

PERTH & KINROSS COUNCIL**ENVIRONMENT, ENTERPRISE & INFRASTRUCTURE COMMITTEE****14 June 2017****Cycling, Walking and Safer Streets (CWSS) Projects 2017/18****Report by Director (Environment)**

This report details the Cycling, Walking and Safer Streets (CWSS) projects implemented in 2016/17. It also seeks Committee approval for a list of Cycling, Walking and Safer Streets projects for 2017/18 and for potential schemes in 2018/19.

1. BACKGROUND

- 1.1 In 2016/17, the Scottish Ministers, in exercise of their powers under Section 70 of the Transport (Scotland) Act 2001, offered Perth and Kinross a capital grant of £164,000 for Cycling, Walking and Safer Street (CWSS) projects.
- 1.2 In 2017/18, the Scottish Ministers, in exercise of the same powers, have offered Perth and Kinross Council a capital grant for CWSS projects of up to £205,000. Transport Scotland expect the CWSS grant to be used for the purpose of undertaking a programme of works for local cycling, walking and safer streets projects.
- 1.3 As part of the terms and conditions of the grant, local authorities shall consider a minimum spend of 36% (and preferably above 50%) on works and promotion relating to cycling. This approach was agreed by the COSLA Regeneration and Sustainable Development Executive Group on 5 February 2010.

Cycling, Walking and Safer Streets 2015/16

- 1.4 At its meeting on 1 June 2016 (Report No. 16/244 refers), the Committee approved a list of works to be funded from the Council's Capital Grant of £164,000 for CWSS projects.
- 1.5 Details of the schemes and how the funding was spent are listed in Appendix 1.
- 1.6 Two of the schemes originally proposed for 2016/17 were not implemented. The proposed works in the City Centre of Perth were delayed as additional street audits were planned for Crieff and Blairgowrie. On completion of these, a list of works will be agreed and funding will be allocated for Perth and the two burghs during 2017/18.

- 1.7 One of the schemes, at Lawgrove Place, Inveralmond, Perth was delayed due to proposed flood prevention works for the River Almond in the summer of 2017. This project will be carried out as part of the flood defence works and completed during 2017/18.
- 1.8 In total, £163,000 of works was funded in 2016/17 from CWSS, Sustrans and other grant funding. As approximately 54% of the 2016/17 grant funding was spent on cycling works, the terms and conditions of the grant were met. Match funding of £19,500 from the Smarter Choices, Smarter Places (SCSP) budget was secured in order to deliver the School Exclusion Zone project (Report No. 16/137 refers).

2. PROPOSALS

Cycling, Walking and Safer Streets Proposed Programme 2017/18

- 2.1 In accordance with the terms and conditions of the Grant, the schemes which have been identified for implementation in 2017/18 are listed at Appendix 2. Potential schemes for 2018/19 are outlined in Appendix 3. The associated plans are shown in Appendix 4.
- 2.2 In Appendix 2, schemes 1, 2, 3, 5, 6, 7, 8, 9, 10, 11 and 12 for 2017/18 have been identified through working with the local communities, schools and elected members. The proposals at 4A, 4B and 4C were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross), the respective local elected members and Community Councils.
- 2.3 The proposals at 8, 9, 10, 11 and 12 will be funded from the Rural Footways budget. The combined cost of these projects is £53,000.
- 2.4 An application to Sustrans for match funding for a number of the projects listed in Appendix 2 was submitted in March 2017. Only scheme No.5 (Longforgan - Phase 1) was successful and the other projects listed in Appendix 2 will require full funding from the 2017/18 CWSS grant and the Rural Footways budget. The Longforgan Scheme is subject to a more detailed report for this Committee to consider in relation to redetermining its current use. However, if any projects are constructed below the estimated project cost then consideration will be given to bringing forward projects identified for 2018/19. Delivering the projects listed in Appendix 2 will be fundamental to meeting the target of the Cycle Action Plan for Scotland. A number of these projects will improve and expand the cycling network infrastructure in Perth & Kinross.
- 2.5 It is anticipated that all schemes listed in Appendix 2 will be implemented within the current financial year. Design briefs have been allocated and some works are provisionally programmed for implementation later this financial year.

