

PERTH AND KINROSS COUNCIL

Environment & Infrastructure Committee

20 March 2019

Perth Cycle Network Masterplan

Report by Executive Director (Housing & Environment) (Report No. 19/81)

This report outlines the context for developing the Perth Cycle Network Masterplan in relation to environmental and transport pressures along with community, health and business benefits. The report seeks approval to integrate the development of cycle networks within strategic planning and placemaking guidance. This will support funding applications, and the development of detailed designs, using resources from the Council's capital programme to leverage in significant match funding from external funding sources. This should deliver improved cycling and transport infrastructure to support economic growth and environmental sustainability.

1. BACKGROUND

- 1.1 Perth and Kinross Council, like other local authorities across the UK, is adapting to significant environmental and economic challenges. As such, it remains committed to developing sustainable, low carbon active travel routes across Perth city and the surrounding area. Collaboration at the regional level, via TACTRAN and the Regional Transport Strategy, outlines the vision to deliver *"a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all."*
- 1.2 The planned growth of Perth to the west and north now provides opportunities to develop complementary multi-modal green routes into Perth to improve access, help alleviate traffic congestion, and address air quality issues.
- 1.3 Aligned with the opportunities for improved regional transport connectivity is the potential for increased economic participation and a reduction in inequalities, as outlined in the Tay Cities Regional Economic Strategy. This presents the framework for investment following the Tay Cities Deal, building on the strengths of Perth and Kinross, particularly culture and leisure tourism.
- 1.4 The [Perth City Plan](#) outlines an approach to *Placemaking*, actively encouraging infrastructure for smart growth and reduced car dependency, by focusing on sustainable, low carbon development and improved connectivity, which is required to deliver a modal shift to active travel for short journeys. Not only will this provide communities with healthier places for people to live, work and visit; there is plenty of recent evidence¹ which links economic growth with

¹ https://www.sustrans.org.uk/sites/default/files/moving_forward_brochure_for_web.pdf
https://www.livingstreets.org.uk/media/1391/pedestrianpound_fullreport_web.pdf

active travel. Key routes and policy support for multi modal transport investment, including cycling, were included in the revision of the Local Development Plan to reflect these ambitions. This approach has also been aligned with the Council's recently approved *Active Travel Strategy* which focuses on reducing car dependency and promoting active travel across Perth and Kinross.

- 1.5 A joined up strategic approach to low carbon travel is in line with a growing environmental agenda across the UK, which is seeking to promote active travel, particularly cycling and walking, through investment in appropriate infrastructure. This will supplement current public transport provision and help reduce car dependency over short distances (5 miles or less), which equates to 60%² of all journeys taken each year.
- 1.6 The Scottish Government has outlined its commitment to active travel, by backing up its vision, (*"by 2020, 10% of everyday journeys taken in Scotland will be by bike"*), by doubling current investment in infrastructure to £80 million per year. Four Scottish cities – Stirling, Glasgow, Edinburgh and Inverness – have all benefited from recent investment. Perth is seeking to become the next Scottish city to invest heavily in cycle and active travel infrastructure.
- 1.7 The Tay Cities Deal has brought together public, private and voluntary organisations in Angus, Dundee, Fife and Perth & Kinross to deliver a smarter and fairer region through the Tay Cities Regional Economic Strategy and Joint Committee. Under the strategy, businesses, higher and further education, local government and the third sector will work closely together to create growth more quickly and sustainably, using the significant public investment to bring greater prosperity and equality. The Tay Cities Deal focuses on programmes to increase inclusion, innovation and enhance connectivity through skills development, and support for infrastructure, such as roads, cycle routes, rail links, buildings and communications networks. This is to support development and economic growth, as highlighted throughout the *Tay Adventure* proposal.
- 1.8 The Sustrans Community Links PLUS Programme and Tay Cities Deal both provide potential opportunities to deliver the necessary infrastructure required for a modern cycle network which will service urban settlements and rural areas. Additional funding is also being pursued to support investment in landscaping and environmental improvements via the Scottish Government's Green Infrastructure Fund, managed by Scottish Natural Heritage
- 1.9 The Perth Cycle Masterplan builds on the previous work and current projects (active travel and placemaking) in the Council, to collate and present a joined-up approach to future investment in short distance commuter cycling and active travel infrastructure across Perth and the surrounding area. This approach requires clarity on policy support for the masterplan and related

²https://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_sustainable_transport_briefing_a3_spreads.pdf

design guidance, which is intended to be further reflected in the land use planning framework.

