

PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee

21 August 2019

PROPOSED ADDITIONAL GREEN ROUTES BLACKFORD (WARD 7)

Report by Depute Director (Housing & Environment) (Report No. 19/220)

This report highlights the success of previously-introduced Green Routes in promoting these roads for safe use by more sustainable but vulnerable transport modes. It also recommends that an additional route (Blackford) be promoted as part of the “Green Routes” (Ward 7).

1. BACKGROUND

Green Routes

- 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 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 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 show 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 near Blackford. These routes have been identified and are shown in Appendix 2.
- 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 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. The changes to the relevant Traffic Regulation Orders to amend the speed limits will be progressed in 2019/20.
- 3.2 It is recommended that the Committee approves:
- i) that the proposed routes in Appendix 2 are taken forward as an addition to the Green Routes projects, to be implemented in financial year 2019/20.
 - ii) the start of the legal process to promote the relevant Traffic Regulation Orders to vary the speed limits as detailed in Appendix 2.

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Approved

Name	Designation	Date
Keith McNamara	Depute Director (Housing & Environment)	15 July 2019

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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, although primarily to objectives iv and v.

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

Financial

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. It is proposed that an Order be promoted to cover the listed location. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2019/20.
- 2.3 There will also be costs for the necessary signage. This has been estimated at £6,000 and will be met from the Traffic Regulation Orders Works in 2019/20.

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 lower traffic speeds.

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 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 proposals.

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. Should objections be 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 January 2013 (Report 13/43 refers), 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).
- Environment & Infrastructure Committee September 2018 (Report 18/279 refers)

3. APPENDICES

3.1 Appendix 1 – Green Routes – list of routes.

3.2 Appendix 2 – proposal for new Green Route.