

Item: 9

Development and Infrastructure Committee: 10 September 2019.

Cycling, Walking and Safer Streets.

Report by Executive Director of Development and Infrastructure.

1. Purpose of Report

To consider the proposed Cycling, Walking and Safer Streets Programme of works for 2019 to 2020.

2. Recommendations

The Committee is invited to note:

2.1.

That, for a number of years, Transport Scotland has made available grant funding in respect of Cycling, Walking and Safer Streets projects.

2.2.

That, for financial year 2019 to 2020, the Council has been offered a grant of £36,000 in respect of Cycling, Walking and Safer Streets projects.

2.3.

The proposal that the grant funding be utilised to create gateway entrances, with countdown signage markers, aimed at reducing speed and encouraging cycling and walking, on the approaches to Kirkwall, Stromness, Stenness Village, Orphir Village and Burray Village.

2.4.

That, with immediate effect, to improve governance and accountability regarding use of this recurring capital grant funding source going forward, all associated works will be reported as part of the Roads Assets Replacement Programme.

It is recommended:

2.5.

That the Cycling, Walking and Safer Streets grant funding of £36,000, for financial year 2019 to 2020, be used to provide new gateway signage at the following locations:

- Approaches to Kirkwall on the A964, A965, A960 and Grainshore Road.
- Approaches to Stromness on the A965 and Cairston Road.
- A965, Stenness Village.
- A964, Orphir Village.
- A961, Burray Village.

3. Cycling, Walking and Safer Streets

3.1.

For a number of years, Transport Scotland has made funding available specifically for cycling, walking and safer streets projects. In the past this grant has been used to help match fund various projects in Orkney.

3.2.

In 2018 to 2019, with no particular project earmarked for development, Roads Services developed two projects to use the Transport Scotland grant funding. These were the introduction of village gateways and associated speed reducing measures on the four main routes into Finstown, and the extension of the part-time 20mph speed limit on Pickaquoy Road, Kirkwall.

3.3.

No major road safety projects have been developed for 2019 to 2020 to which this grant offer can be applied, therefore it is proposed to develop similar gateways with speed reducing measures, including countdown markers, road markings and new “Welcome to” signage on the approaches to Kirkwall, Stromness, Stenness Village, Orphir Village and Burray Village.

3.4.

Once traffic data for the routes has been collected and analysed, further details of the proposals will be developed by the Executive Director of Development and Infrastructure prior to implementation.

4. Corporate Governance

This report relates to the Council complying with its financial processes and procedures and therefore does not directly support and contribute to improved outcomes for communities as outlined in the Council Plan and the Local Outcomes Improvement Plan.

5. Financial Implications

5.1.

A provision is added to the Council’s capital programme for Cycling, Walking and Safer Streets each financial year when the annual ring-fenced capital grant funding allocation is confirmed and on the basis that any works are fully funded. For financial

year 2019 to 2020 £36,000 has been offered from Transport Scotland for this purpose.

5.2.

All future maintenance costs will be contained within the Roads Revenue or the Roads Asset Replacement Budgets.

5.3.

In order to improve the governance and accountability surrounding the use of this recurring capital grant funding source going forward, all associated works be reported as part of the Roads Assets Replacement Programme for monitoring purposes with effect from financial year 2019 to 2020.

6. Legal Aspects

6.1.

The proposals in this report assist the Council in discharging its management and maintenance duties under section 1(1) of the Roads Scotland Act 1984. This provides that: “a local roads authority shall manage and maintain all such roads in their area as are for the time being entered in a list prepared and kept by them under this section; and for the purposes of such management and maintenance (and without prejudice to this subsection’s generality) they shall, subject to the provisions of this act, have power to reconstruct, alter, widen, improve or renew any such road or to determine the means by which the public right of passage over it, or over any part of it, may be exercised”.

6.2.

The signed acceptance of the grant offer, outlining the terms and conditions of the grant, was returned to Transport Scotland on 15 April 2019.

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