



Securing the future... • *Improving services*
• *Enhancing quality of life* • *Making the best use of public resources*

Council Building
2 High Street
Perth
PH1 5PH

13 March 2019

A Meeting of the **Environment and Infrastructure Committee** will be held in **the Council Chamber, 2 High Street, Perth, PH1 5PH** on **Wednesday, 20 March 2019** at **13:00**.

If you have any queries please contact Committee Services on (01738) 475000 or email Committee@pkc.gov.uk.

KAREN REID
Chief Executive

Those attending the meeting are requested to ensure that all electronic equipment is in silent mode.

Please note that the meeting will be recorded and will be publicly available on the Council's website following the meeting.

Members:

Councillor Angus Forbes (Convener)	Councillor Crawford Reid
Councillor Kathleen Baird (Vice-Convener)	Councillor Willie Robertson
Councillor Alasdair Bailey	Councillor Lewis Simpson
Councillor Michael Barnacle	Councillor Mike Williamson
Councillor Stewart Donaldson	
Councillor Dave Doogan	
Councillor John Duff	
Councillor Anne Jarvis	
Councillor Grant Laing	
Councillor Roz McCall	
Councillor Andrew Parrott	

Environment and Infrastructure Committee

Wednesday, 20 March 2019

AGENDA

MEMBERS ARE REMINDED OF THEIR OBLIGATION TO DECLARE ANY FINANCIAL OR NON-FINANCIAL INTEREST WHICH THEY MAY HAVE IN ANY ITEM ON THIS AGENDA IN ACCORDANCE WITH THE COUNCILLORS' CODE OF CONDUCT.

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF THE MEETING OF THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE OF 23 JANUARY 2019 FOR APPROVAL AND SIGNATURE** **5 - 8**
(copy herewith)
- 4 AUCHTERARDEER COMMUNITY FACILITIES FUND** **9 - 28**
Report by Executive Director (Housing and Environment) (copy herewith 19/80)
- 5 PERTH CYCLE NETWORK MASTERPLAN** **29 - 80**
Report by Executive Director (Housing & Environment) (copy herewith 19/81)
- 6 ROAD SAFETY PROJECTS ASSESSMENT CRITERIA** **81 - 94**
Report by Depute Director (Housing and Environment) (copy herewith 19/83)
- 7 SCHOOL EXCLUSION ZONES** **95 - 130**
Report by Depute Director (Housing & Environment) (copy herewith 19/84)
- 8 PERTH AND KINROSS 20MPH SPEED LIMIT TRIAL** **131 - 150**
Report by Depute Director (Housing & Environment) (copy herewith 19/85)
- 9 CITY OF PERTH WINTER FESTIVAL** **151 - 160**
Report by Depute Director (Housing & Environment) (copy herewith 19/86)
- 10 ACTIVE TRAVEL STRATEGY - RE-DETERMINATION OF MONCUR ROAD, INCHTURE - FOOTWAY FOR SHARED USE** **161 - 168**
Report by Depute Director (Housing and Environment) (copy herewith 19/87)

- 11 **PROPOSED 30MPH & 40MPH SPEED LIMITS AT REDGORTON (B8063, B9099, U42 & MAIN STREET) (WARD 5)** 169 - 176
Report by Depute Director (Housing and Environment) (copy herewith 19/88)

- 12 **PROPOSED TAXI RANK CLEAR WAY MURRAY STREET, POMARIUM STREET & SOUTH STREET, PERTH AND WELLMEADOW CAR PARK, BLAIRGOWRIE (WARD 12 & 3)** 177 - 190
Report by Depute Director (Housing & Environment) (copy herewith 19/89)

IT IS RECOMMENDED THAT THE PUBLIC AND PRESS SHOULD BE EXCLUDED DURING CONSIDERATION OF THE FOLLOWING ITEM(S) IN ORDER TO AVOID THE DISCLOSURE OF INFORMATION WHICH IS EXEMPT IN TERMS OF SCHEDULE 7A TO THE LOCAL GOVERNMENT (SCOTLAND) ACT 1973

- P1 **SERVICE LEVEL AGREEMENT WITH PERTH AND KINROSS HERITAGE TRUST**

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 JANUARY 2019

ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Minute of meeting of the Environment and Infrastructure Committee held in the Council Chamber, 2 High Street, Perth on 23 January 2018 at 1.00pm.

Present: Councillors A Forbes, A Bailey, K Baird, M Barnacle, D Doogan, J Duff, A Jarvis (from Art. 32), G Laing, R McCall, X McDade (substituting for Councillor M Barnacle), T McEwen (substituting for Councillor S Donaldson), A Parrott, C Reid, W Robertson (from Art. 32), L Simpson and M Williamson.

In Attendance: B Renton, Executive Director (Housing and Environment); W Young, Head of Environmental and Consumer Services (Housing and Environment); P Dickson, C Haggart, D Littlejohn, J McCrone, J Scott and D Strang (all Housing and Environment); C Flynn, G Fogg and K Molley (all Legal and Governance Services).

