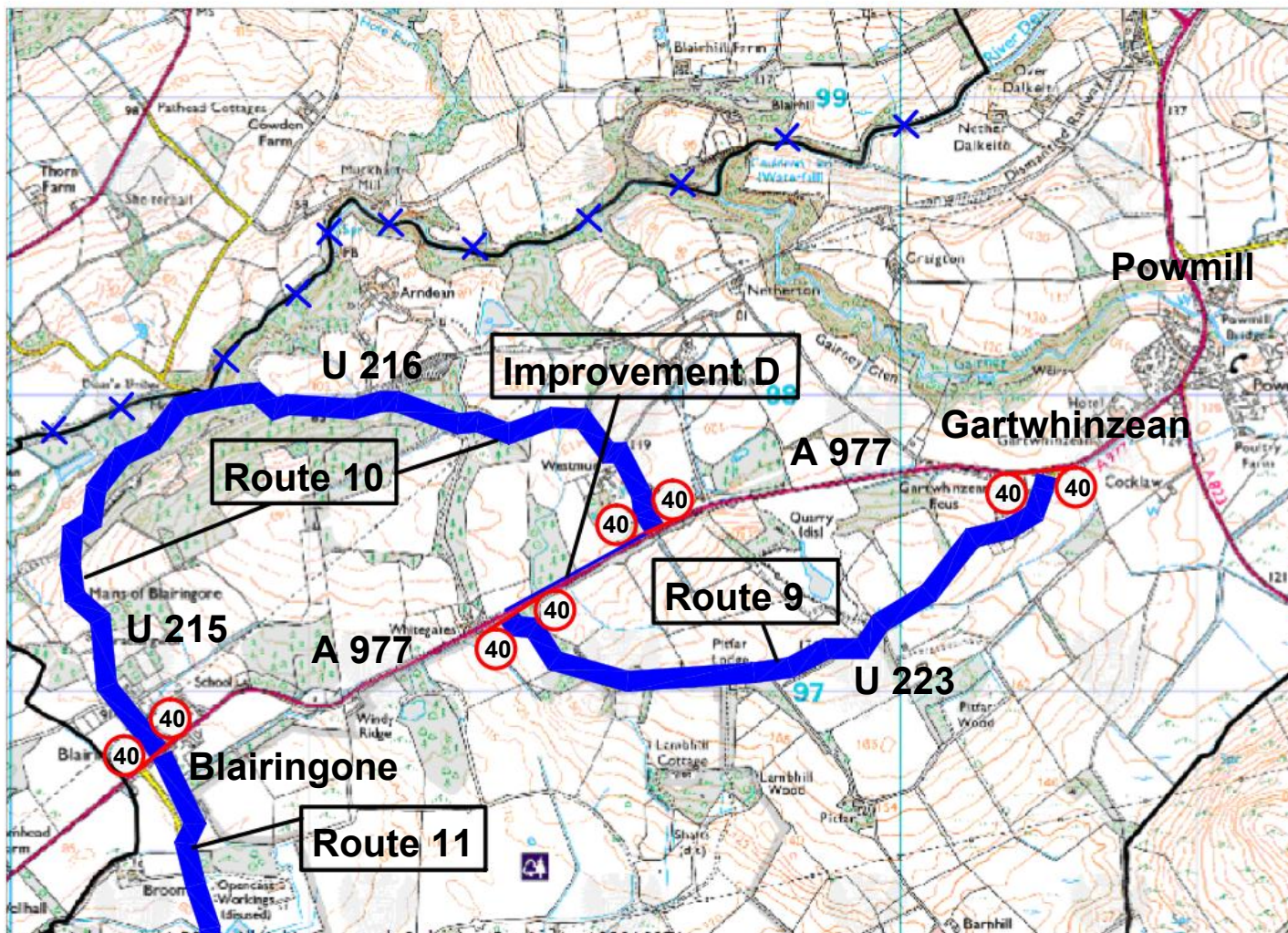
Route 7: U 237 between A 823 & Crook of Devon. Proposed 40mph speed limit.

Route 8: A 823 spur between A 823 and A 977. Existing 30mph speed limit.

Improvement C: Improvement required for safety of cyclists and pedestrians on A 977 between Powmill and Rumbling Bridge

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		Plan 4 of 9		
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Date: 05/12/12				





Appendix 4 (5)

## NOTES:


### Ward 8

Route 9: U 223 between A 977 & Gartwhinzean Feus. Proposed 40mph speed limit.

