

# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

22 January 2020

### PROPOSED ADDITIONAL GREEN ROUTES (WARDS 7, 8 & 9)

Report by Head of Environment and Consumer Services (Report No. 20/12)

This report discusses the success of previously introduced Green Routes in promoting agreed roads for use by more sustainable transport modes. It also recommends that additional routes be promoted as “Green Routes” (Wards 7, 8 & 9)

#### 1. BACKGROUND

- 1.1 The objective of the provision of “Green Routes” is to promote healthier, more active, and more sustainable forms of transport, and to improve conditions for cyclists, walkers and equestrians within the area. The former Enterprise & Infrastructure Committee gave approval for the provision of a pilot project in and around the Balado/Crook of Devon, Loch Earn and Kingoodie areas in January 2013 ([Report No. 13/43](#) refers). This pilot project was successful and further routes have been approved at subsequent Committee meetings for further implementation.
- 1.2 A list of the sites where Green Routes have been established in the Perth and Kinross area is shown in Appendix 1.

#### 2. PROPOSALS

- 2.1 Discussions with local communities and cycling groups indicate that the Green Routes have proved very popular with road users. As a result, it is now proposed to continue the provision of similar measures in other areas of Perth and Kinross.
- 2.2 It is proposed to expand the Green Routes by including part of the existing road networks between Milnathort, Path of Condie, Dunning, Forteviot, Ardargie and Glenfarg as well as east of Glenfarg. These routes have been identified and are shown in Appendix 2. This proposal would add approximately 57km or 36miles to the Green Routes network between the Path of Condie and Glenfarg sections.
- 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 30mph or 40mph speed limits and the changes to the relevant Traffic Regulation Orders will be progressed.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee has previously agreed to increase the number of Green Routes to improve conditions for cyclists, walkers and equestrians. If objections are raised to the proposals contained within this report, these will be reported back to Committee, with appropriate recommendations. Subject to approval, the changes to the relevant Traffic Regulation Orders to amend the speed limits will be progressed in 2020/21.
- 3.2 It is recommended that the Committee approves:
- i) that the proposed routes listed at in Appendix 2 are taken forward as an addition to the current Green Routes, to be implemented in financial year 2020/21.
  - ii) the start of the legal process to promote the relevant Traffic Regulation Orders to vary the speed limits as required.

#### Author

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#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Housing & Environment)	13 January 2020

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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 contribute to all of the above objectives.

#### 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 contribute to the objectives as outlined in paragraph 1.1 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2 There will be costs for advertising the necessary Order in the press and providing the road markings. The indicative cost of advertising an Order is £600 and will be met from the Traffic & Road Network Revenue Account in 2020/21.
- 2.3 There will also be costs for the signage required. This has been estimated at £25,000. Funding has been made available through Smarter Choices, Smarter Places and TACTRAN.

### 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:

### 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 road safety.

## 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 Head of Legal and Governance, the Head of Housing and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and Community Councils have also been consulted and support the proposal.

## **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to generate a 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;
- Enterprise & Infrastructure Committee September 2014 (Report 14/373 refers)
  - Enterprise & Infrastructure Committee November 2015 (Report 15/527 refers)
  - Enterprise & Infrastructure Committee November 2016 (Report 16/496 refers)

- Environment, Enterprise & Infrastructure Committee June 2017 (Report 17/210 refers)
- Enterprise & Infrastructure Committee September 2018 (Report 18/279 refers)
- Enterprise & Infrastructure Committee August 2019 (Report 19/220 refers)

### **3. APPENDICES**

3.1 Appendix 1 – Green Routes – list of routes.

3.2 Appendix 2 – proposal for new Green Routes.