Apologies for Absence: Councillors M Barnacle and S Donaldson.

Councillor A Forbes, Convener, Presiding.

29. WELCOME AND APOLOGIES

The Convener welcomed everyone to the meeting and apologies were noted above.

30. DECLARATIONS OF INTEREST

There were no Declarations of Interest in terms of Councillors' Code of Conduct.

31. MINUTE OF PREVIOUS MEETING

The minute of the meeting of the Environment and Infrastructure Committee of 7 November 2018 (Arts 629-648) was submitted and approved as a correct record and authorised for signature.

32. SUSTRANS PROJECT

D Littlejohn, Head of Planning and Development, delivered a presentation to raise awareness of a forthcoming Perth Cycle Network masterplan investment in active travel.

COUNCILLORS A JARVIS AND W ROBERTSON ENTERED THE MEETING AT THIS POINT.

D Littlejohn answered questions from members. The Convener thanked D Littlejohn for his presentation.

PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 JANUARY 2019

Resolved:

Councillor Lewis Simpson be appointed as the Council's Travel Ambassador to promote sustainable travel across elected members and members of the community to support the Sustran project.

33. THE FLOOD RISK MANAGEMENT (SCOTLAND) ACT 2009 PUBLICATION OF INTERIM REPORT

There was submitted a report by the Executive Director (Housing and Environment) (19/16) (1) presenting the final drafts of the Council's interim reports on the progress made in implementing the Local Flood Risk Management plans; and (2) seeking approval of the content of the interim reports on the Local Flood Risk Management Plans to be published no later than 22 June 2019.

Resolved:

- (i) The progress made on delivering the Local Flood Risk Management Plans published in June 2016 as set out in the interim reports, be endorsed.
- (ii) The content of the interim reports on the Local Flood Risk Management Plans for the Tay District and the Council's input to the interim reports for the Forth, the Forth Estuary and the Tay Estuary & Montrose Basin Districts, be approved.
- (iii) It be approved that the Head of Environmental & Consumer Services will carry out final minor amendments prior to publication on 1 March 2019.
- (iv) The proposed arrangements for publication of the interim reports, be approved.

34. REVIEW OF PLANNING ENFORCEMENT CHARTER

There was submitted a report by the Executive Director (Housing and Environment) (19/17) seeking approval of an amended version of the Council's Planning Enforcement Charter, following a regular review, as required by legislation.

Resolved:

The proposed Planning Enforcement Charter 2018 contained in Appendix 1 to Report 19/17, be approved.

35. PROPOSED VARIATION TO WAITING RESTRICTIONS, MAIN STREET, INVERGOWRIE (WARD 1)

There was submitted report by the Depute Director (Housing and Environment) (19/19) (1) outlining the problems experienced by residents in Main Street, Invergowrie due to indiscriminate parking; and (2) recommending a variation to the Invergowrie Waiting Restrictions Order to vary the Waiting restrictions on Main Street, Invergowrie (Ward 1).

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time restrictions and reduce the Limited Waiting parking on Main Street, as described in Appendix 1 to Report 19/19, be approved.

36. PROPOSED ONE WAY ROAD AND VARIATION TO WAITING RESTRICTIONS, LOWER MILL STREET, BLAIRGOWRIE (WARD 3)

There was submitted a report by the Depute Director (Housing & Environment) (19/20)(1) outlining the problems experienced by residents and business owners in Lower Mill Street, Blairgowrie due to indiscriminate parking; and (2) recommending a start to the process to vary the Blairgowrie Traffic Management Order to introduce a one way road restriction and waiting restrictions on Lower Mill Street, Blairgowrie (Ward 3).

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time restrictions and reduce the Limited Waiting parking on Lower Mill Street, Blairgowrie, as described in Appendix 1 to Report 19/20, be approved.

37. PROPOSED VARIATION TO WAITING RESTRICTIONS, AVENUE ROAD, TALLA PARK & HIGH STREET, KINROSS (WARD 8)

There was submitted a report by the Depute Director (Housing & Environment) (19/21)(1) outlining the problems experienced by residents in Avenue Road, Talla Park and High Street, Kinross due to indiscriminate parking; and (2) recommending a start to the process to vary the Kinross Traffic Management Order to introduce additional waiting restrictions on Avenue Road, Talla Park and High Street, Kinross (Ward 8).

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time waiting restrictions on Avenue Road, Talla Park and High Street, as described in Appendix 1 & 2 to Report 19/21, be approved.

38. PROPOSED WAITING RESTRICTIONS GOWANS TERRACE, PERTH AND MONCUR ROAD, INCHTURE – SCHOOL KEEP CLEAR ORDER (WARDS 12&1)

There was submitted a report by the Depute Director (Housing & Environment) (19/22) (1) outlining the problems experienced at the entrance to Perth Grammar School and Inchture Primary School; and (2) recommending a variation to the School Keep Clear Order to vary the waiting restrictions on Gowans Terrace, Perth and Moncur Road, Inchture (Wards 12 & 1).

