

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee – 30 January 2013****RE-DETERMINATION OF FOOTPATHS FOR SHARED USE****Report by the Depute Director (Environment)**

This report seeks approval to re-determine a number of existing footways in the Council area to shared use for pedestrians and cyclists. The report lists the sites where shared use is proposed and seeks approval to commence the legal process required to implement these proposals.

1. RECOMMENDATIONS

1.1 The Committee is asked to agree:

- (i) The promotion of a Re-determination Order under Section 152(2) of the Roads (Scotland) Act 1984 to allow footways listed in this report to be converted to shared use of pedestrians and cyclists:

2. BACKGROUND

- 2.1 Over a number of years the Council has developed a network of cycle routes in and around Perth, including the National Cycle Network Route 77 which runs along the North Inch and the Tay and Almond rivers, paths along the Scouring Burn and Craigie Hill golf course have also been upgraded. By joining this network of paths together a Round Perth Cycle Route will be formed, and will continue to be developed further over the coming years.
- 2.2 In addition to the Round Perth Cycle Route, work has been carried out to develop a network of routes to link key destinations.
- 2.3 In some places where work has been undertaken to upgrade or widen existing paths for cycle use, the footways and footpaths will require to be re-determined for shared use by pedestrians and cyclists. This will require the promotion of a Re-determination Order.

3. PROPOSALS

- 3.1 It is proposed to include the following sections of footway/footpath in the Re-determination Order to allow for shared use. See also plans at Appendix 1.

LOCATION	DESCRIPTION
Necessity Brae (east side between Glasgow Road and Low Road) Plan 1	Dropped kerbs have been installed on the path to allow cyclists to access the path. This will enable cyclists to cross Necessity Brae at a safer location than is at present.
Glenearn Road Plan 2	The pedestrian crossing to the northwest of Inchview Primary School has been upgraded to a Toucan crossing to facilitate cyclists. To enable cyclists to use the footway around the crossing, the paths on both sides require to be re-determined for shared use. It is also proposed to re-determine a short section of footway that links into Glenearn Campus from the new Toucan crossing to facilitate cycling to and from the campus.
Auld Bond Road Plan 3	The housing development around Auld Bond Road has an extensive network of shared use foot/cycleways. The cycle routes currently terminate at Auld Bond Road just to the west of Scottish and Southern Energy. The path on the north side of Auld Bond Road was recently widened and it is proposed to re-determine this section of path for shared use. This will link into the existing cycle path network in the Auld Bond Road area and also link to the recently widened section of Dunkeld Road. This is intended to encourage employees to cycle to work at Scottish and Southern Energy as well as enabling a continuous link to be provided to Inveralmond Industrial Estate.
Dunkeld Road Plan 4	It is proposed to re-determine the footway between Inveralmond Roundabout and Bute Drive to allow shared use. Part of the footway between Inveralmond Roundabout and the railway bridge has been widened to facilitate this. The remaining section between the railway bridge and Bute Drive has not been widened but it is proposed to include this in the re-determination proposals as it will enable the provision of a continuous off-road link for cyclists between Inveralmond and Bute Drive. From Bute Drive cyclists can link up with the North Muirton Cycle Commuter Route into the centre of Perth. A Toucan crossing to allow cyclists to cross the Dunkeld Road was installed a number of years ago at the junction of Bute Drive and Dunkeld Road. Re-determining the path will formalise cyclists' use of the path linking to this crossing.
Crieff Road and Fairfield areas Plan 5	Provide a cycle link between the North Inch and Perth College. The route runs from the North Inch, Muirton Bank across Dunkeld Road to Stanley Crescent.

LOCATION	DESCRIPTION
Crieff Road Plan 5	The feasibility of putting a new bridge over the railway line was investigated. Whilst, at present, there is no funding identified to construct a bridge it is still considered desirable to re-determine a part of the footway on Crieff Road for shared use. Part of the footway was widened at the junction with Fairfield Avenue to facilitate this.
Malcolm Court and McLeod Court Plan 5	From Crieff Road the route follows Malcolm Court and McLeod Court. Works were undertaken here to facilitate the use of this link by cyclists. As a result three sections of existing footway require to be re-determined to make it legal for cyclists to use this section of route.
Tulloch Park Plan 6	As part of the works to link the North Inch to Perth College the existing footpath in Tulloch Park was widened. This now links Fairfield Avenue to Tulloch Road.
Edinburgh Road Plan 7	A new shared use path was constructed in 2008 to enable cyclists to enter and exit Perth safely using the busy A912 route. This increased the cycle network in Perth and also linked Perth to Bridge of Earn for commuting as well as recreational cycling. There is a short section of existing footpath for a distance of 65m southwards from the junction of Gleneagles Road that requires to be re-determined for shared use.
Friarton Park Plan 8	It is proposed to widen the existing footpath through the park so it can be used by pedestrians and cyclists. It aims to improve links from various parts of Perth to the harbour area. This would be with the intention of encouraging employees to walk and cycle to and from their places of employment. This link would be part of a series of proposed infrastructure improvements that are intended to be carried out in the coming years. An application for funding assistance from Sustrans is currently being prepared and is proposed to be submitted with a view to the works being carried out in the summer of 2013.
Weem to Aberfeldy Plan 9	A few years of ago, substantial works were carried out to create an off-road pedestrian/cycle link between Weem and Aberfeldy. Part of this route is remote from the public road but a section runs along the existing footway. This section of footway was widened to facilitate use by cyclists as well as pedestrians between Wade Bridge and where the route leaves the public road. In order for cyclists to legally use this section of the route the footway requires to be re-designated for shared use.

LOCATION	DESCRIPTION
A977 at Powmill Plan 10	It is proposed to create a safe and extensive cycle network in the Kinross, Crook of Devon, Powmill and Blairingone areas in the coming years. Included in this network is a section of existing footpath between the C494 at Powmill Milk Bar and the A823 section of road near Seamab school. An application for funding assistance from Sustrans is currently being prepared and is proposed to be submitted with a view to the works being carried out in the summer of 2013.
B996 Kinross Plan 11	The existing section of footway on both sides of the B996 was widened in 2011 to enable cyclists to safely use the busy B996 route. This increased the cycle network in Kinross and also links into the National Cycle Route 1 as well as the round Loch Leven route. The two sections of existing footway require to be re-determined for shared use.
A922 at Milnathort Plan 12	In 2010 road safety concerns were raised by parents from Milnathort whose children attend Loch Leven Community Campus. Initial narrowing of the carriageway was carried out and in 2011 the existing section of footway on the east side of the A922 was widened to enable cyclists to safely use this route to and from school. This section of existing footway requires to be re-determined for shared use.
A911 at Wester Balgeddie Plan 13	Concerns have regularly been raised by the local Community Council about the need for a safe link between Easter and Wester Balgeddie. There is currently an application being progressed for the provision of an off-road shared use link between the two hamlets. To complement this link it is proposed to allow a short section of existing footway to be used by cyclists and pedestrians. This section of existing footway requires to be re-determined for shared use.

4. CONSULTATION

- 4.1 The Head of Legal Services, the Head of Democratic Services, the Head of Finance and Tayside Police have been consulted in the preparation of this report.
- 4.2 The local Elected Members for the areas have also been consulted on this report.

5. RESOURCE IMPLICATIONS

5.1 Capital

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

5.2 Revenue

- 5.2.1 There will be costs for advertising the necessary Order in the press. It is proposed that one Order be promoted to cover all the listed locations. The estimated cost of advertising an Order is £600. These costs will be met from the Road Safety and Design budget in 2013/14.

6. COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012

- 6.1 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:
- a. A Safe, Secure and Welcoming Environment
 - b. Healthy, Caring Communities
 - c. A Prosperous, Sustainable and Inclusive Economy
 - d. Educated, Responsible and Informed Citizens
 - e. Confident, Active and Inclusive Communities

7. EQUALITIES IMPACT ASSESSMENT (EqIA)

- 7.1 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.
- 7.2 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 **not relevant** for the purposes of EqIA.

8. STRATEGIC ENVIRONMENTAL ASSESSMENT

- 8.1 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).
- 8.2 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.

9. CONCLUSION

- 9.1 This report outlines a proposal to re-determine a number of footways and paths to allow for shared use, and seeks approval to promote the necessary TRO.
- 9.2 This approval will allow a start to be made to the formal procedure to promote the necessary TRO. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised these will be reported back to Committee with appropriate recommendations.

**BARBARA RENTON
DEPUTE DIRECTOR (ENVIRONMENT)**

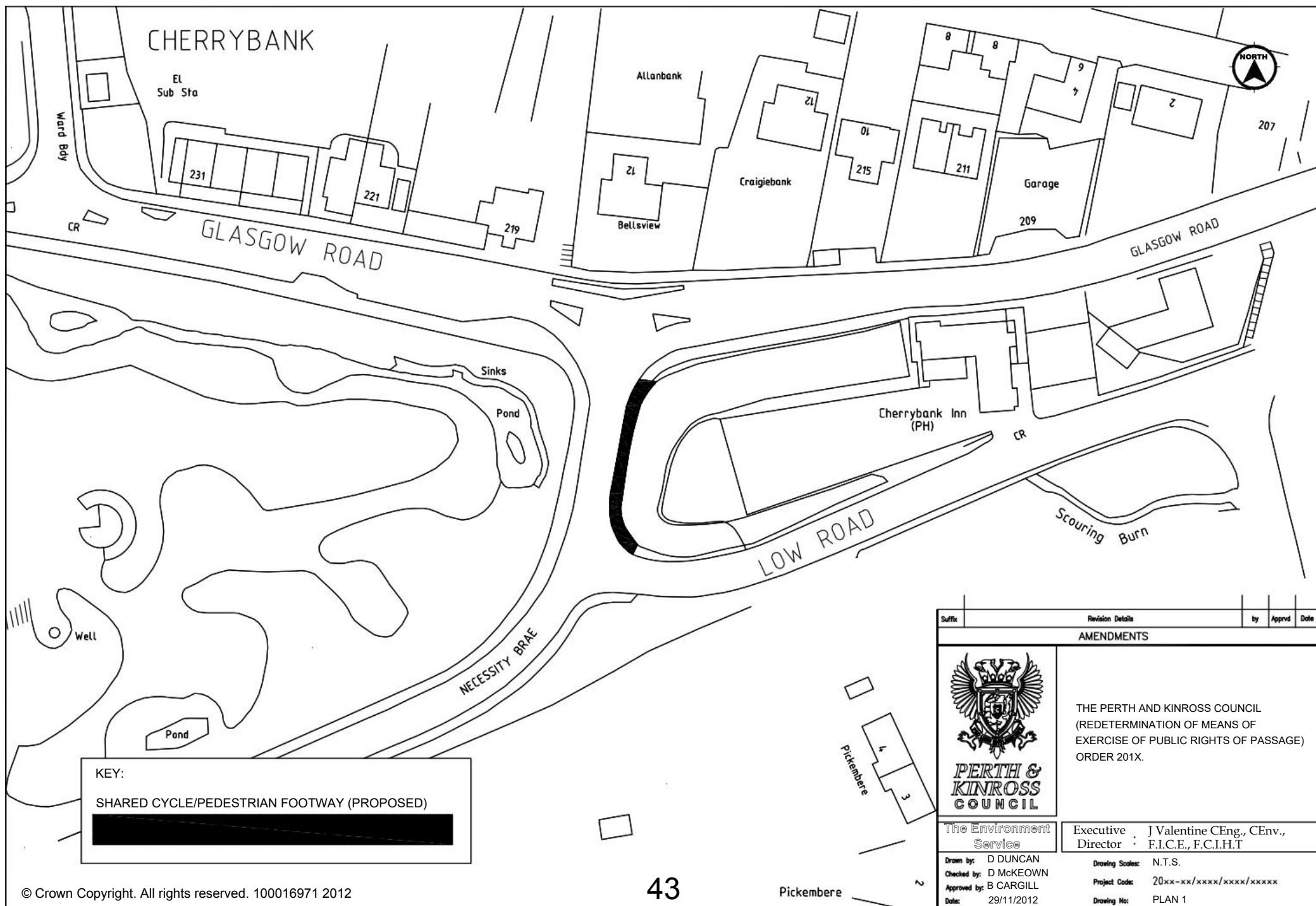
No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.


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Date of Report	3 January 2013