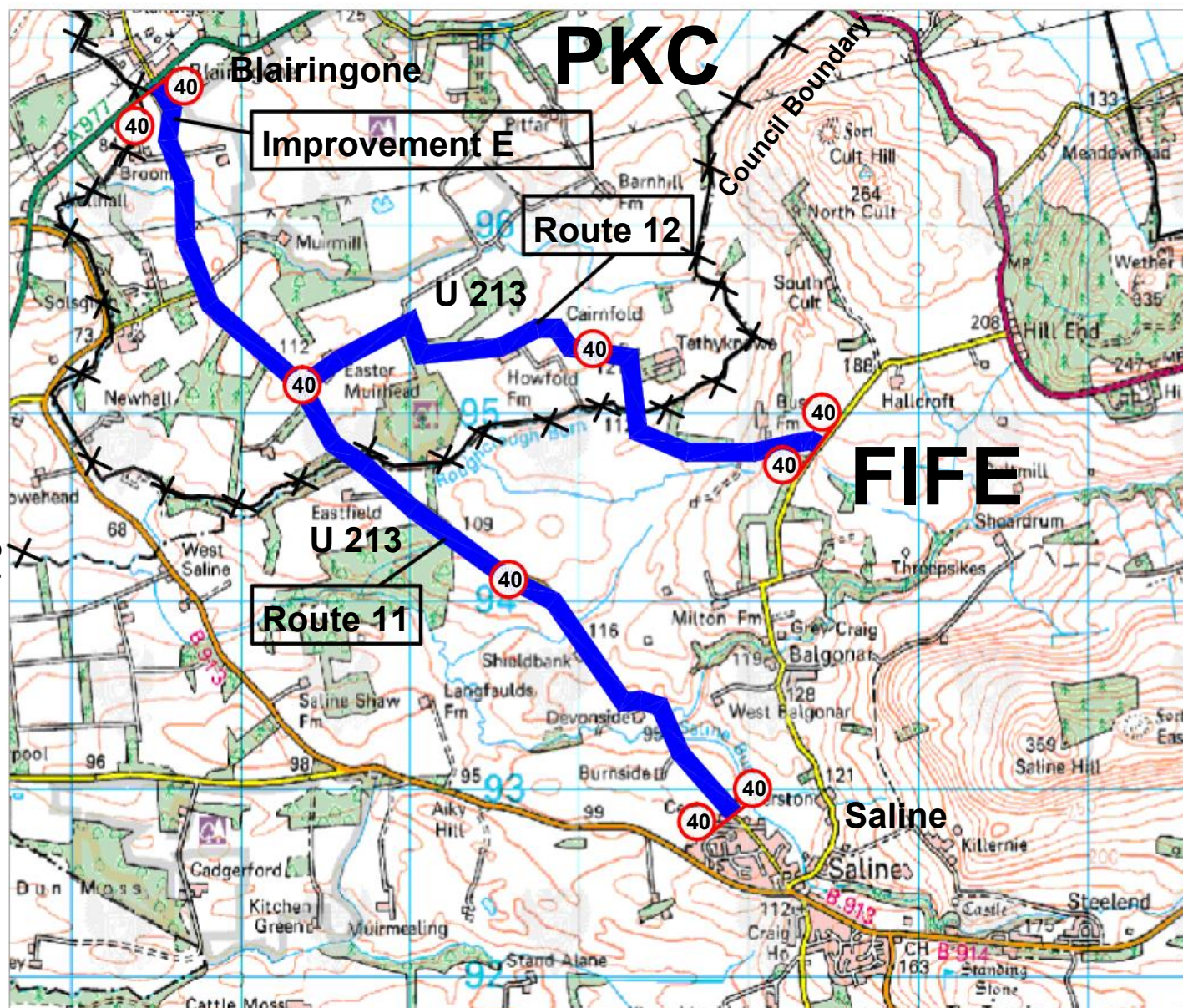
Route 10: U 216 between A 977 & Vicars Bridge, then on to Blairingone via U 215. Proposed 40mph speed limit.

Route 11: U 213 between Blairingone & Saline. Proposed 40mph speed limit. See Plan 6.

Improvement D: Improvement required for safety of cyclists and pedestrians on A977 between junction of U 223 and U 216

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Appendix 4 (6)

NOTES:Ward 8

Route 11: U 213 between Blairingone & Saline. Proposed 40mph speed limit.

