

**ITEM No ...7.....**

**REPORT TO:** CITY DEVELOPMENT COMMITTEE – 13 MAY 2019

**REPORT ON:** CYCLING, WALKING AND SAFER STREETS (CWSS) PROJECTS COMMENCING 2019/2020

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 151-2019

**1 PURPOSE OF REPORT**

1.1 The purpose of this report is to seek Committee approval for officers to identify and deliver cycling and walking improvements across the city of Dundee. This is utilising the Cycling Walking Safer Streets Grant Funding.

**2 RECOMMENDATION**

- 2.1 It is recommended that the Committee:
- a approve the proposed cycling and pedestrian work themes.
  - b remit the Executive Director of City Development to further progress and implement for the year 2019-2020.

**3 FINANCIAL IMPLICATIONS**

3.1 The Scottish Government has made available to Dundee City Council an additional capital grant of £243,000 for the year 2019/2020 for CWSS projects. The interventions recommended in this report will fully utilise this finance.

**4 BACKGROUND**

**4.1 Introduction**

The Scottish Ministers have made a grant offer to the council for £243,000 to support local cycling, walking and safer street projects for the year 2019/2020. The grant is to support the Cycling Action Plan (CAPS) by undertaking a programme of works promoting cycling and walking for both short and long distance journeys and achieving Scotland's vision for cycling that by 2020 10% of everyday journeys will be made by bike. The funding will also be used to support active travel initiatives in the city as a whole.

**4.2 Objectives and Criteria**

The Scottish Government expect the CWSS fund to be used to give greater prominence to cycling, walking and safer streets projects to help local authorities achieve the aims and objectives that have been set out in their local and Cycling Strategies. The main aims for the city's cycling strategy is that the Council will lead the development of the route network to:

- a create a planned network of strategic high-quality continuous cycle paths and lanes that will appeal to a broad range of potential cyclists and create attractive routes connecting all of Dundee's communities and main creators of travel demand, and linked to regional and national cycle networks;
- b create safe, desirable links across or around what are currently recognised as major barriers to active and sustainable travel (notably including routes across the city centre, The Kingsway, Kingsway West and North Marketgait). CWSS will be used as match

funding to attract additional finance from Sustrans who have supported many Active Travel schemes in the city; and

- c seek to ensure all new developments, including those of the Waterfront including the V&A, are effectively linked to the strategic network. CWSS will also physically improve access to walking and cycling facilities and reduce danger (actual or perceived) to pedestrians and cyclists.

#### 4.3 Schemes

4.4 The following types of scheme have been identified:

- a Lowered Kerbs/Footway Improvements

Dundee has a good network of footways and footpaths, but they are not always accessible to vulnerable pedestrians ie the elderly and children. Lowered kerbs and improved footways at suitable points can significantly improve walking opportunities for this sector of Dundee's Community: this project will improve accessibility and reduce danger to the most vulnerable in our society. A prioritised list has been prepared on lowered kerbs at numerous locations throughout the city. This list far exceeds the funding available and therefore has been prioritised to target focal points with areas of high footfall eg local services.

Finance Allocated: £50,000.

- b Pedestrian Access and Safety Measures

Improvements to existing pedestrian crossing facilities and new infrastructure proposals to improve accessibility and safety for pedestrians/cyclists. Improvements to existing pedestrian crossings began in the 2000s. This includes the provision of tactile paving and the standardisation of pedestrian crossing facilities throughout the city. This includes changing the remaining "pelican" crossings to the "puffin" type which is particularly welcomed by the visually impaired. This finance will also support the provision of new pedestrian/cycling facilities throughout the city where a need has been clearly demonstrated. This project will improve accessibility and reduce danger to pedestrians/cyclists.

Finance allocated: £93,000.

- c Outdoor Access

The Outdoor Access Strategy Group has identified a number of projects and priorities. The precise locations where this funding will be utilised will be decided jointly by the Executive Directors of Neighbourhood Services and City Development. This Project will therefore improve accessibility for cyclists and pedestrians.

Finance Allocated: £10,000.

- d Cycling

The number of "missing links" have been identified in the cycling network where there is demand for use. This project will therefore improve accessibility for cyclists and look to tackle major barriers on the network such as providing safer routes along the Kingsway and other major routes. This funding may upgrade the other cycle paths and improve cycle facilities throughout the city targeting major destinations and key routes etc. These projects may also be supported by Sustrans as community link bids could be submitted.

Finance Allocated: £90,000.

The 2018/2019 allocation of CWSS was used to install dropped kerbs throughout the city and additional speed activated signs. CWSS assisted in delivering the new Toucan Crossings at Mains Loan and Graham Street which linked to the new cycleway north of the Kingsway footway works near the new Regional Sports Centre.

The 2017-18 allocation of CWSS was used to install dropped kerbs throughout the city, speed activated signs, footway works near Ceres Crescent, Balunie Drive, Cross Street and Rankine Street and cycling improvements at Bank Street and at Panmurefield.

## **5 POLICY IMPLICATIONS**

- 5.1 This report has been subject to an assessment of any impacts on Equality and Diversity, Fairness and Poverty, Environment and Corporate Risk. There are no major issues.

## **6 CONSULTATIONS**

- 6.1 The Council Management Team were consulted in the preparation of this report.

## **7 BACKGROUND PAPERS**

- 7.1 None.

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