- 2.0 The Perth Cycle Masterplan outlines a strategic approach for delivering key active travel routes in Perth and linking in with wider active travel routes outwith the city, which connect with rural settlements – Scone, Luncarty and Bridge of Earn. It is anticipated Perth will see the first phase of investment, with future opportunities being sought to link in with the wider network in upcoming phases of external funding programmes. The Council recognises efforts are being made in rural communities to deliver active travel routes and is keen to ensure these form part of a coherent network in the future.

2. CONTEXT

Strategic objectives

- 2.1 The proposed delivery of cycle corridors across the city and surrounding area delivers on the current commitment and potential revised priorities of the Perth City Plan, which are listed below:
- the city will grow in a responsible way, reducing car dependency and encouraging the use of public transport and active travel;
 - low carbon will be a way of life; the unique characteristics of the historic city centre and Perth's natural setting will be celebrated and enhanced
 - continue to invest in the city's walking and cycling networks
 - Big Move 5 – Placemaking (The City Centre Strategic Theme);
 - developing a strategy for traffic, access and movement;
 - creating a hierarchy of streets, public spaces and walking/cycling routes;
 - improving the environmental quality of key city streets;
 - establishing a framework of green infrastructure.
- 2.2 The proposed Local Development Plan (LDP2) Policy 4: Perth City Transport and Active Travel sets out the general principles in respect of the key routes and corridors to be targeted for improvements, with greater priority being given to public transport, walking and cycling on these key routes. The proposed LDP2 currently shows the strategic key routes and corridors on a map. The Perth Cycle Network Plan creates a schematic cycle network, connecting those destinations mentioned in LDP2 Policy 4 and included in the map.
- 2.3 The Perth City Cycle Masterplan (PCNM) will also deliver on several of the strategic objectives outlined in the Corporate Plan & Community Plan/Local Outcome Improvement Plan, which are outlined below:
- promoting a prosperous, inclusive and sustainable economy
 - supporting people to lead independent, healthy and active lives
 - creating a safe and sustainable place for future generations
- 2.4 The Proposed LDP2 Placemaking Supplementary Guidance will be consulted on before it is adopted alongside the Local Development Plan 2. The Placemaking Supplementary Guidance identifies that:

“Cycle routes and infrastructure should be considered as part of any new development. Access to safe and direct routes for cyclists can reduce car usage significantly, so providing links to the existing cycle network can help to create attractive new places. The following are considerations for any new cycle infrastructure:

- *create safe routes that provide consistency and allow for a wide range of users.*
 - *identify the most logical route for cyclists, allowing navigable and accessible destinations.*
 - *as with pedestrian routes, identify key desire lines that minimise detours and delays.*
 - *create surfaces that are smooth and well-maintained with gentle gradients.*
 - *create attractive new routes that make cycling an attractive option.”*
- 2.5 Further details of cycling friendly design guidance which sets clear parameters on how to deliver these principles within new developments, will be provided as a technical note to accompany the Placemaking Supplementary Guidance. This will clarify the requirements for developers providing design details for different roads hierarchies.

