

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee

9 November 2016

Provision of Green Routes in Perth and Kinross

Report by Director (Environment)

This report seeks approval to extend the programme of “Green Routes” on routes in the Cleish and Muthill areas; and to reduce the existing 60mph speed limit on these routes to 30mph and 40mph speed limits respectively.

1. BACKGROUND**Green Routes**

- 1.1 The objective of the provision of “Green Routes” is to improve the infrastructure for cyclists, walkers and equestrians within their area. A report to the Enterprise & Infrastructure Committee in January 2013 (Report 13/43 refers) gave approval for the provision of a pilot project in and around the Balado/Crook of Devon, Loch Earn and Kingoodie areas. This pilot project was successful and a report to the Enterprise & Infrastructure Committee in September 2014 (Report 14/373 refers) gave approval for the provision of further Green Routes in the Carse and Coupar Angus areas.
- 1.2 A list of the sites where Green Routes have been established in the Perth and Kinross area is shown in Appendix 4.
- 1.3 It is important to ensure that the routes chosen to have reduced speed limits are self-enforcing. The routes must be narrow lanes, and, on average, no more than 4m wide. It is considered very unlikely that the provision of a reduced speed limit on a route that is wider than 4m will have the desired effect. In addition, it will not reduce vehicle speeds to a satisfactory level to allow the route to be promoted and used by cyclists, walkers and equestrian riders.
- 1.4 The National Cycle Network Route 1 (NCN1) runs through Kinross and passes Cleish on its way to Dunfermline. There are also a number of Green Routes in the Kinross, Balado, Crook Of Devon, Powmill, Rumbling Bridge area.
- 1.5 Muthill Village Trust are in the process of creating a cycle link from the village to Crieff. The group have constructed a section of off road shared use paths and are now in the process of investigating the provision of a link across the River Earn. This will complete the link at the Crieff end of the project.

- 1.6 It was agreed to carry out local consultations to gauge opinion. The results of the consultation for each area is shown below:

CLEISH

Name on file	Comment or Objection	Response
	3 Letters of support	
	Supports the introduction of the 40mph limits. Suggests the existing 20mph limit should be extended approximately 200m to the east, as far as the village boundary sign.	Limits agreed with local community.
	Supports but difficult to reach 40mph so why introduce a speed limit.	Lower speed limit allows enforcement by Police Scotland at that level.

MUTHILL

Name on file	Comment or Objection	Response
	1 letter of support	
	Supports the proposal to make this a walker/biker friendly road is acceptable but responder has doubts how this can be enforced.	Police Scotland carry out the enforcement of speed limits.
	Supports the introduction of the 40mph limits. Suggests the existing 30mph limit should be extended from the village boundary to the start point of the cycle path.	The road has been assessed and it has been considered that the proposed introduction of 30mph and 40mph speed limits is most appropriate.

2. PROPOSALS

- 2.1. Discussions with local communities and cycling groups indicate that the Green Routes have proved very popular with road users. As earlier projects have proved to be successful, it is now proposed to continue the provision of similar measures in other areas of Perth and Kinross.
- 2.2 It is proposed to introduce new Green Routes at Muthill and extend an existing Green Route at Cleish. These routes have been identified and are shown in the Appendix 1, 2 and 3.

- 2.3 The proposed routes have been assessed and vehicle speeds recorded. Each of the routes is currently subject to the national speed limit although the traffic survey data reveals that average speeds are well below this. It is therefore proposed that the routes will be subject to 30/40mph speed limits and the changes to the relevant Traffic Regulation Orders progressed.
- 2.4 There is an existing Green Route on the U212 from Balado to just north of its junction with the B9097. Extending this Green Route along the remainder of the U212 and the C493 through the hamlet of Cleish will provide a route where it will connect the existing Green Route network in this area with the National Cycle Route 1. This is shown in Appendix 1.
- 2.5 On the U11/U13 at Muthill, the route was identified during discussions with the Muthill Village Trust as being an important link between the village and the new off road shared use path between Muthill and Crieff. The provision of Green Routes in this area will allow cyclists and walkers to negotiate the road network with the benefit of a reduced speed limit and signage warning drivers of the likelihood of pedestrians and cyclists in the road ahead. The routes are shown in Appendix 2 and 3.

3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee has previously agreed to make a number of roads into Green Routes to improve the infrastructure for cyclists, walkers and equestrians. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.2 It is recommended that the Committee approves:
- (i) that the proposed routes in Appendices 1 to 3 are taken forward as an addition to the Green Routes projects, to be implemented in financial year 2016/17.
 - (ii) the start of the legal process to promote the relevant TROs to vary the speed limits as detailed in Appendices 1 to 3. The changes to the relevant TROs to amend the speed limits will be progressed in 2016/17, with the new speed limits in place by the end of March 2017.

Author

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	23 September 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	None
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 and encourage healthy sustainable travel.

2. Resource Implications

Capital

- 2.1 There are no Capital resource implications arising directly from the recommendations in this Report.

Revenue

- 2.2 It is estimated that £10,000 will be required for the promotion of the TROs and the provision of the necessary signing for the routes in Appendices 1, 2 and 3. Smarter Choices Smarter Places has agreed to provide a grant of up to £10,000 from within its 2016/17 Regional Transport revenue programme. in 2016/17.
- 2.3 Future on-going maintenance costs estimated at £500 per annum will be prioritised within the Roads Maintenance Budget from 2017/18.

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 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.

3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

- (i) Assessed as **not relevant** for the purposes of EqIA.

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). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

3.4 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.

3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging sustainable modes of travel.

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 & Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.

4.2 Police Scotland, local elected members and Community Councils for the areas, Stirling Council, Sustrans, the Cycle Touring Club and By Cycle have been consulted and support the proposals.

5. Communication

5.1 The formal notice for the TRO will be published in the newspaper.

2. BACKGROUND PAPERS

2.1 None.

3. APPENDICES

3.1 Appendix 1, 2 and 3 – proposals for new green routes

3.2 Appendix 4 – Green routes – list of routes

