

**Perth & Kinross Council**  
**Economy & Infrastructure Committee**

**29 May 2024**

**ACTIVE TRAVEL STRATEGY -  
CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2024/25**

**Report by Strategic Lead - Environment & Infrastructure**  
(Report No. 24/162)

**1. PURPOSE**

- 1.1 This report details the Cycling, Walking and Safer Routes (CWSR) projects implemented in 2023/24. It also seeks Committee approval of the proposed list of active travel projects for 2024/25.

**2. RECOMMENDATIONS**

- 2.1 It is recommended that the Committee:

- Notes the schemes implemented from the Cycling, Walking and Safer Routes Grant Funding in 2023/24 as detailed at Appendix 1.
- Approves the list of works for active travel projects for the financial year 2024/25 as detailed in Appendix 2.

**3. STRUCTURE OF REPORT**

- 3.1 This report is structured over the following sections:

- Section 4: Background
- Section 5: Proposals
- Section 6: Conclusion
- Appendices

**4. BACKGROUND**

- 4.1 In 2023/24, Perth and Kinross Council received a capital grant of £982,000 for Cycling, Walking and Safer Routes (CWSR) projects. CWSR has for many years been the grant source to deliver active travel projects. However, Transport Scotland has altered the funding arrangements, and for 2024/25 and for future years the Council will be awarded a block capital grant for active travel projects. This grant must be used for the purpose of undertaking a programme of works for local cycling, walking and safer routes projects.
- 4.2 Transport Scotland are still to confirm the full Tier 1 grant funding award for 2024/25, £664,000 of block grant funding for Active Travel was confirmed through the budget process on 28 February 2024. However, Transport Scotland have indicated that this is not the full amount, and we should expect a similar level to 2023/24.

- 4.3 Appendix 2 shows the proposed projects for 2024/25 based on a similar level of funding to 2023/24. However, if TS confirm that the budget differs to what we are expecting then a briefing note will be provided to Elected Members detailing the revised programme of projects for 2024/25.
- 4.4 Included in the terms and conditions of the grant for 2023/24 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.
- 4.5 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.
- 4.6 At its meeting on 29 March 2023 (Report No. 23/103 refers), the Environment Infrastructure & Economic Development Committee approved a list of works to be funded from the anticipated 2023/24 Scottish Government grant of £667,000 for CWSR projects. However, the actual grant received was significantly higher (£982,000). In addition, £100,000 was carried over from the previous years CWSR grant. Details of the various schemes approved, and how the funding was spent in 2023/24, are listed in Appendix 1.
- 4.7 In total, £1,132,000 of actual works was funded in 2023/24 from the CWSR grant and other external funding grants. In addition, £147,000 was claimed for officer time for the works. As approximately 75% of the 2023/24 grant funding was spent on cycling related works, the terms and conditions of the grant were met.
- 4.8 Funding of £167,000 from Tayside and Central Transport Partnership (TACTRAN) was also secured in order to deliver a section of shared use path along the A94 between Woodside and Coupar Angus.
- 4.9 The projects delivered during 2023/24 have provided improvements for the most vulnerable road users in our communities. The measures included the provision of dropped kerbs and build outs to assist pedestrians to cross the road safely. Missing footpaths and shared use links were also provided to assist and encourage pedestrians and cyclists in local communities to use more active forms of travel. Several projects were delivered in the vicinity of schools to provide improvements to infrastructure that will encourage active travel for children going to and from school.
- 4.10 Walking and cycling provides the individual with not just physical health benefits but also provide benefits for mental health, the environment and reducing transport costs. Perth and Kinross Council is committed to making it easier for everyone to incorporate active travel choices into their daily routines.

## 5. PROPOSALS

### Active Travel - Proposed Programme 2024/25

- 5.1 The schemes which have been identified for implementation in 2024/25 are listed in Appendix 2. The associated plans for the proposed works during 2024/25 are shown in Appendix 3.
- 5.2 The proposals from 2024/25 in Appendix 3 numbered 1 to 6 were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross) and in consultation with the respective local elected members and community councils. The projects 7 through to 14 for 2024/25 have been identified through working with the local communities, schools and elected members.
- 5.3 Tactran have advised that they have not received funding for infrastructure projects so are unable to support such applications this year.
- 5.4 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.
- 5.5 Design briefs have been allocated and some works are already provisionally programmed.

## 6. CONCLUSION

- 6.1 This report provides an update on the projects implemented through the Scottish Government Grant for Cycling, Walking and Safer Routes in 2023/24. It also details the schemes which are proposed to be delivered from the Active Travel grant in 2024/25.

### Author

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### Approved

Name	Designation	Date
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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes/No</b>
Community Plan / Single Outcome Agreement	<b>Yes</b>
Corporate Plan	<b>Yes</b>
<b>Resource Implications</b>	
Financial	<b>Yes</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>Yes</b>
Strategic Environmental Assessment	<b>Yes</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>Yes</b>
Risk	<b>None</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>Yes</b>

### 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 £664,000 to the Council for CWSR projects for 2024/25. The list of works recommended in this report will fully utilise this grant.

### 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 Strategic Lead – Legal and Governance, Strategic Lead – Finance and Business Support 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)
- Report to Environment Infrastructure & Economic Development Committee 29 March 2023, Cycling Walking and Safer Routes (CWSR) Projects 2023/24 (23/103)

## **3. APPENDICES**

- 3.1 Appendix 1 - Cycling, Walking and Safer Streets (CWSR) Projects 2023/24.  
3.2 Appendix 2 – Active Travel Projects 2024/25.  
3.3 Appendix 3 - Plans 1- 14