Economic Benefits

- 2.6 As well as social and environmental benefits, there is the potential for significant economic benefits as a result of delivering the PCNM. Sustrans and Living Streets have both undertaken a substantial amount of research in areas which have seen the implementation of cycle lanes. Both report increases in economic activity, particularly for businesses aligning the active travel corridors. The report, produced in collaboration between Perth & Kinross Council and Sustrans, *Bike Life Perth*³, highlights the economic impact to the city as £3.9m per year. This aligns with recent research from Transport for London which shows the economic impact of active travel could be as much as a 40% increase to businesses⁴.
- 2.7 The alternative use of street space for cycling, buses and pedestrians has the potential to support development and generate additional economic spend across the city region. Infrastructure provision, investment and funding support increase the development potential for key strategic sites (both public and private) which have been highlighted in the Local Development Plan and Perth City Plan, by providing clarity to investors, accelerating delivery and enhancing marketability to purchasers. Shifts to other forms of transport in the longer term will reduce the need for current levels of private and public car parking spaces, unlocking economic development potential of these sites. Consumers’ use of alternative forms of transport and potential to incentivise

³ <https://www.sustrans.org.uk/bikelifepertth>

⁴ <https://tfl.gov.uk/info-for/media/press-releases/2018/november/getting-more-people-walking-and-cycling-could-help-save-our-high-streets>

alternative transport use through local loyalty reward schemes, linked with local businesses, will increase local expenditure capacity.

Perth Cycle Network Masterplan (PCNM)