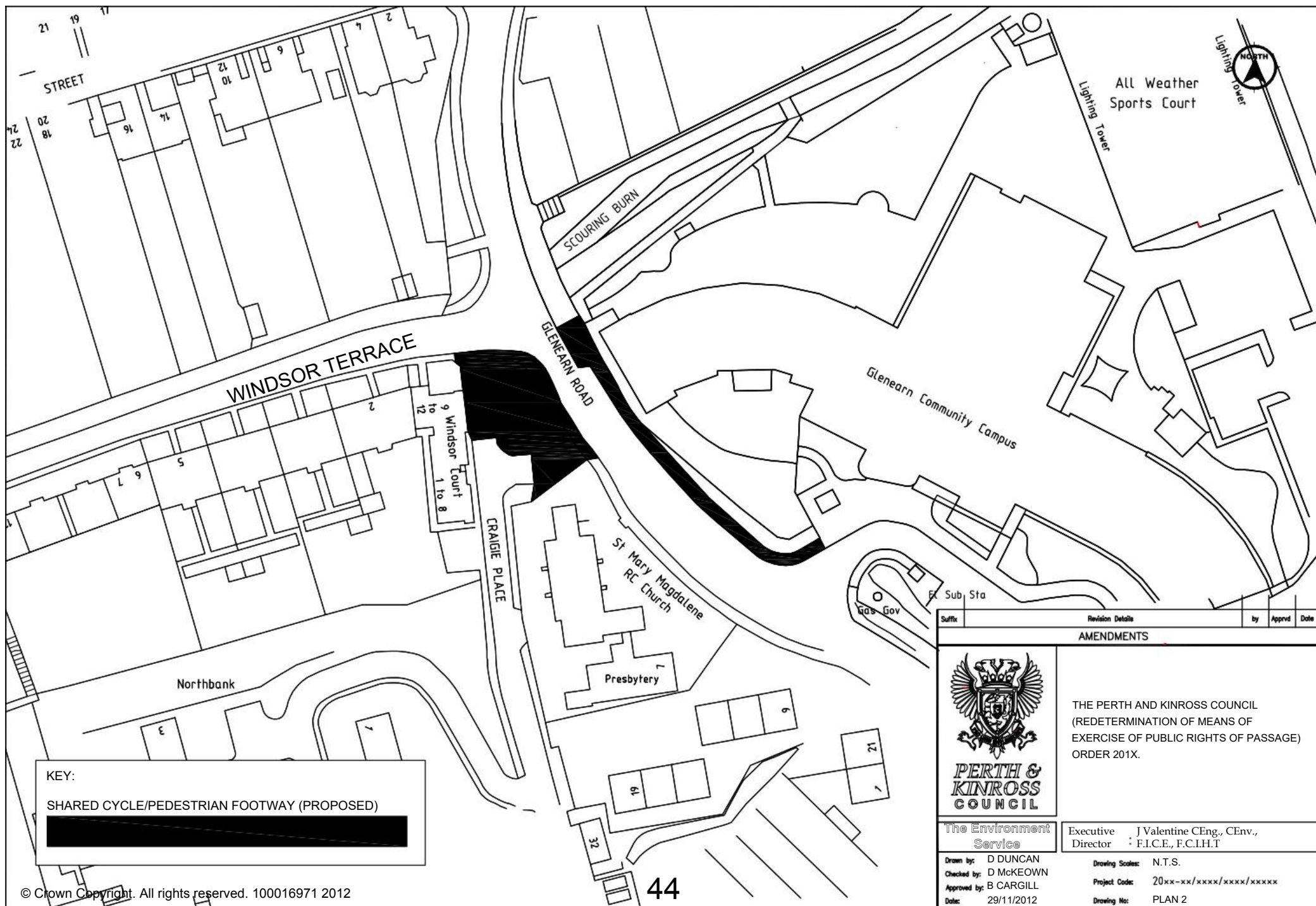
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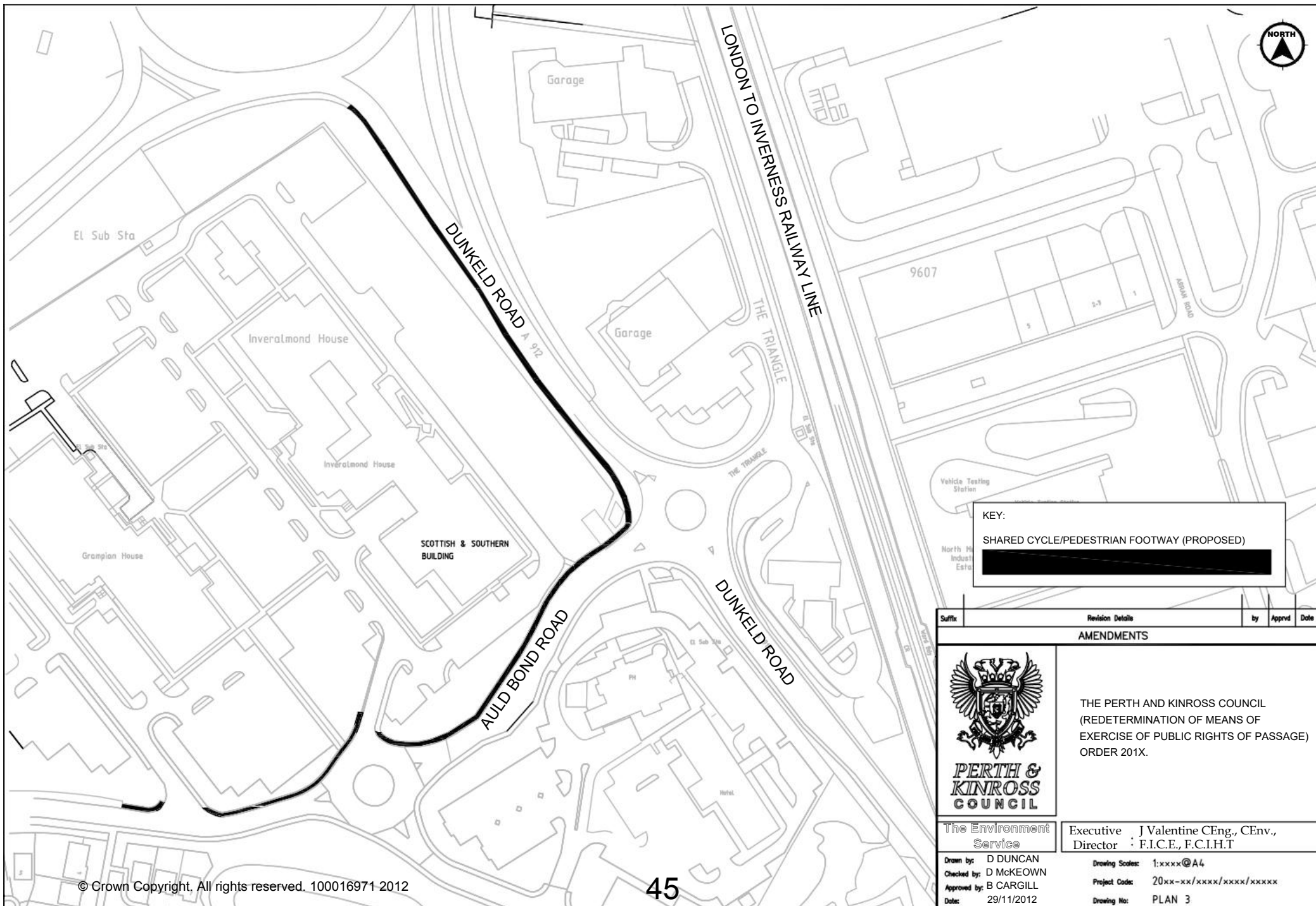
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Drawn by: D DUNCAN Checked by: D McKEOWN Approved by: B CARGILL Date: 29/11/2012		Drawing Scale: N.T.S. Project Code: 20xx-xx/xxxx/xxxx/xxxx Drawing No: PLAN 1		




