

PERTH & KINROSS COUNCIL
ENTERPRISE & INFRASTRUCTURE COMMITTEE

1 June 2016

Cycling, Walking and Safer Streets (CWSS) Projects 2016/17

Report by Director (Environment)

This report details the Cycling, Walking and Safer Streets (CWSS) projects implemented in 2015/16 (approved by Committee on 3 June 2015). It also seeks Committee approval for a list of Cycling, Walking and Safer Streets projects for 2016/17 and for potential schemes in 2017/18.

1. BACKGROUND

- 1.1 In 2015/16, 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 £223,000 for Cycling, Walking and Safer Street projects.
- 1.2 In 2016/17, the Scottish Ministers, in exercise of the same powers, have offered Perth and Kinross Council a capital grant for CWSS projects of up to £164,000. 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 Included in the terms and conditions of the Grant is 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.

Cycling, Walking and Safer Streets 2015/16

- 1.4 At its meeting on 3 June 2015 (Report No. 15/230 refers), the Committee approved a list of works to be funded from the Council's Capital Grant of £223,000 for CWSS projects. Some of the funding was also matched by Sustrans as part of their Community Links Programme (£172,000). In addition Tactran part funded a scheme at Janet Forbes Avenue, Longforan (£14,500).
- 1.5 Additional funding was received from Education & Children's Services and Sustrans for a footway link through the Errol Primary School Campus as part of the Errol Primary School upgrade and extension. Details of the schemes and how the funding was spent are listed in Appendix 1.
- 1.6 Two of the schemes originally proposed for 2015/16 were not implemented. The footway link at Candlehouse Lane in Coupar Angus did not proceed due to the possibility of obtaining planning gain through a Planning Application that is currently being discussed with the developer.

- 1.7 One of the schemes, at Main Street in Bridge of Earn was delayed due to drainage issues and only started in March 2016. This project was completed in May 2016.
- 1.8 Ardblair Trail Phase 6 was delayed due to land ownership issues. As a result, the Sustrans contribution for Phases 6 and 8 was all directed towards the completion of Phase 8 within the 2015/16 financial year. The match funding from Perth & Kinross Council for the two projects will now be directed towards Phase 6 during 2016/17.
- 1.9 In total, £409,500 of works was funded in 2015/16 from CWSS, Sustrans and other grant funding. As approximately 90% of the 2015/16 grant funding was spent on cycling works, the terms and conditions of the grant were met.

PROPOSALS

Cycling, Walking and Safer Streets Proposed Programme 2016/17

- 2.1 In accordance with the terms and conditions of the Grant, the schemes which have been identified for implementation in 2016/17 are listed at Appendix 2. Potential schemes for 2017/18 are outlined in Appendix 3. The associated plans are shown in Appendix 4.
- 2.2 In Appendix 2, schemes 1, 2, 3, 4, 5, 6 and 7 for 2016/17 have been identified through working with the local communities, schools and elected members. The proposals at 8, 9 and 10 were identified as improvements and extensions to existing cycle routes and cycle links.
- 2.3 An application to Sustrans and Tactran for match funding has not yet submitted this year. However, now that schemes have been identified and costs estimated, a submission could be submitted during the financial year should Sustrans or Tactran invite further applications, which has occurred in previous years. This will be fundamental to meeting the target of the Cycle Action Plan for Scotland, as it provides funding for the creation of cycling network infrastructure.
- 2.4 All schemes will be implemented within the current financial year with design briefs currently allocated and some works provisionally programmed.

Cycling, Walking and Safer Streets Proposed Programme 2017/18

- 2.5 In Appendix 3, schemes 1, 2, 3, 4 and 5 have been identified through working with the local communities, schools and elected members. The proposals at 6 and 7 were identified as improvements and extensions to existing cycle routes, cycle links and pedestrian links. These projects are intended to be carried out in 2017/18.

2.6 In line with the terms and conditions of the Grant in relation to spend on cycle related projects, for 2016/17 it is proposed to implement a number of cycle projects. This amounts to approximately 55% of the Grant funding. The Council will therefore meet the requirements on spend on cycle related projects.

3. CONCLUSIONS AND RECOMMENDATIONS

3.1 This report provides an update on the projects implemented from the Scottish Government ring-fenced Grant for Cycling, Walking and Safer Streets in 2015/16. It details the schemes which it is proposed to fund from the Grant in 2016/17 as well as potential schemes for 2017/18.

3.2 This report also details schemes where applications for match funding from the Sustrans Community Links Programme 2016/17 will be made when Sustrans are receiving applications.

3.3 It is recommended that the Committee:

- (i) Notes the schemes implemented from the Cycling, Walking and Safer Streets Grant Funding in 2015/16 as detailed at Appendix 1.
- (ii) Approves the list of works for Cycling, Walking and Safer Streets projects for the financial year 2016/17 as detailed in Appendix 2.
- (iii) Notes the proposed projects to be progressed in 2016/17 and carried out in 2017/18.

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Approved

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Barbara Renton	Director (Environment)	27 April 2016

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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 £164,000 to the Council for CWSS projects for 2016/17. The list of works recommended in this report will fully utilise this finance. Additional grant funding from Sustrans may be available later in the financial year and if so it would be intended to submit a bid for funding at that point.

Revenue

- 2.2 It is estimated that 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

- 2.3 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:
- i) Assessed as **relevant** and no actions are required to be taken to reduce or remove negative impacts:
 - ii) 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 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; (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)

3. APPENDICES

Appendix 1 - Cycling, Walking and Safer Streets Projects 2015/16.

Appendix 2 - Cycling, Walking and Safer Streets (CWSS) Projects 2016/17.

Appendix 3 - Cycling, Walking and Safer Streets (CWSS) Projects 2017/18.

Appendix 4 - Plans 1-19.