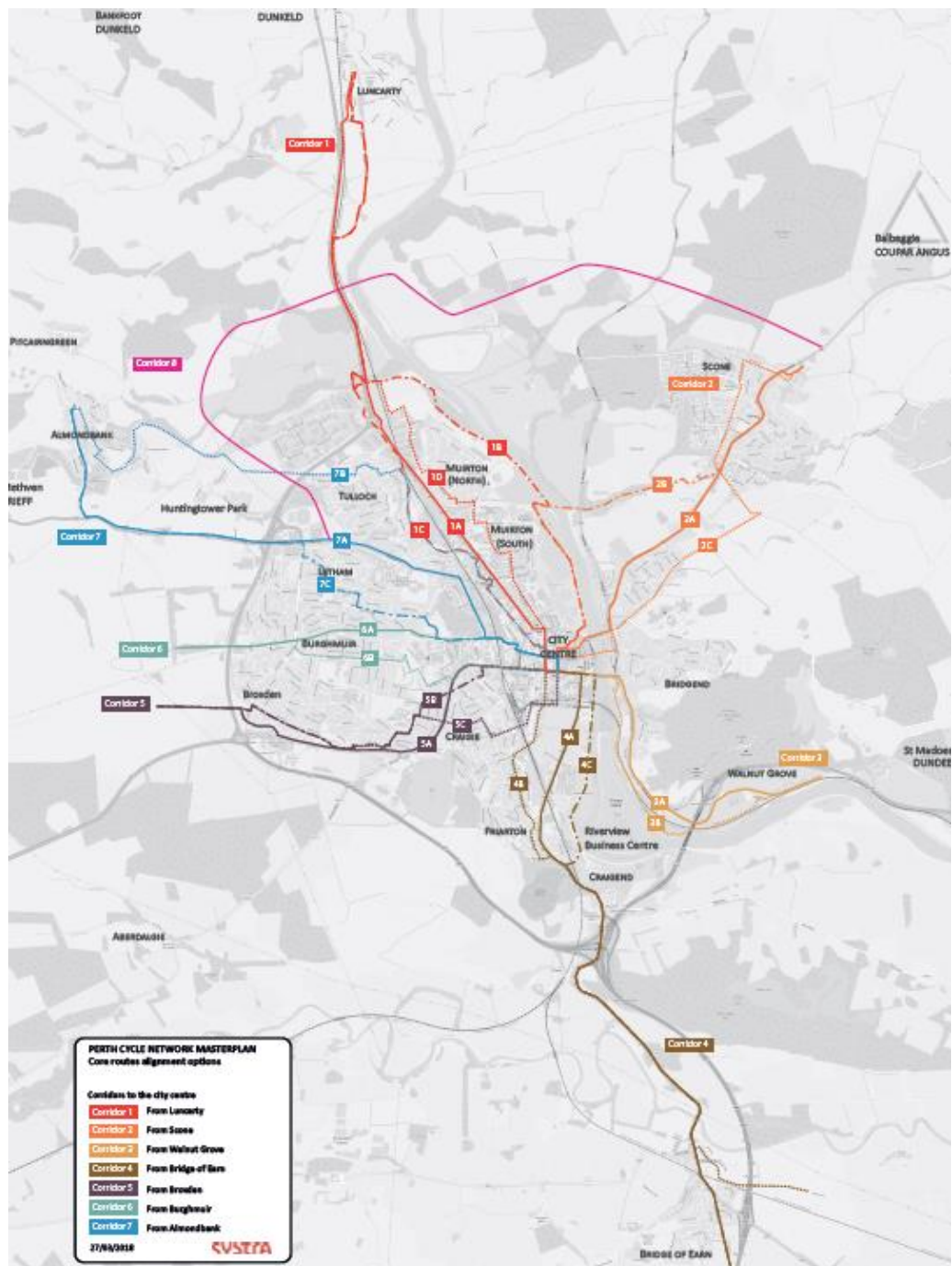
- 2.8 The Perth City Plan outlines its vision for Perth as “*one of Europe’s great small cities*”, within the context of broader regional transport improvements to road, rail and public transport provision and digital investment to help integrate transport choices, and ease journeys for visitors and residents. As part of this vision, the plan sets out a series of requirements for placemaking. This includes green networks and golden routes, which link together key trip generators such as Perth College UHI, Perth Royal Infirmary, SSE, Aviva, council offices, secondary schools, tourism assets and key transport destinations (bus & rail stations).
- 2.9 The rationale for this approach is based on exemplar cities across Europe, which have recognised the environmental and economic benefits of sustainable transport routes. This provides children, commuters, residents and visitors with a range of provisions to navigate and explore the city region, without having to rely on the car as a form of transport. This approach delivers wide scale health benefits and economic development. It also provides a modal shift away for commuters who are reliant on the car as their only form of travel for short journeys.
- 2.10 The Cross Tay Link Road (CTLR) will provide an opportunity to unlock roads network capacity issues in the city centre and surrounding area. However, the benefits need to be captured on its completion, otherwise there is a risk of ‘induced’ traffic, where a perception of more capacity for cars is likely to result in more commuters on the road network. Investing in cycling infrastructure over the next five years will help future proof the city and lock in the benefits of the CTLR.
- 2.11 The associated benefits of the CTLR and achieving a modal shift to active travel include, but are not limited to:
- increased economic spend and investment in key strategic sites
 - a reduction in air quality issues
 - reduced congestion on the city’s road transport network, which frees up space for public transport
 - opening up and accessing employment land
 - improved health and wellbeing of the city’s residents, workers and visitors.
 - safe, segregated network routes for children and commuters.
- 2.12 Since the Perth City Plan was approved in 2015, services across the Council have been working with communities and businesses to develop a series of coordinated projects, which will deliver the vision of green networks, golden routes and active travel infrastructure across the city region. This has culminated in the development of the Perth Cycle Network Masterplan (PCNM).

- 2.13 The PCNM aims to deliver a comprehensive active travel network across Perth and the wider area, which will support a modal shift in the movement of people by sustainable modes of transport, and reduce the reliance on motorised vehicles. In order to expedite the required behavioural change, cycle infrastructure needs to be direct, comfortable, safe (segregated from transport), attractive and coherent⁵, if commuters are to be presented with a real alternative to the car.
- 2.14 The PCNM provides an opportunity to implement significant infrastructure which will provide a safe, segregated cycle route around and throughout the Perth and the wider area. This will assist in a sizeable modal shift in the short to medium term, and provide an opportunity for future generations to become less reliant on the car as a form of transport. This is in line with a growing trend which is seeing a reduction in the use of cars, as well as the registration of licences with 17-20 year olds⁶.
- 2.15 In total, the PCNM identifies eight core cycle corridors (Fig. 1), which link key settlements and trip generators to the city centre. The routes take into account the strategic growth areas of Perth over the next decade. They link to areas of employment and education, as well as important tourism assets and gateways into the city centre e.g. Broxden and Perth train station.
- 2.16 The eight core corridor routes are:
1. Luncarty to the City Centre
 2. Scone to the City Centre
 3. Walnut Grove to the City Centre
 4. Bridge of Earn to the City Centre
 5. Broxden to the City Centre
 6. Burghmuir to the City Centre
 7. Almondbank to the City Centre
 8. Cross Tay Link Road
- 2.17 Each of the respective corridors and associated routes has been evaluated as part of an options appraisal exercise. This scored each corridor on selective criteria in line with international guidance. Critically, the assessment measures demand wider transport benefits and deliverability. The PCNM along with, the challenges, opportunities and options appraisal are all outlined in the masterplan which is provided in Appendix 1.