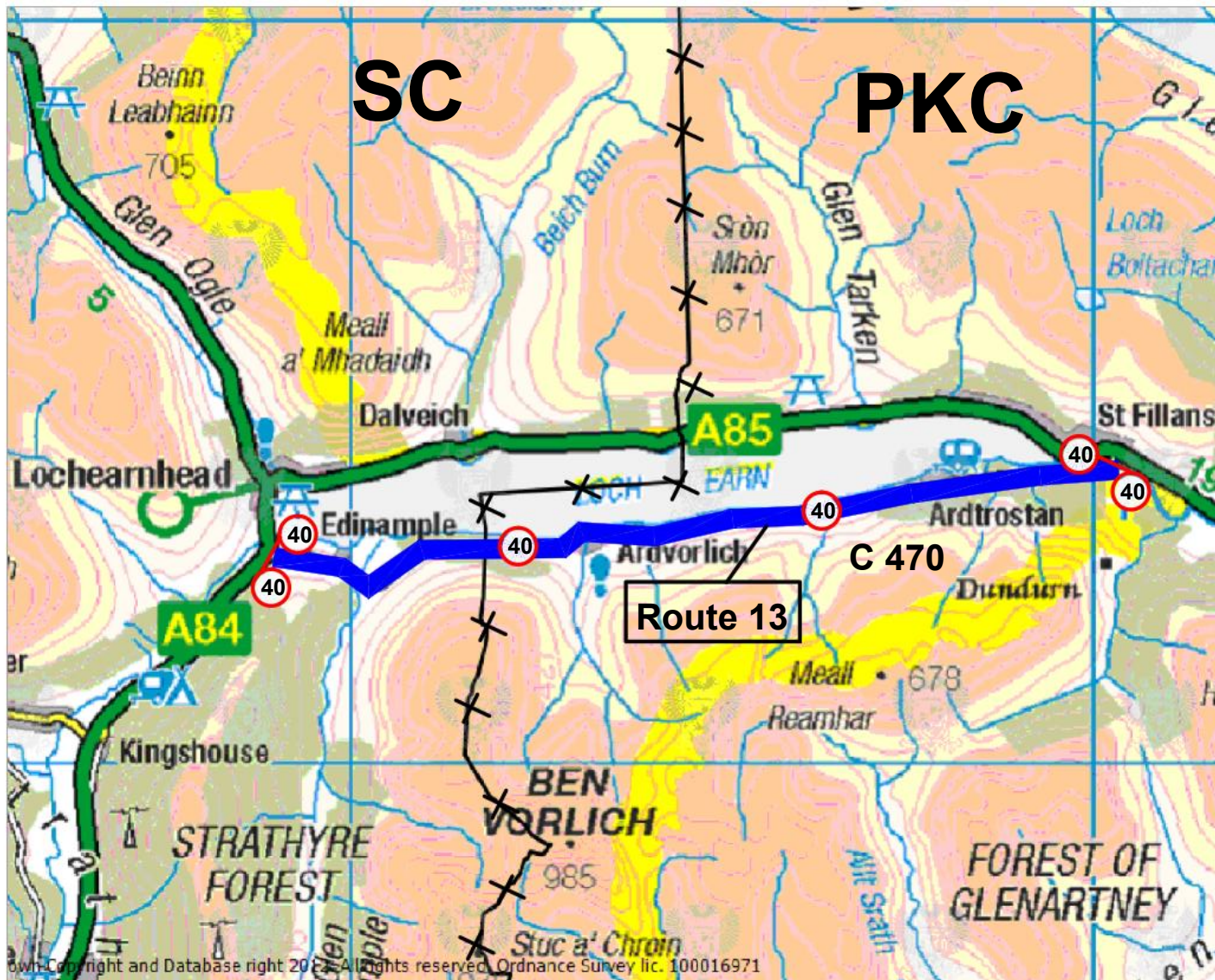
Route 12: U 213 Easter Muirhead & Tethyknowe. Proposed 40mph speed limit.

Improvement E: Improvement required to link path to U 213 from Blairingone village.