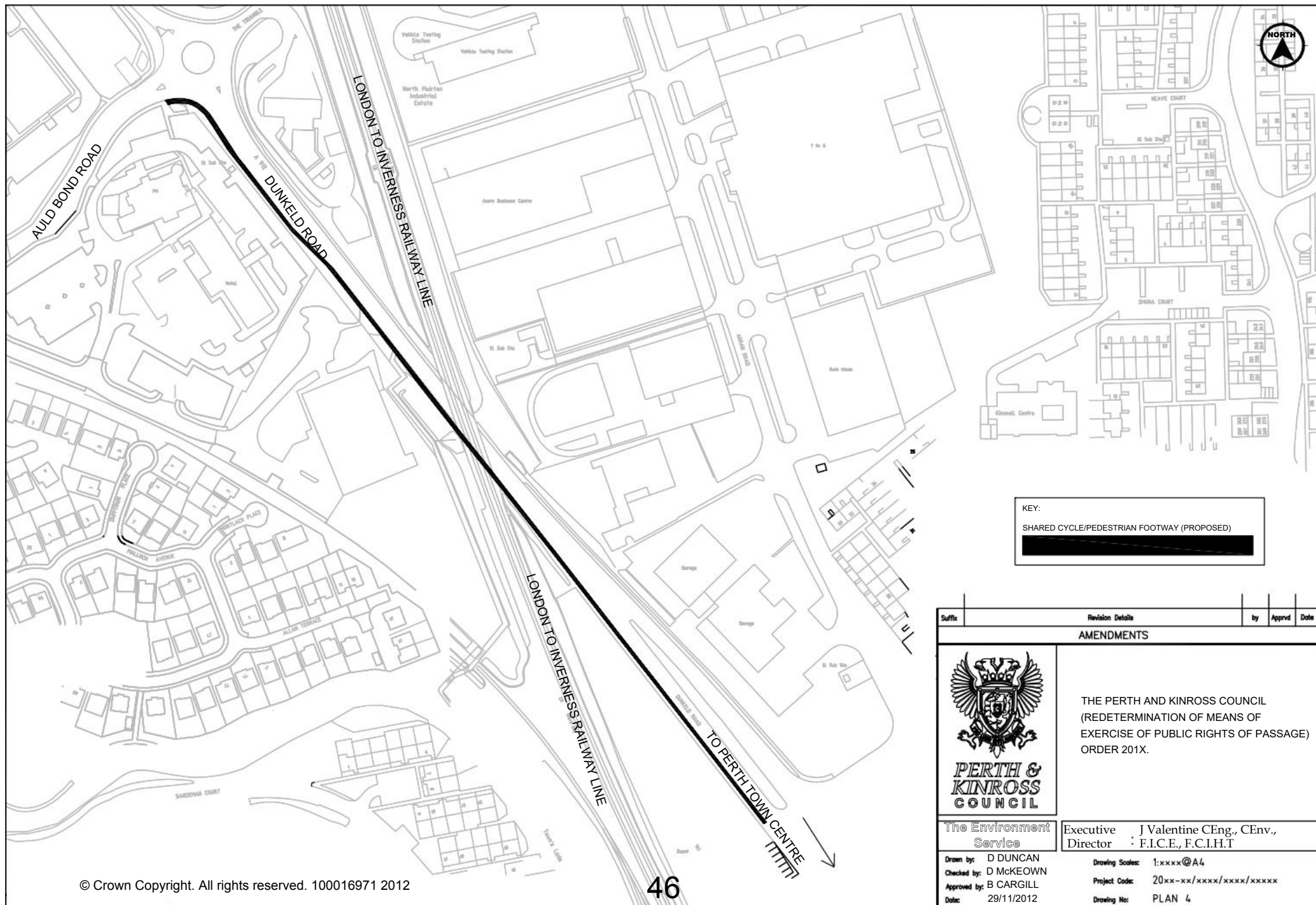
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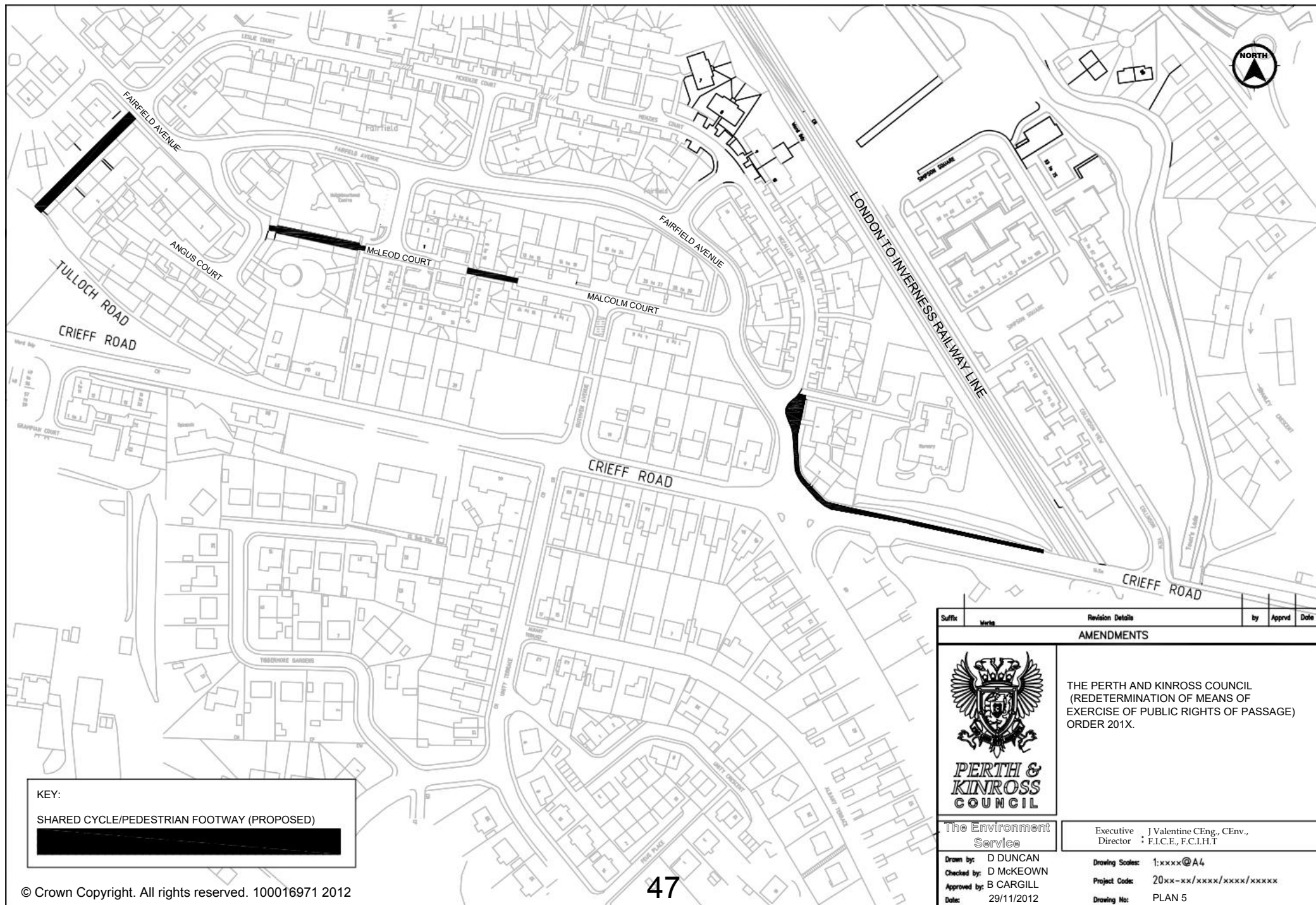
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Approved by: B CARGILL		Drawing No: PLAN 4		
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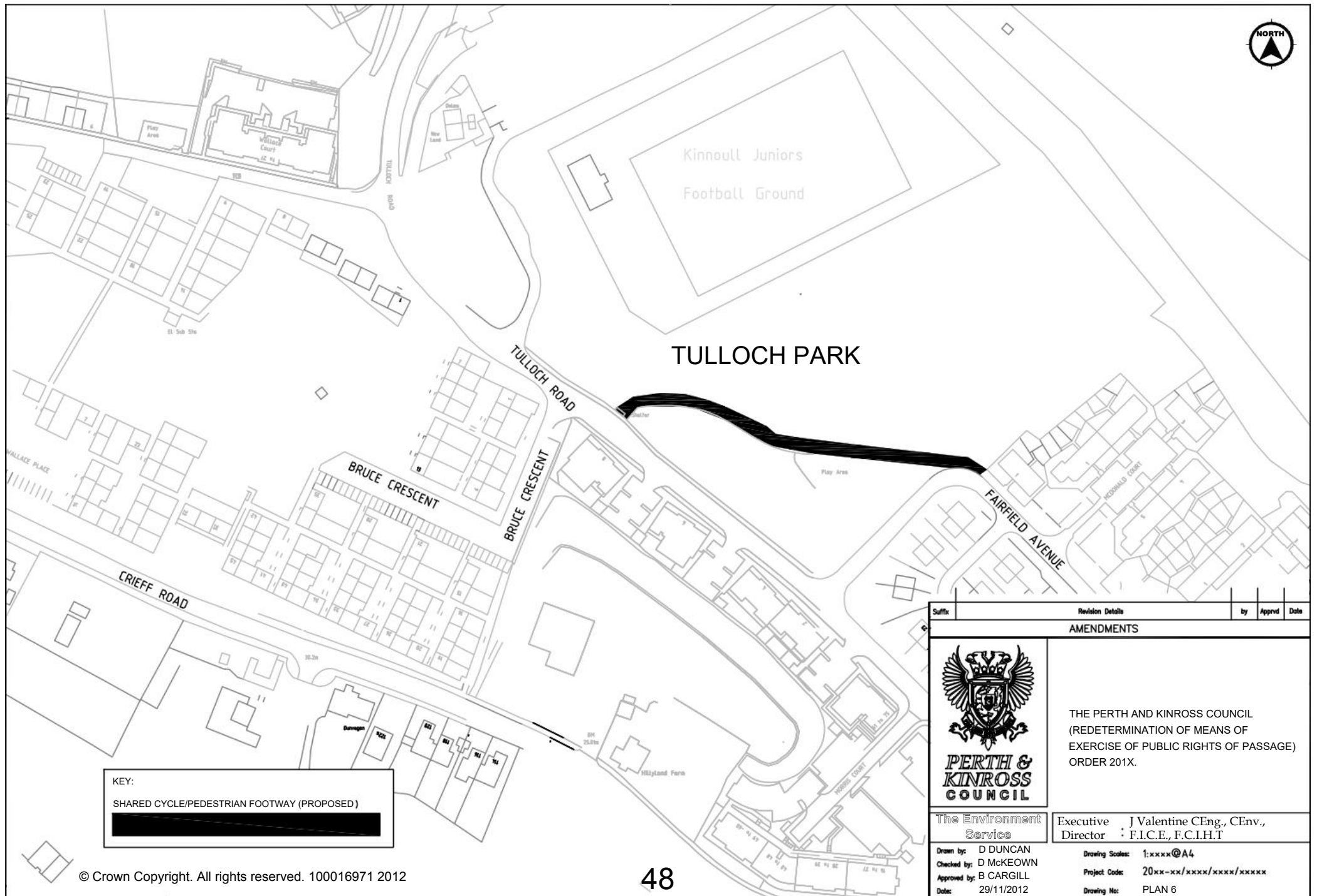