⁵ Transport for Scotland – Cycle By Design

(https://www.transport.gov.scot/media/14173/cycling_by_design_2010__rev_1__june_2011_.pdf)

⁶ <https://www.parliament.uk/documents/commons-committees/transport/POST-briefing-on-peak-car.pdf>



(Fig. 1)

- 2.18 In addition to the proposed investment, Perth & Kinross Council will be monitoring and evaluating active travel behaviour. The council will incorporate a number of smart measures throughout the duration of the programme in order to encourage behaviour change, and engage with local communities, as the network develops. These measures will include, but not be limited to:
- improved wayfinding and legibility of routes;
 - artwork and high quality street furniture;
 - route mapping;
 - travel planning;
 - link with education – engagement with school pupils and further education students; and
 - e-bike and 'bike and go' schemes.
- 2.19 The PCNM, which has been developed in consultation with Council teams and local external partners including Tactran, Cycling Scotland and Cycle UK, builds on the concept of 'golden routes' and key green networks throughout the city centre.

Funding and delivery

- 2.20 Sustrans is a charity which aims to promote active travel across the UK. In partnership with Transport Scotland, Sustrans launched two investment programmes in 2015: Community Links and Community Links Plus. Community Links focuses on improving active travel infrastructure in rural areas. The Community Links Plus programme actively encourages ambitious projects which deliver a step change in active travel in and around towns and cities. In order to assist the delivery of ambitious projects, the Scottish Government has increased its commitment to these programmes, from £40m to £80m per year.
- 2.21 The Community Links Plus programme is a design competition which attracts applications from councils all over Scotland. It has three stages, and only the most ambitious projects, which show a clear commitment to active travel, placemaking and community engagement, will succeed in making the final five places.
- 2.22 The Stage 1 Community Links Plus application submitted by Perth & Kinross Council in June 2018 was successful, resulting in the Council being shortlisted for Stage 2. The Council received £50,000 to develop a business case for the next stage and appointed consultancy firm Royal HaskoningDHV to assist with the process. The Stage 2 business case will be submitted in April 2019.
- 2.23 If Perth and Kinross Council. reaches the final five with the submission of the PCNM (to be announced in June 2019), Sustrans will provide £50k for applicants to work on the next design phase, which takes approximately twelve months to complete. This will form the final business case (Stage 3) to Sustrans in April 2020.

- 2.24 If the Council is one of the final five applicants, Sustrans has indicated it will secure the required capital match funding to deliver the construction phase of the programme. This is also outlined in the current guidance for the Community Links PLUS programme. The only way this will change is if the Council significantly varies its approach to investment by the time the Stage 3 business case is submitted in April 2020.
- 2.25 Following approval of the Perth City Plan in 2015, the Council committed £8.9m of Capital funding for placemaking along with £5m for a Lighting Strategy/ Action plan. In total, £13.9m in core funding has been committed to improving placemaking and lighting across the area.
- 2.26 It is proposed the Council utilises the resources for the eligible projects identified in the Placemaking and Lighting capital programme as match funding for an application to the Sustrans Community Links Plus Programme. The allocation of eligible funding identified at the time of the Stage 1 submission was £11.083m.
- 2.27 Correspondence with Sustrans has also identified the potential to use Perth and Kinross Council's capital contribution from the A9/85 and CTRLR projects as match funding for the Community Links Plus Programme. Taking this into account, along with potential opportunities from the Tay Cities Deal projects, a stage 1 application was submitted to Sustrans in June 2018. A breakdown of the initial Perth & Kinross Council match funding from the Sustrans is application below:

Placemaking & Lighting	£11.083m (Eligible projects)
Tay Cities Deal	£14.913m (Active Travel Hubs & Tay Adventure)
A9/85	£3.193m (Active Travel Investment)
CTRLR (PKC capital contribution)	<u>£5.400m</u>
Total	£34.589m'

- 2.28 Sustrans and the Green Infrastructure Fund have both made it clear that their respective capital funding will be eligible for 100% of the costs within the cycle corridors. Sustrans has also outlined it may provide additional staff resource to help Perth & Kinross Council deliver the investment programme.
- 2.29 In terms of the intended timeframe for delivery, officers are working to the timescales identified below, with the aim of delivering at least four of the corridors by 2024.

Action	Responsible party	Date
Stage 2 proposals co-produced (PKC received £50k for design development)	City Development, Road Safety, Roads Design, Sustrans	Mid-April 2019
Submission of Stage 2 proposals	City Development	26 April 2019
Announcement of 5 winning submissions (PKC to receive	Sustrans/Transport Scotland	W/c 10 June 2019

Action	Responsible party	Date
£50k for design development (if successful)		
Proposals developed	City Development, Sustrans & Consultants	June 2019 – April 2020
Developed proposals submitted	City Development	W/c 20 April 2020
Event celebrating promotion of projects	PKC, Sustrans, Transport Scotland	May/June 2020
Construction of PKC proposals	City Development, Sustrans, Contractor	June 2020 – June 2024
Post works monitoring, evaluation and promotion	PKC (Road Safety and City Development)	2024 and beyond

- 2.30 There is a recognition that delivering the full programme by 2024 is ambitious and will require additional staffing to increase capacity of current resources. The level of resources required to deliver the programme of investment will be built into the Stage 2 business case.
- 2.31 The installation of cycle infrastructure in the core city centre will be based on a robust modelling and programming exercise. This will ensure there is minimal adverse impact on the traffic management of road network. This will be undertaken as part of the Design Phase, which will involve input from the Council's Transport Planning, Network Management and the Road Safety Teams. This process has already started with proposals to be modelled by April 2019.
- 2.32 The current opportunities to grow the city and its economy in a sustainable way is a 'once in a generation' opportunity. Shifting the range of travel choices to 'future proof' the growth of the city and provide the necessary infrastructure for future generations will deliver significant health and economic benefits.
- 2.33 Funders (Sustrans, The Green Infrastructure Fund) and the local population, community and business require clarity that the Council is committed to supporting and progressing investment in a range of transport choices, including cycling, within the city and surrounding area. This will give confidence to provide further funding and help secure collaboration with developers and transport operators, to help implement proposals. Local business support and engagement will be required to ensure there is a business commitment and involvement in alternative transport choices and access for both employees and customers.
- 2.34 The Perth City Development Board, Perth Traders Association and the current review of the Perth City Plan are providing a framework for engaging with local business and representative bodies on alternative transport strategies for the city. Articulating policy support for the development of cycling infrastructure within the land use planning framework is required to demonstrate the Council's commitment. This will demonstrate strategic support and provide a framework and guidance for consideration of detailed proposals in respect of design and management of the road network, as well as a means of public engagement through the planning process.

- 2.35 It should be noted that this is a competition and there is a chance the bid may not make the final five, in which case the Council will continue with investment in placemaking and seek out future funding opportunities. The Scottish Government has outlined a commitment to active travel, by retaining its £80million budget in 2019/20 and this will remain an avenue of interest for the Council.