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		Plan 6 of 9		
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## Appendix 4 (7)

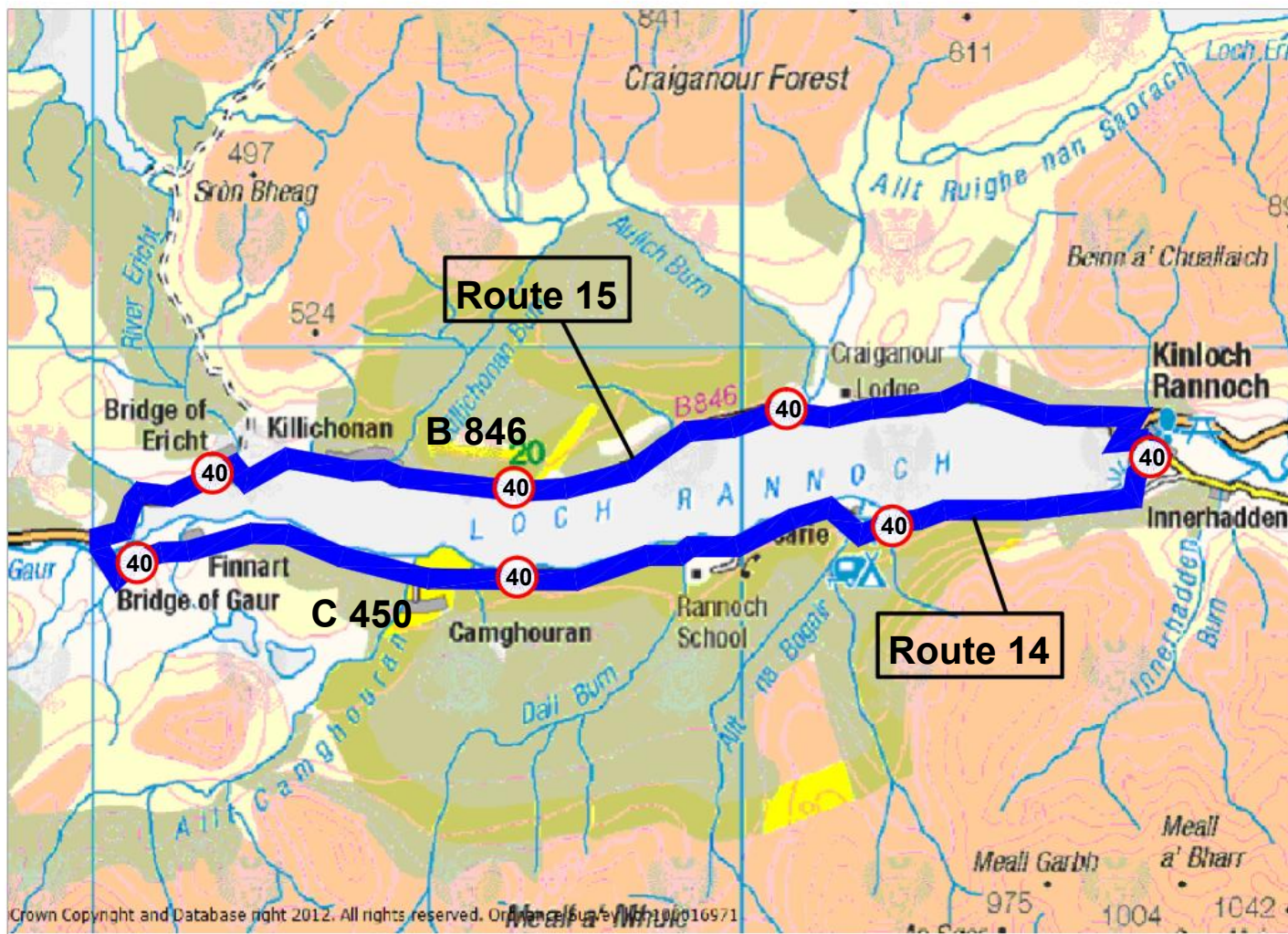
## NOTES:

Ward 6

Route 13: C 470 South Lochearnhead Road. Proposed 40mph speed limit.

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 <b>PERTH &amp; KINROSS COUNCIL</b>		Green Routes Pilot Study		
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Appendix 4 (8)

## NOTES:

### Ward 4

Route 14: C 450 South Loch Rannoch road. Proposed 40mph speed limit.

Route 15: B 846 North Loch Rannoch Road. Proposed 40mph speed limit.

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## Appendix 4 (9)

## NOTES:

### Ward 1

Route 16: C 484 Templehall to Kingoodie. Proposed 40mph speed limit.

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 <b>PERTH &amp; KINROSS COUNCIL</b>		Green Routes Pilot Study		
		Plan 9 of 9		
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