

PERTH AND KINROSS COUNCIL

Environment & Infrastructure Committee

23 May 2018

Active Travel Strategy

New Rural Footways Assessment Criteria

Report by Executive Director (Housing and Environment) (Report No. 18/177)

This report details the assessment criteria for the list of requested rural footways and recommends the new footway schemes to be progressed in 2018/19.

1. BACKGROUND

- 1.1 In 2010, a revised prioritised list for new footway works was submitted to the Enterprise & Infrastructure Committee. In the following years, a small number of footways were constructed as shown in Appendix 1. Limited financial resources in subsequent years prevented the project being progressed.
- 1.2 New development of houses and schools, combined with changes in population and travel patterns, has resulted in many additional footway requests from local communities across the Council area.
- 1.3 The primary objectives of these additional footway links include:
 - improvements to infrastructure and transport links
 - assisting with the improvement to the health and wellbeing of our communities by encouraging walking and discouraging car use
 - reducing the risk of road traffic collisions involving vulnerable road users
 - providing local communities with safe access to key services and facilities
 - enabling our communities to enjoy both natural and built environments
- 1.4 The expansion of the rural footway network will help support the Active Travel Strategy, by bringing about opportunities for rural residents and visitors to change their travel habits (Report No.18/90 refers). The installation of new rural footways or shared use paths for walking and/or cycling will encourage the required behavioural change towards more active travel.
- 1.5 There have been 109 requests that have been submitted to the Traffic & Network team for sections of the existing network. These include where there are missing links, or where better connections could be provided, to help maximise the number of people who are travelling actively. The criteria is designed to prioritise these requests.

2. PROPOSALS

- 2.1 Due to the increasing number of requested footways, it has been necessary to revise the assessment criteria in order to prioritise these projects.

Collision and Casualty Data

- 2.2 All reported road traffic collisions across the frontage of each footway site, or within 100m on adjoining roads, during the previous five calendar years have been recorded. Each collision is adjusted by severity which is based on the highest category of casualty – 1 point for slight, 2 points for serious and 3 points for fatal.

Casualty Data

- 2.3 A further assessment factor is included for vulnerable road users – 1 point for cyclists, 2 points for pedestrians and 3 points for child casualties (in recognition that children are a specific national casualty reduction target). However, it is recognised that the number of pedestrian casualties at most sites is low due to the absence of a continuous footway between the start and end points of the planned journey. Perceived risk is not included in the assessment criteria as it is not quantifiable.

Connectivity

- 2.4 Many of the footway requests are at locations where there is no connection between the various properties along the frontage of a road. This mainly affects smaller communities, often on the periphery of rural settlements where there is lower housing density. Each footway request is adjusted for housing connectivity – 1 point if the footway provides a connecting link to the housing and 2 points if the footway provides a footway across the frontage of the housing.
- 2.5 The number of properties and the age of the housing stock, which had previously been considerations, are no longer considered relevant to the assessment.

School Travel Plan

- 2.6 All schools in Perth and Kinross are encouraged to produce a School Travel Plan. These plans record the various modes of transport to and from school, and help to identify any limitations in the built environment, particularly for vulnerable road users. Each footway request is adjusted for connection to a school – 1 point if the footway provides a connecting link on a walked route to school or school transport point and 2 points if the footway provides a direct link to a school or campus.

Community Facilities

- 2.7 Providing safe access to community facilities, such as leisure centres, recreational parks and shops, helps to promote the health and well-being of local communities. Each footway request is adjusted for connection to a community facility – 1 point if the footway provides a connecting link to a community facility and 2 points if the footway provides a direct link to the community facility.

Shared-use Facility

- 2.8 Where land and budget permit, some schemes can be considered as potential cycle paths. Existing footways can be widened and re-determined, or new paths constructed and signed, for shared-use. Submissions for match-funding can be submitted to external bodies that promote sustainable transport and discourage reliance of vehicular transport. An adjustment is made for each footway that could be upgraded for shared-use – 1 point if the footway links in to an existing cycle path network.

Length of Footway

- 2.9 The length of the footway to be constructed has a direct bearing on the cost of the scheme. With limited financial resources, cost must be a consideration. Nonetheless, if need has been established, it should not be a critical assessment criteria.

Alternative Footway

- 2.10 It is recognised that at some sites, there may be an easier and safer alternative route, such as a footway on the opposite side of the road or along an adjoining street. In this event, the footway would incur a deduction of 1 point.

Land Availability

- 2.11 Land availability should not be an assessment criteria if need for the footway is identified. However, priority will be given to those sites where the footway can be accommodated within the exiting road boundary and the scheme can be delivered within the timeframe. The footway schemes where land is currently available and there are no anticipated site complications will be marked in green on the assessment table. Sites where land is available but which require additional construction work, such as retaining features or alterations to services, will be shown in amber.
- 2.12 Footway schemes which require additional land outside the road boundary will be highlighted in red. It will be necessary to negotiate land transfer before any of these footways can be constructed. An estimated construction cost cannot be entered against these schemes until the amount of land required to complete the footways is calculated.

Assessment Table

- 2.13 Benefit Cost Ratio (BCR) will be used as an indicator to rank the overall value for money of the proposed projects, by dividing the total benefits by the estimated costs. Example of footways based on the assessment criteria are shown below. Ranking will not be allocated to those sites that require land.

Footway Location	Ward	Assessment Criteria								Length (m)	Cost (£k)	BCR	Ranking	Status
		Collision Data (2013-17)	Vulnerable Road Users	Connectivity	School Travel Plan	Community Facility	Sustainable Transport Link	Alternative Route	Benefits Total					
Site A	A	1	2	1	1	2	1	0	8	100	25	32	1	
Site B	B	1	0	2	1	1	1	0	6	50	7.5	8	2	

3. CONCLUSIONS AND RECOMMENDATIONS

- 3.1 Expansion of the rural footway network would improve the infrastructure and transport links; improve the health and wellbeing of our rural communities by providing more walking opportunities and links to the Active Travel Strategy for Perth and Kinross.
- 3.2 It is recommended that the Committee:
- approves the revised assessment criteria for requests for rural footway
 - notes the completed footway schemes in Appendix 1
 - requests the Executive Director (Housing and Environment) to bring back a further report in due course on the implementation of the assessment criteria.

Author

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Approved

Name	Designation	Date
Barbara Renton	Executive Director (Housing & Environment)	10 April 2018

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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 There are no Capital implications arising from this report.

Revenue

- 2.2 £300k to construct the footways has been approved within the Traffic & Network budget in 2018/19. £75K to construct the footways has been approved within the Roads Maintenance budget in 2018/19. It is estimated that the revenue commitments arising from the routine maintenance of the new footways, following completion of this phase of the rural footways programme, will be met from the Roads Maintenance budget. 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 All works are contained within the road boundary and are recognized as permitted development. No approvals or statutory consultations are required.

2. BACKGROUND PAPERS

- 2.1 There are no background papers relating to the above Report

3. APPENDICES

Appendix 1 – List of rural footways within road boundary