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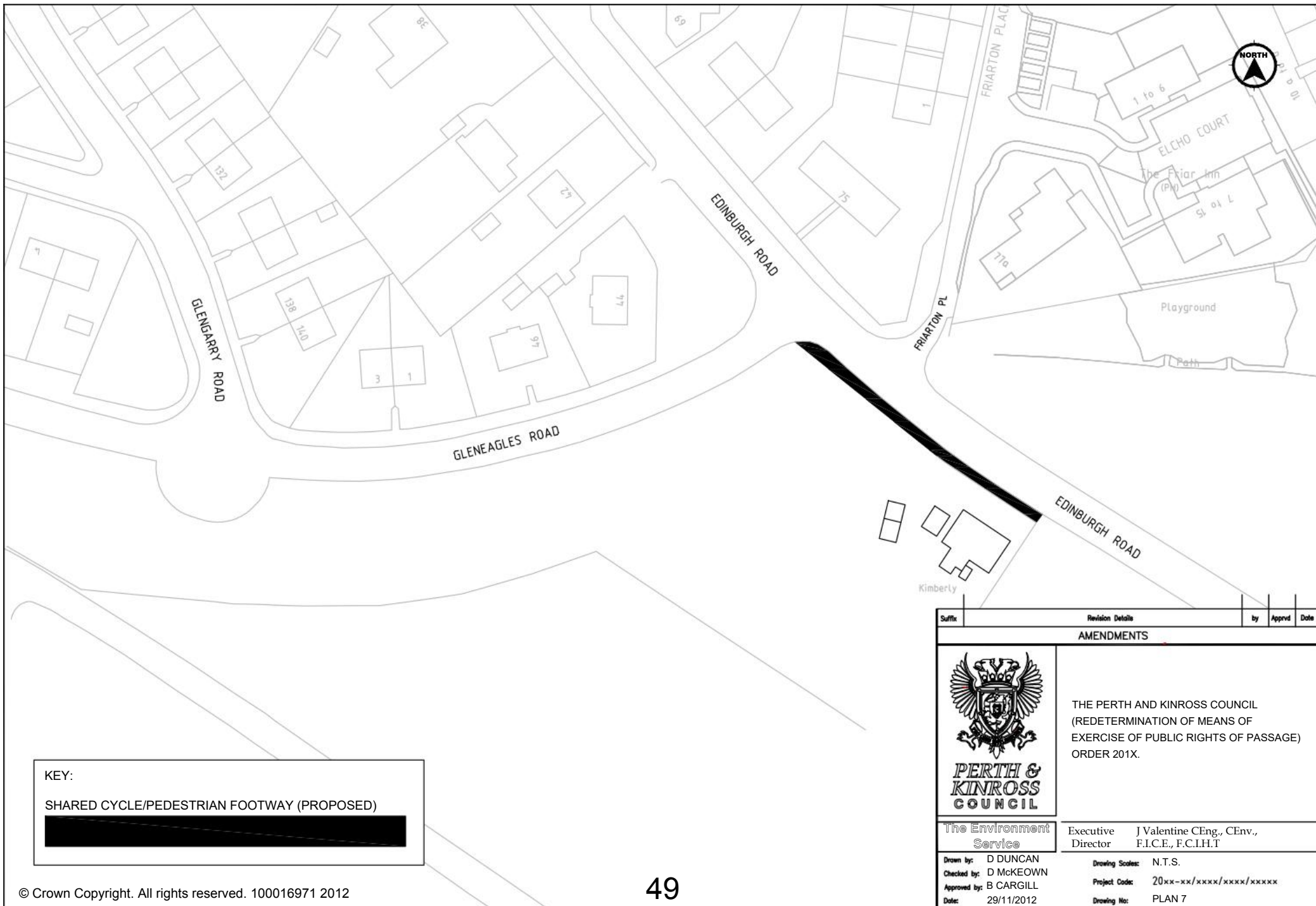
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Approved by: B CARGILL		Drawing No: PLAN 6			
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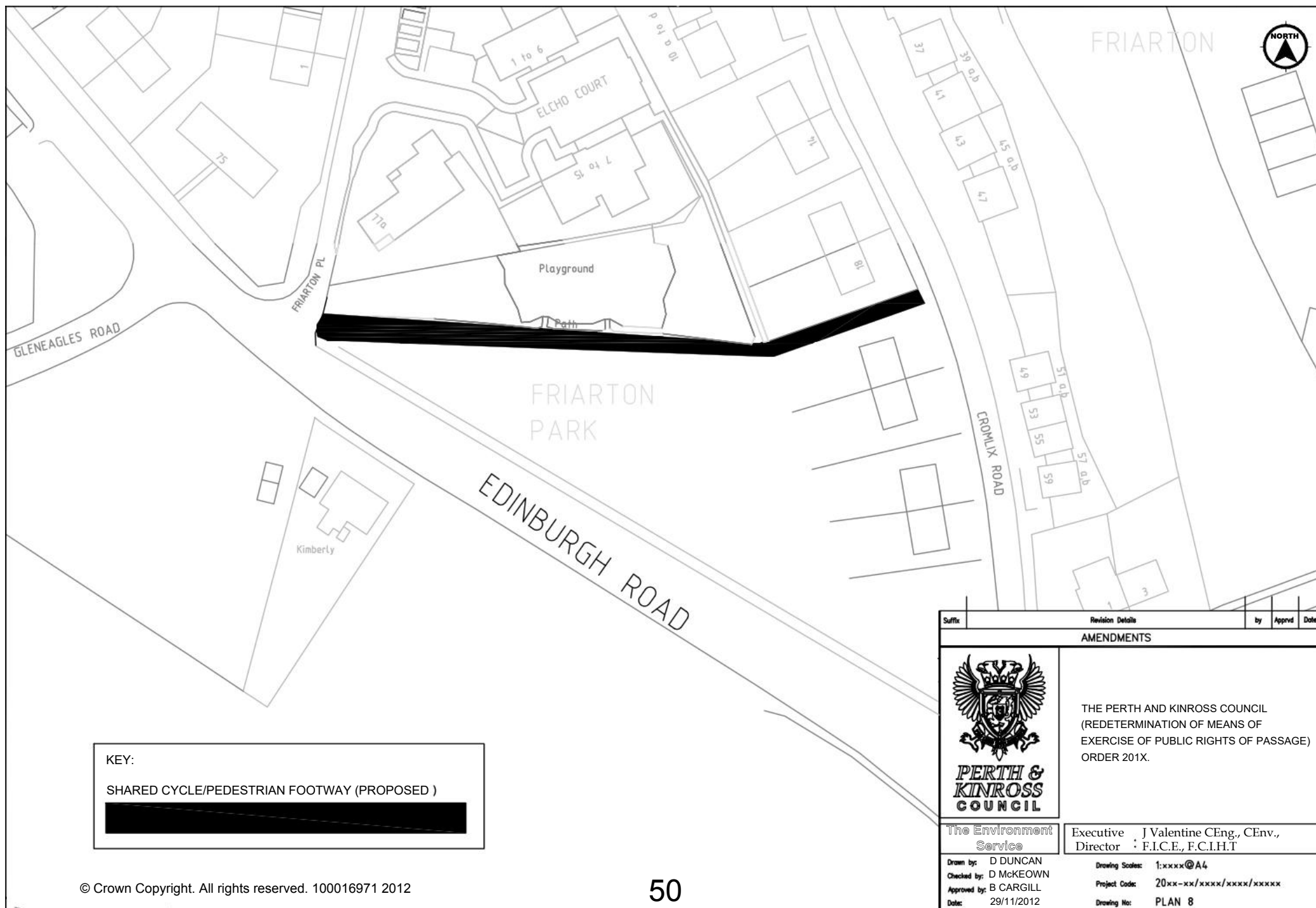


