

31 January 2018

PROPOSED ADDITIONAL GREEN ROUTES**Report by Executive Director (Environment)****PURPOSE OF REPORT**

This report summarises an objection received on the proposal to introduce an additional four routes (Bridge of Earn/Glenfarg, Glenfarg/Milnathort, Rattray/Alyth and Kirkton Road/Old Mill Road to Ashgrove Road to West Mill Farm, Rattray) to be promoted as Green Routes. It recommends Committee set aside the objection and that the Order is made as advertised.

1. BACKGROUND

- 1.1 At its meeting on 14 June 2017, the Committee agreed to promote a Traffic Regulation Order (TRO) to introduce an additional four Green Routes (Report 17/210 refers).
- 1.2 The report detailed the proposal to introduce both 40mph and 30mph speed limits across the routes.
- 1.3 One local resident in the Milnathort area has formally objected to the proposals for Glenfarg/Milnathort Green Route (Appendix 3).

Name on file	Reason for objection	Response
(1)	Not aware of any road traffic accidents in the past 27 years.	The purpose of the proposal is to reduce the risk for an anticipated increase of vulnerable road users on these routes.
	Suggestion that there is no restriction planned for Blairnathort.	At Blairnathort, a reduced speed limit of 40mph is proposed.
	The proposed speed restrictions are an unnecessary expense and would be ineffective.	The cost of the signage for the "Green Routes" is minimal, with the majority of the cost of the signing now being met by external funding sources. In addition, the cost benefits of reducing the risk of an accident as well as the increased health benefits to the users of the routes makes the proposed signing installation justified. Previously introducing "Green Routes" has been well received, with vulnerable users advising that they felt safer because of the reduced speed limits and associated signing being in place.

1.4 Previously introduced Green Routes are listed in Appendix 1 to this report.

2. PROPOSALS

2.1 The proposed Green Routes are shown in Appendices 2, 3, 4 and 5 to this report.

3. CONCLUSION AND RECOMMENDATIONS

3.1 This report outlines the objection received during the advertising of the proposal to introduce the new Green Routes.

3.2 It is recommended that the Committee sets aside the objection received and proceed to make the TRO to introduce the new Green Routes as advertised, and shown in Appendices 2 -5.

Author

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Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	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 / Single Outcome Agreement

- 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 2013-2018 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 resource implications arising directly from the recommendations in this report.

Revenue

- 2.2 There are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the new Green Routes were provided in the previous report (Report No 17/210 refers.).

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 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

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). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.4 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.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging road safety.

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 and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the Local Elected Members and Community Councils have also been consulted and support the proposals.

5. Communication

- 5.1 None

2. BACKGROUND PAPERS

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:
- Environment, Enterprise & Infrastructure Committee June 2017 (Report 17/210 refers.)

3. APPENDICES

Appendix 1– Green Routes – list of routes

Appendix 2, 3, 4 and 5 – proposals for new Green Routes