- 2.6 In line with the terms and conditions of the grant in relation to spend on cycle related projects, for 2017/18 it is proposed to implement a number of cycle projects. This amounts to approximately 84% of the grant funding. The Council will therefore meet the requirements on spend on cycle related projects during 2017/18.

Cycling, Walking and Safer Streets Proposed Programme 2018/19

- 2.7 In Appendix 3, schemes 13 - 23 have been identified through working with the local communities, schools and elected members. All these projects are intended to be carried out in 2018/19 if grant funding is awarded. It would be intended to seek match funding from Sustrans and other appropriate funding partners.

3. CONCLUSIONS AND RECOMMENDATIONS

- 3.1 This report provides an update on the projects implemented from the Scottish Government Grant for Cycling, Walking and Safer Streets in 2016/17. It details the schemes which it is proposed to fund from the Grant in 2017/18 as well as potential schemes for 2018/19, subject to grant funding being awarded.

- 3.2 It is recommended that the Committee:

- (i) Notes the schemes implemented from the Cycling, Walking and Safer Streets Grant Funding in 2016/17 as detailed at Appendix 1.
- (ii) Approves the list of works for Cycling, Walking and Safer Streets projects for the financial year 2017/18 as detailed in Appendix 2.
- (iii) Notes the proposed projects to be progressed in 2018/19 as detailed in Appendix 3, subject to grant funding being awarded.

Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	2 May 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 The Scottish Government has made available an additional Capital Grant of £205,000 to the Council for CWSS projects for 2017/18. The list of works recommended in this report will fully utilise this finance. Applications for grant funding from Sustrans were submitted and a grant of £16,000 was awarded for the Longforgan – Phase 1 project.

- 2.2 Projects 8, 9, 10, 11 and 12 listed in Appendix 2 and estimated to cost £53,000 will be funded from the Rural Footways budget during 2017/18.

Revenue

- 2.3 The Revenue commitments arising from the routine maintenance of traffic calming features, footways, cycle paths and traffic signing (£3,000) will be met from the Roads Maintenance budgets. These costs will require to be prioritised within the existing revenue budgets.

Workforce

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

Asset Management (land, property, IT)

- 2.5 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:

Assessed as **relevant** and no actions are required to be taken to reduce or remove negative impacts.

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 For some projects approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

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:
- Report to Enterprise and Infrastructure Committee 8 June 2011, Cycling, Walking and Safer Streets (CWSS) Projects 2011/12 (11/290)
 - Report to Enterprise and Infrastructure Committee 23 November 2011, Cycling, Walking and Safer Streets Projects 2011/12 Update and Sustrans Community Links Programme 2011/12 (11/580)
 - Report to Enterprise and Infrastructure Committee 5 June 2013, Cycling, Walking and Safer Streets (CWSS) Projects 2013/14 (13/276)
 - Report to Enterprise and Infrastructure Committee 4 June 2014, Cycling,

- Walking and Safer Streets (CWSS) Projects 2014/15 (14/238)
- Report to Enterprise and Infrastructure Committee 3 June 2015, Cycling, Walking and Safer Streets (CWSS) Projects 2015/16 (15/230)
- Report to Enterprise and Infrastructure Committee 1 June 2016, Cycling, Walking and Safer Streets (CWSS) Projects 2016/17 (16/244)

3. APPENDICES

Appendix 1 - Cycling, Walking and Safer Streets Projects 2016/17.

Appendix 2 - Cycling, Walking and Safer Streets (CWSS) Projects 2017/18.

Appendix 3 - Cycling, Walking and Safer Streets (CWSS) Projects 2018/19.

Appendix 4 - Plans 1- 23.