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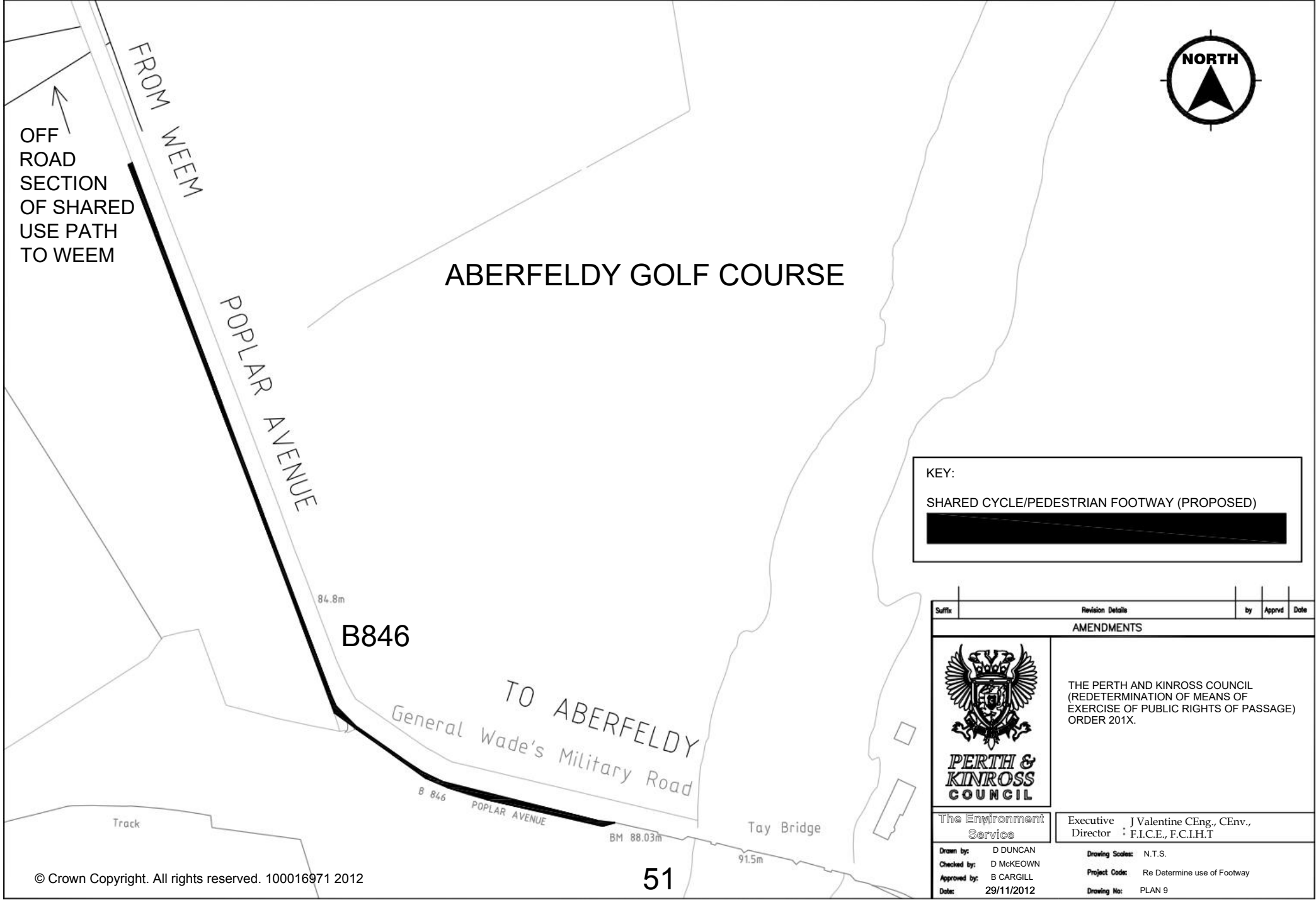


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ABERFELDY GOLF COURSE

OFF ROAD
SECTION
OF SHARED
USE PATH
TO WEEM

FROM
WEEM

POPLAR AVENUE

B846

TO ABERFELDY
General Wade's Military Road

B 846 POPLAR AVENUE

BM 88.03m

Tay Bridge

91.5m

Track

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SHARED CYCLE/PEDESTRIAN FOOTWAY (PROPOSED)