3. CONCLUSION AND RECOMMENDATIONS

- 3.1 Promoting active and sustainable forms of travel have become key environmental and economic focus of councils across the UK. Both the UK and Scottish Governments have provided increased funding for investment in the necessary infrastructure required to facilitate modal shift with commuters, as well as address health issues associated with poor air quality and a lack of exercise.
- 3.2 The PCNM outlines an approach for significant investment in cycle infrastructure across the Tay Cities region and more locally within Perth. This will help deliver the aims of the Council's Active Travel Strategy, along with strategic objectives of the Tay Cities Deal, Perth City Plan, Community Plan/Local Outcome improvement Plan (2017 -2027) and Local Development Plan.
- 3.3 The Community Links Plus Programme provides a unique opportunity to lock in the benefits of the CTLR across the Perth city region and deliver a significant part of the vision outlined in the Perth City Plan and policy objectives of the Local Development Plan. The funding programme administered and promoted by Sustrans offers a level of resource not previously available to councils. The Council is currently well placed to use current capital commitments to apply and secure funding to help deliver the PCNM.
- 3.4 It is recommended the Committee:
- (i) notes the current policy support for cycling investment as part of broader transport investment.
 - (ii) agrees to submit the final business case to Sustrans and Transport Scotland by the deadline of 26 April 2019 based on known match funding from Perth & Kinross Council
 - (iii) approves the cycling Masterplan (Appendix 1), to allow officers to augment and provide appropriate design principles and concepts for the core route projects
 - (iv) agrees that design details for different roads hierarchies should be prepared for the Local Development Plan 2 Placemaking Supplementary Guidance technical note on Cycle Friendly Routes and Cycle Friendly Infrastructure.

- (v) notes that an update will be provided following the final decision in the summer, notifying the Committee of the outcome and how the Council will seek to proceed with the investment or an alternative approach if the bid is not successful.

Author

Name	Designation	Contact Details
Michael Morgan	Regeneration Projects Officer	01738 475000 HECommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Executive Director (Housing & Environment)	15 February 2019

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes / None
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	N/a
Asset Management (land, property, IST)	Yes
Assessments	
Equality Impact Assessment	None
Strategic Environmental Assessment	None
Sustainability (community, economic, environmental)	None
Legal and Governance	Yes
Risk	Yes
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan/Single Outcome Agreement & Corporate Plan

- 1.1 The PCNM will assist the delivery of the Perth and Kinross Community Plan/Single Outcome Agreement in terms of the following priorities:

- (i) Promoting a prosperous, inclusive and sustainable economy
- (ii) Supporting people to lead independent, healthy and active lives
- (iii) Creating a safe and sustainable place for future generations

2. Resource Implications

Financial

- 2.1 The PCNM is estimated to cost £50m to deliver all 8 corridors, which works out at just over £1m per kilometre (45km in total). Cross service working has identified what budgets can be used as match funding, which are not at risk of duplication for match funding other grants.
- 2.2 Perth and Kinross Council currently has a commitment for placemaking and lighting in the capital programme, with £8.9m and £5m, respectively. This followed the approval of the Perth City Plan in 2015. The commitment of core funding has enabled the Council to engage with external funding providers and seek additional resources which will complement the investment in

placemaking and lighting, by delivering the cycle infrastructure identified in the PCNM.

- 2.3 The eligible placemaking and lighting capital projects for match funding, totals £11.08m. On top of this, the Council's capital commitment to active travel elements within the CTRL and A9/85 projects currently sits at £8.593m providing additional funding leverage towards Sustrans from this commitment. The final contribution is from the Tay Cities Deal, which is split between Active Travel Hubs (£1.265m) and Tay Adventure (£13.648m). The total pot is £34.589m, which can be subject to change.
- 2.4 Formal approval of current anticipated Council resources was agreed on the 7 February through a report to the SP&R Committee (Report No refers). Additional external funding may be secured to support investment in landscaping and environmental improvements via the Scottish Governments' Green Infrastructure Fund managed by the Scottish Natural Heritage (SNH). Any adjustments or further revenue and capital requirements will be sought through the capital and revenue budget process as funding support and detailed costs become confirmed through the funding, design and procurement processes.

