

PERTH & KINROSS COUNCIL

Environment & Infrastructure Committee – 14 March 2022

ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2022/23

Report by Head of Service (Environmental & Consumer Services)
(Report No 22/54)

This report details the Cycling, Walking and Safer Routes (CWSR) projects implemented in 2021/22. It also seeks Committee approval to the proposed list of Cycling, Walking and Safer Routes projects for 2022/23.

1. BACKGROUND

- 1.1 In 2021/22, Perth and Kinross Council received a capital grant of £665,000 for Cycling, Walking and Safer Routes (CWSR) projects. In 2022/23, the Council has been awarded a further capital grant of the same amount (£665,000) for Cycling, Walking and Safer Routes (CWSR) projects, and, as usual, this is to be used for the purpose of undertaking a programme of works for local cycling, walking and safer routes projects.
- 1.2 Included in the terms and conditions of the grant is a provision that 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.
- 1.3 Transport Scotland's long term vision for active travel in Scotland 2030 is to make walking or cycling the most popular choice for shorter everyday journeys, by making it safer, easier and available to everyone. It is intended to achieve many outcomes, including better health, having attractive, safe communities and increased economic activity.

Cycling, Walking and Safer Routes 2021/22

- 1.4 At its meeting on 19 May 2021 (Report No. 21/61 refers), the Environment and Infrastructure Committee approved a list of works to be funded from the 2021/22 Scottish Government grant of £665,000 for CWSR projects. Details of the various schemes approved, and how the funding was spent in 2021/22, are listed in Appendix 1.
- 1.5 In total, £598,000 of actual works was funded in 2021/22 from the CWSR grant with £67,000 contributing to officer time for the works. As approximately 45% of the 2021/22 grant funding was spent on cycling related works, the terms and conditions of the grant were met.
- 1.6 Funding of £31,000 from Tayside and Central Transport Partnership (TACTRAN) was also secured to deliver the Broich Road, Crieff project.

- 1.7 Funding of £33,000 from Tayside and Central Transport Partnership (TACTRAN) was also secured in order to deliver the Fairies Road, Perth project.
- 1.8 The projects delivered during 2021/22 have provided improvements for the most vulnerable road users in our communities. The measures include the provision of dropped kerbs and build outs to assist pedestrians to cross the road safely. Missing footpaths and shared use links have also been provided that will assist and encourage pedestrians and cyclists in local communities to use more active forms of travel. A number of projects have been provided in the vicinity of schools including School Exclusion Zones. These zones will provide a safer environment outside the school and also encourage active travel for children going to and from school.
- 1.9 Walking and cycling benefits the individual with not just physical health benefits, but also provides benefits for mental health, the environment and keeping people's transport costs down. Perth and Kinross Council is committed to making it easier for everyone to incorporate active travel choices into their daily routines.

2. PROPOSALS

Cycling, Walking and Safer Routes - Proposed Programme 2022/23

- 2.1 The schemes which have been identified for implementation in 2022/23 are listed in Appendix 2. The associated plans for the proposed works during 2022/23 are shown in Appendix 3.
- 2.2 The proposals from 2022/23 at Appendix 3 numbered 1 to 5 were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross), and consultation with the respective local elected members and community councils. The projects 6 through to 18 for 2022/23 have been identified through working with the local communities, schools and elected members.
- 2.3 An application to Sustrans for match funding for projects 7, 8, 14 and 15 listed in Appendix 2 will be submitted in May 2022.
- 2.4 An application to Tactran for match funding for projects 13 and 18 listed in Appendix 2 will be submitted in May 2022.
- 2.5 Delivering a number of the projects listed in Appendix 2 will support meeting the targets of the Cycle Action Plan for Scotland. A number of these projects will improve and expand the cycling network infrastructure in Perth & Kinross.

2.6 All schemes listed in Appendix 2 will be implemented within the financial year if match funding applications are successful. If any applications are unsuccessful then, as usual, those projects with successful match funding bids will be prioritised. Design briefs have been allocated and some works are already provisionally programmed. The schemes identified will ensure that approximately 50% of the Grant funding is spent on cycling works in order to meet the requirements on spend on cycle related projects during 2022/23.

3. CONCLUSIONS AND RECOMMENDATIONS

3.1 This report provides an update on the projects implemented through the Scottish Government Grant for Cycling, Walking and Safer Routes in 2021/22. It also details the schemes which it is proposed to fund from the grant in 2022/23.

3.2 It is recommended that the Committee:

- (i) notes the schemes implemented from the Cycling, Walking and Safer Routes Grant Funding in 2021/22 as detailed at Appendix 1.
- (ii) approves the list of works for Cycling, Walking and Safer Routes projects for the financial year 2022/23 as detailed in Appendix 2.

Author

Name	Designation	Contact Details
Brian Cargill	Traffic and Network Service Manager	01738 475000 ComCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Mark Butterworth	Head of Environmental & Consumer Services	18 February 2022

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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 primarily contribute to objectives iv) and v) above.

Corporate Plan

1.3 The Council's Corporate Plan 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 primarily contribute to objectives iv) and v). set out at 1.2 above.

2. Resource Implications

Financial

Capital

- 2.1 The Scottish Government has made available a grant of £665,000 to the Council for CWSR projects for 2022/23. (Estimated grant allocation based on previous 2021/22 grant allocation. The list of works recommended in this report will fully utilise this grant. Applications for grant funding from Sustrans are to be submitted in May 2022 for projects 7, 8, 14 and 15, in Appendix 2 with a total estimated value of £135,000. Applications for grant funding from Tactran are to be submitted in May 2022 for projects 6 and 18, in Appendix 2 with a total estimated value of £135,000.

Revenue

- 2.2 It is estimated that the Revenue budget 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

- 2.3 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 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 the following positive outcomes are expected following implementation:

- 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.
- 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.
- The measures will also encourage children to walk or cycle to school, thus bringing health benefits.
- 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 Relevant Traffic Regulation Orders 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 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 (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. 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; (list papers concerned)

- 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)
- Report to Enterprise and Infrastructure Committee 14 June 2017, Cycling, Walking and Safer Streets (CWSS) Projects 2017/18 (17/209)
- Report to Enterprise and Infrastructure Committee 23 May 2018, Cycling, Walking and Safer Streets (CWSS) Projects 2018/19 (18/175)
- Report to Enterprise and Infrastructure Committee 15 May 2019, Cycling, Walking and Safer Streets (CWSS) Projects 2019/20 (19/135)
- Report to Environment and Infrastructure Committee 19 May 2021, Cycling, Walking and Safer Routes (CWSR) Projects 2021/22 (21/61)

3. APPENDICES

- 3.1 Appendix 1 - Cycling, Walking and Safer Streets (CWSR) Projects 2021/22.
3.2 Appendix 2 - Cycling, Walking and Safer Streets (CWSR) Projects 2022/23.
3.3 Appendix 3 - Plans 1- 17