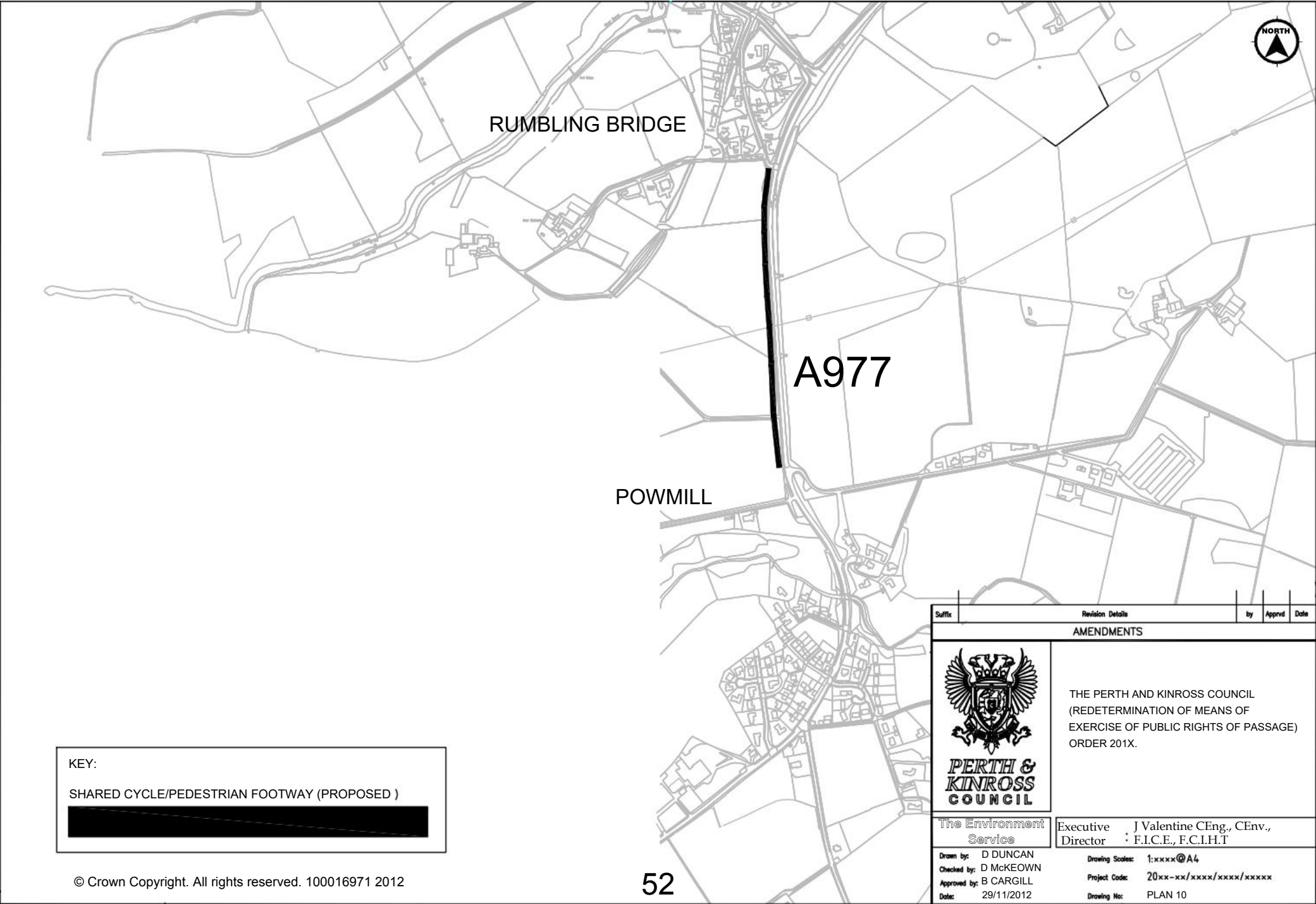


**PERTH &
KINROSS
COUNCIL**

**The Environment
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 Checked by: D McKEOWN
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Executive Director		J Valentine CEng., CEnv., F.I.C.E., F.C.I.H.T.		
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Project Code:		Re Determine use of Footway		
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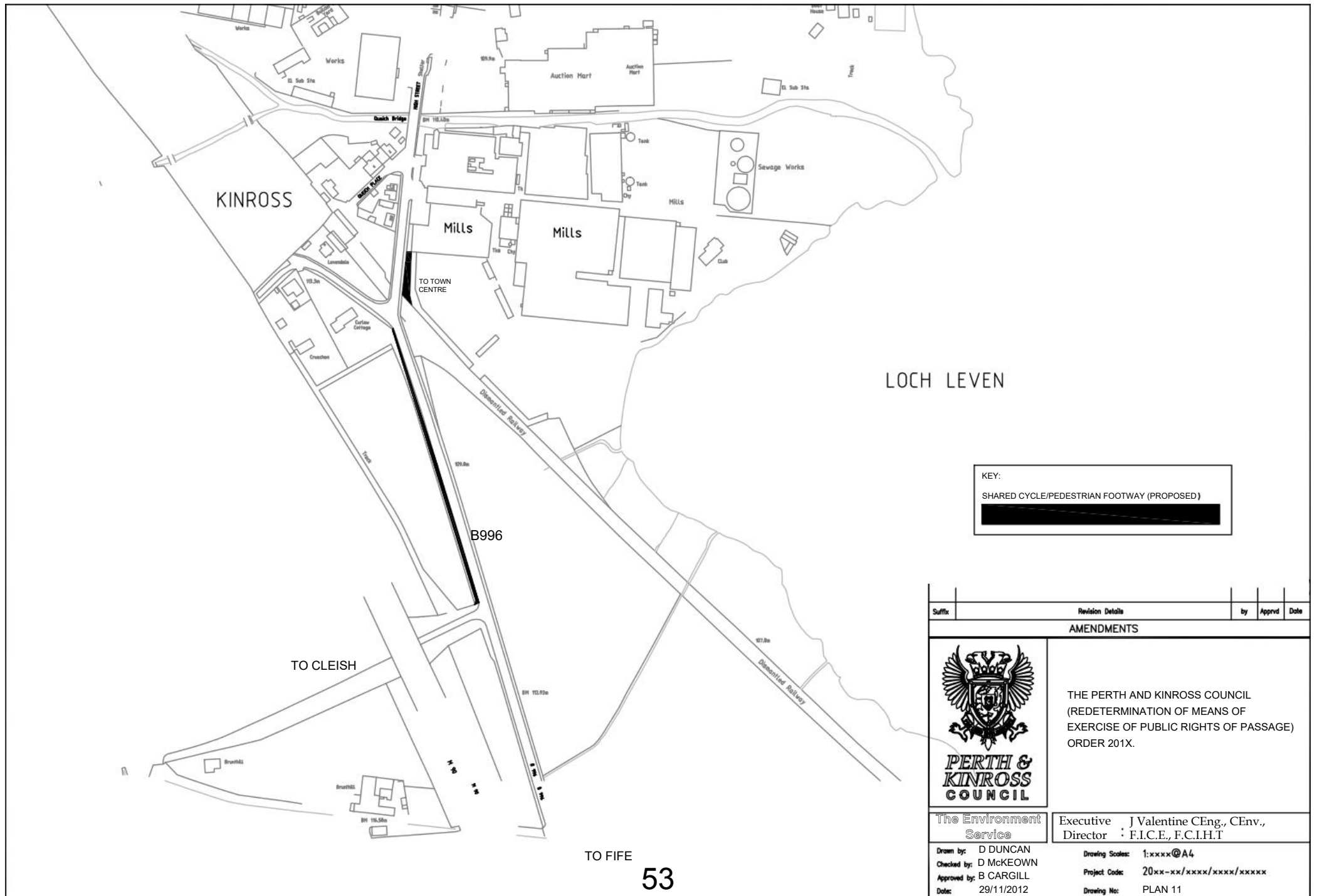


