

# **PERTH & KINROSS COUNCIL**

## **Environment Infrastructure & Economic Development Committee**

**29 March 2023**

### **ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2023/24**

**Report by Head of Service (Environmental & Consumer Services)**  
(Report No. 23/103)

#### **1. PURPOSE**

- 1.1 This report details the Cycling, Walking and Safer Routes (CWSR) projects implemented in 2022/23. It also seeks Committee approval of the proposed list of Cycling, Walking and Safer Routes projects for 2023/24.

#### **2. RECOMMENDATIONS**

- 2.1 It is recommended that the Committee:
- notes the schemes implemented from the Cycling, Walking and Safer Routes Grant Funding in 2022/23 as detailed at Appendix 1.
  - approves the list of works for Cycling, Walking and Safer Routes projects for the financial year 2023/24 as detailed in Appendix 2.

#### **3. STRUCTURE OF REPORT**

- 3.1 This report is structured over the following sections:
- Section 4: Background
  - Section 5: Conclusion
  - Appendices

#### **4. BACKGROUND**

- 4.1 In 2022/23, Perth and Kinross Council received a capital grant of £973,000 for Cycling, Walking and Safer Routes (CWSR) projects. In 2023/24, the Council has been awarded a further capital grant of £672,000 for Cycling, Walking and Safer Routes (CWSR) projects. As usual, this is to be used for the purpose of undertaking a programme of works for local cycling, walking and safer routes projects.
- 4.2 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.

- 4.3 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 2022/23**

- 4.4 At its meeting on 14 March 2022 (Report No. 22/54 refers), the then Environment and Infrastructure Committee approved a list of works to be funded from the anticipated 2022/23 Scottish Government grant of £665,000 for CWSR projects. However, the actual grant received was significantly higher (£973,000). Details of the various schemes approved, and how the funding was spent in 2022/23, are listed in Appendix 1.
- 4.5 In total, £1,012,000 of actual works was funded in 2022/23 from the CWSR grant and other external funding grants. Through the CWSR grant £81,000 was claimed for officer time in Engineering Admin. In addition, the Scottish Government awarded Perth and Kinross Council a direct resource grant of £66,000. In total, £147,000 was claimed to cover officer time for the CWSR programme.
- 4.6 As approximately 52% of the 2022/23 grant funding was spent on cycling related works, the terms and conditions of the grant were met.
- 4.7 Funding of £65,000 from Tayside and Central Transport Partnership (TACTRAN) was secured in order to deliver the Pittenzie Road, Crieff project. A further £55,000 from Tayside and Central Transport Partnership (TACTRAN) was secured in order to deliver the Primrose Crescent, Perth project (£30,000) and the Station Road, Errol project (£25,000).
- 4.8 The projects delivered during 2022/23 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 improvements to infrastructure that will encourage active travel for children going to and from school. In addition, improvements were also made to encourage the use of public transport.
- 4.9 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.

## **Cycling, Walking and Safer Routes - Proposed Programme 2023/24**

- 4.10 The schemes which have been identified for implementation in 2023/24 are listed in Appendix 2. The associated plans for the proposed works during 2023/24 are shown in Appendix 3.
- 4.11 The proposals for 2023/24 listed in Appendix 2 numbered 1 to 7 were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross), along with consultation with the respective local elected members and community councils. The projects 7 through to 15 for 2023/24 listed in Appendix 2 have been identified through working with the local communities, schools and elected members.
- 4.12 An application to Sustrans for match funding for projects 8 and 11 listed in Appendix 2 will be submitted in May 2023.
- 4.13 An application to Tactran for match funding for project 12 and 14 listed in Appendix 2 will be submitted in May 2023.
- 4.14 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.
- 4.15 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 55% of the Grant funding is spent on cycling works in order to meet the requirements on spend on cycle related projects during 2023/24.

## **5. CONCLUSIONS**

- 5.1 This report provides an update on the projects implemented through the Scottish Government Grant for Cycling, Walking and Safer Routes in 2022/23. It also details the schemes which it is proposed to fund from the grant in 2023/24.

### **Author**

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### **Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
<b>Barbara Renton</b>	<b>Executive Director (Communities)</b>	<b>17 March 2023</b>

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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) *Reducing Poverty*
- (ii) *Physical and Mental Wellbeing*
- (iii) *Digital Participation*
- (iv) *Learning and Development*
- (v) *Employability*

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.

- (i) *Children and young people grow up safe, respected, well-educated, and confident in their ability to realise their full potential;*
- (ii) *People and businesses are increasingly able to prosper in a local economy which support low carbon ambitions and offers opportunities for all;*
- (iii) *People can achieve their best physical and mental health and have access to quality care and support when they need it;*
- (iv) *Communities are resilient and physically, digital and socially connected;*
- (v) *Perth and Kinross is a safe and vibrant place, mitigating the impact of climate and environmental change for this and future generations.*

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 The Scottish Government has made available a grant of £672,000 to the Council for CWSR projects for 2023/24. 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 2023 for projects 8 and 11 in Appendix 2, with a total estimated value of £100,000. Applications for grant funding from Tactran are to be submitted in May 2023 for projects 12 and 14, in Appendix 2, with a total estimated value of £150,000.

#### 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)
- Report to Environment and Infrastructure Committee 14 March 2022, Cycling, Walking and Safer Routes (CWSR) Projects 2022/23 (22/54)

### **3. APPENDICES**

- 3.1 Appendix 1 - Cycling, Walking and Safer Streets (CWSR) Projects 2022/23.
- 3.2 Appendix 2 - Cycling, Walking and Safer Streets (CWSR) Projects 2023/24.
- 3.3 Appendix 3 - Plans 1- 14