Workforce

- 2.5 If the Council is successful in making it through to Stage 3, additional staffing will be required to enhance in-house capacity of those who are involved in managing existing projects within the capital programme, in order to deliver the PCNM. This resource could be required to undertake the Technical Design Phase in order to secure the funding for the Construction Phase. Staff for the Technical Design & Construction Phase will form part of the detail outlined in the Stage 2 business case and will form part of a further report to the SP& R Committee.
- 2.6 SUSTRANS have also indicated there will be some dedicated resource to help facilitate design development, consultation and delivery. At this moment, it is anticipated total additional staff resource requirements will be at least 4 FTE to deliver the programme of works, but this may change by the final business case.

Asset Management (land, property, IT)

- 2.7 At this stage, asset management covers two aspects; cycle lanes and active travel infrastructure (bike lockers, charging points etc.). Cycle lanes will be maintained by the Roads Maintenance Partnership, in line with the current maintenance arrangements. It is hoped that a modal shift away from road vehicles over the next ten years will see a reduction in the pressure on the road maintenance programme for the city centre network through reduced road repair costs. Resource implications will be quantified
- 2.8 Maintenance of any metered electric charging points for e-bikes, installed as part of the investment programme, will be maintained by Property. The

Council is currently developing opportunities to use assets for advertisement and corporate sponsorship to generate revenue income to help support ongoing investment and activity in the use of spaces.

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. The Equality Impact Assessment undertaken in relation to this report can be viewed clicking [here](#).

(i) Assessed as **not relevant** for the purposes of EqIA

Strategic Environmental Assessment

- 3.2 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.3 The reason(s) for concluding that the PPS is unlikely to have significant environmental effects is that This is detailed delivery and procedural guidance which conforms with the policies of the higher level plan. There is likely to be limited beneficial effects but these would be limited in scale and attributed to the implementation of LDP2 policies, not the guidance itself.

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. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:
- in the way best calculated to delivery of the Act's emissions reduction targets;
 - in the way best calculated to deliver any statutory adaptation programmes; and
 - in a way that it considers most sustainable.

Legal and Governance

- 3.5 If Perth and Kinross Council is successful with funding applications, it is anticipated there will be associated terms and conditions attached to the funding resource, which will require Heads of Terms between PKC and the funding body i.e. Sustrans. This is standard practice and will outline the

requirements of the council in its approach to marketing and monitoring of the infrastructure during and following completion of the construction phase.

- 3.6 If there are any requirements for amendments to Traffic Road Orders, these will be consulted via the Network Management Team and will be subject to a committee report at a future date.

Risk

- 3.7 Risk management forms part of the corporate governance for capital investment projects. As part of the proposed investment programme outlined in the PCNM, a risk log will be setup and monitored/maintained by the Project Manager. All risks will be mitigated through consultation and design, as the Council proceeds with programme delivery.

4. Consultation

Internal

- 4.1 The following key internal stakeholders have been consulted Air Quality, Flooding & Structures, Network Management, Road Safety, Greenspace, Transport Planning and the Public Transport Unit.

External

- 4.2 The following key external stakeholders have been consulted to date, which include, but are not limited to; Elected Members, Cycling Scotland, Cycling UK, Perth Cycle Club, cycle business owners, local cycling organisations, communities, community councils and Tactran.

5. Communication

- 5.1 A communication plan has been checked and approved by PKC Communication Team. The plan identifies key stakeholders, messages and milestones. A copy can be provided on request.

2. BACKGROUND PAPERS

- 2.1 Background papers used for the development of the PCNM and this report include, but are not limited to:

- Tay Cities Deal
- Perth City Plan
- Local Development Plan
- City of Light Action Plan
- Active Travel Audits (Scone/Bridgend) 2017
- Bridgend Design Charrette (2014)
- Sustrans Design Guide
- Sustrans Community Links & Links Plus guidance 18/19

3. APPENDICES

3.1 Appendix 1 – Perth Cycle Network Masterplan