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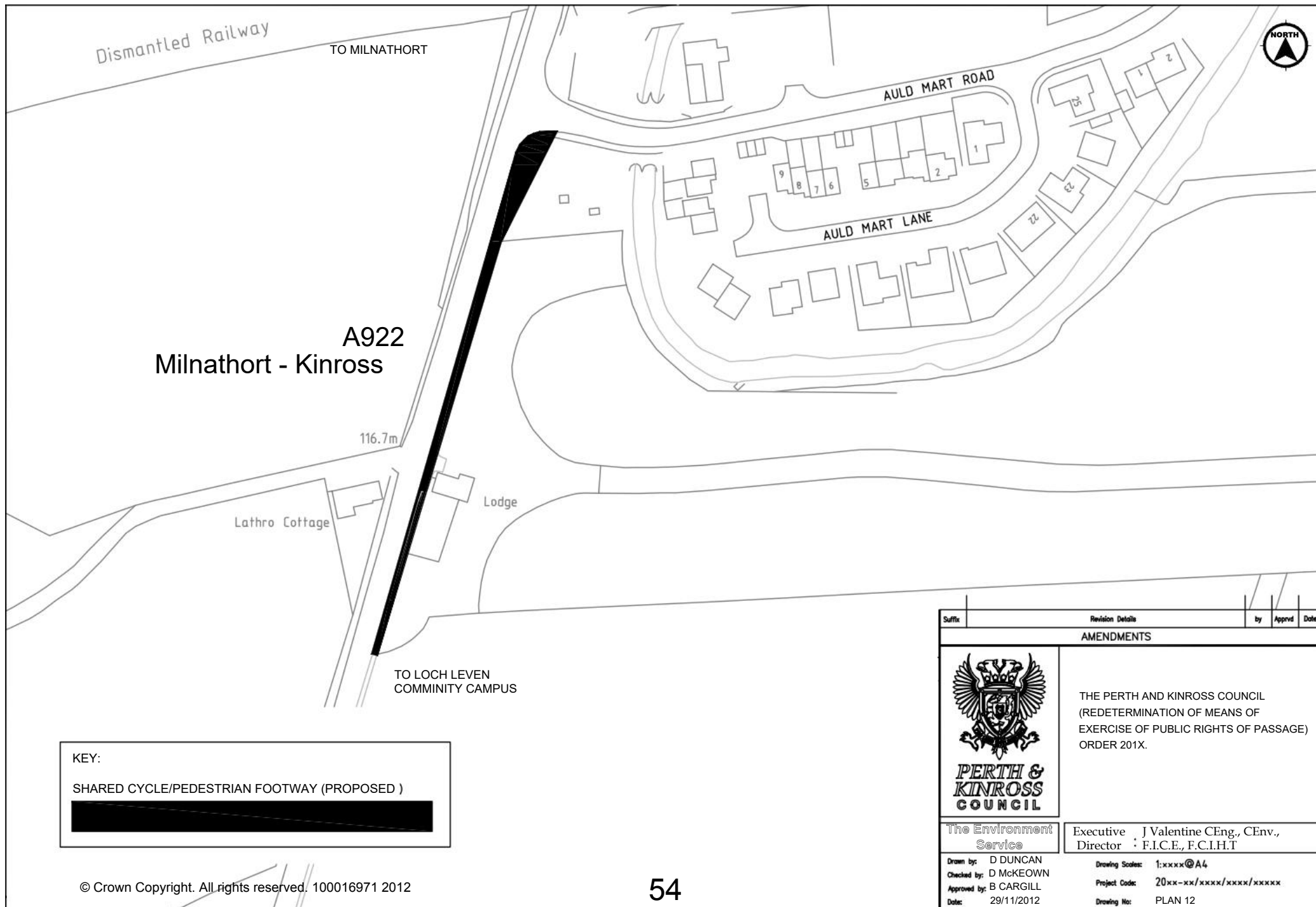



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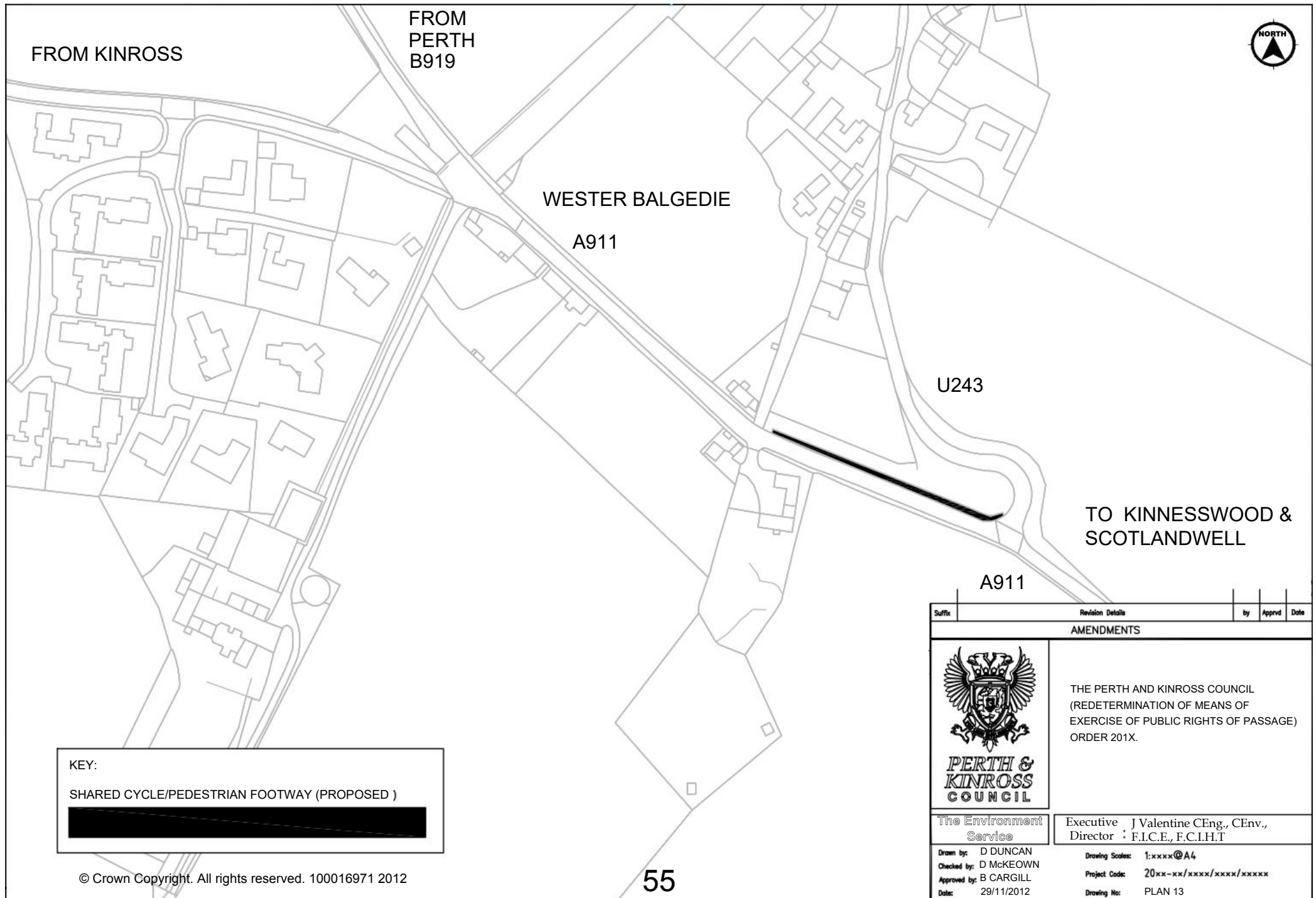


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Drawn by: D DUNCAN Checked by: D McKEOWN Approved by: B CARGILL Date: 29/11/2012		Drawing Scale: 1:xxxx@A4 Project Code: 20xx-xx/xxxx/xxxx/xxxx Drawing No: PLAN 11		



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<p>Drawn by: D DUNCAN Checked by: D McKEOWN Approved by: B CARGILL Date: 29/11/2012</p>		<p>Drawing Scale: 1:xxxx@A4 Project Code: 20xx-xx/xxxx/xxxx/xxxx Drawing No: PLAN 12</p>		



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Drawn by: D DUNCAN		Drawing Scale: 1:xxxx@A4		
Checked by: D McKEOWN		Project Code: 20xx-xx/xxxx/xxxx/xxxxx		
Approved by: B CARGILL		Drawing No: PLAN 13		
Date: 29/11/2012				