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce School Keep Clear waiting restrictions on Gowans Terrace, Perth and Moncur Road, Inchture, as described in Appendix 1 & 2 to Report 19/22, be approved.

39. AMENDMENTS TO THE LIST OF PUBLIC ROADS

There was submitted a report by the Depute Director (Housing & Environment) (19/23) recommending that the List of Public Roads be updated to take account of the amendments detailed in this report.

Resolved:

The amendments to the List of Public Roads as detailed in Appendix 1 to Report 19/23, be approved.

~~~~~

# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

20 March 2019

### Auchterarder Community Facilities Fund

#### Report by Executive Director (Housing and Environment) (Report No. 19/80)

This report seeks the determination of an application for funding from Auchterarder Community Bus Group for a contribution of £ 150,000 towards an Auchterarder Town Bus Service. The requested funding would be phased over a four year period. The application meets the Fund's criteria. Income projections indicate that the Fund could support this application and would still be able to support a range of other projects. The views of local elected members and the Community Council have been sought, which need to be taken into account when determining this application.

#### 1. BACKGROUND / MAIN ISSUES

- 1.1 The Auchterarder Expansion Development Framework was published in February 2008 this was adopted by the Enterprise and Infrastructure Committee (Report No. 14/370 refers) as Supplementary Guidance to the Local Development Plan in September 2014.
- 1.2 That document set the framework for subsequent planning applications and defined the infrastructure requirements associated with this major expansion to the settlement. It has been acknowledged that the identified scale of development will have an impact on the level of existing service provided by community facilities. To mitigate this impact as the development progresses, one of the measures included in the Framework is a contribution of £1,000 per open market housing unit to be made to the Council by the developers up to a total of £600,000 towards an Auchterarder Community Facilities Fund.
- 1.3 In line with the section 75 Legal Agreements that are attached to the consented developments, the fund will be used for the sole purpose of providing Community Facilities, the meaning of which is set out in the agreements as:
 

*“such public facilities within the settlement boundary of Auchterarder, the provision of which the Council, at its sole discretion, believes would improve the amenity of the public realm, including without prejudice to the foregoing generality, car parking facilities, a public hall, adaption of existing school changing room facilities to permit access to the pitches forming part of the Sports Facilities, a public library, new or enhanced public transport services, improvements to the core path network and recycling facilities.”*
- 1.4 It is intended that the Fund will be spent over the lifetime of the development as the demand on the settlement's community facilities increases. It is also

intended that the Fund be used to support a range of projects that will benefit the community in Auchterarder.

- 1.5 Procedures for recording contributions received; distributing contributions towards the provision of community facilities; and reporting these details in an open and accountable way were agreed by the Enterprise and Infrastructure Committee (Report No. 16/375 refers). These procedures include reports on funding received and allocated each year; and procedures for the allocation of funding. Requests for funding up to £50,000 are delegated to the Executive Director (Housing & Environment). Where the amount sought exceeds £50,000, this needs to be referred to the Environment and Infrastructure Committee. The procedures also include provision where future contributions to the fund may be ring-fenced for projects, in addition to what has already been provided through the Fund.

## **2. PROPOSALS**

- 2.1 The Committee is asked to consider and determine an application for funding from Auchterarder Community Bus Group, which is a charity that was set up to provide a new public transport service in that area. The application is for the sum of £150,000 over a four year period. This is sought as a contribution towards a project to provide an Auchterarder Town Bus Service that would operate within Auchterarder's settlement boundary, it includes the major expansion to the settlement with the new housing developments at Castlemains, Kirkton and Townhead.
- 2.2 The purpose of the bus service would be to support community development, both in respect of existing communities in the town and new communities in the new expansion areas. The service would benefit not only the new communities in the three expansion areas at Castlemains, Kirkton and Townhead, but would also connect them to existing housing areas and to services in the town centre.
- 2.3 In terms of meeting a demand, the group believe that the proposed bus service would assist people in need by reason of age, ill health, disability or residential isolation, it would help them to access local services and facilities, as well as support community life.
- 2.4 The proposed bus service would concentrate on the Strathearn and Strathallan Local Action Plan (LAP) priority area of Accessibility of Services and Community Transport, within the wider Community Plan Strategic Objective of Supporting People to Lead Independent, Healthy and Active Lives. The LAP specifically prioritises that action is required to research and establish a community transport initiative in the Strathearn and Strathallan area to make it easier for people to access activities, particularly older people and young people. The applicant highlights that the number of older people living in the area is increasing, as is the number of households comprising one person.

- 2.5 Community-led demand for enhanced public transport provision was the main reason for the formation of the Auchterarder Community Bus Group. Its initial community-wide survey (undertaken in the town in autumn 2017) produced 230 responses. A copy of the survey and an analysis of the responses have been provided by the applicant. It is included in the appendix to this report.
- 2.6 The applicant reports considerable community support, including from St Margaret's Health Centre and the adjacent community hospital, and highlights that the survey found that social isolation is an issue for some residents. The proposed community bus service would make possible some everyday activities such as shopping or going to a medical appointment.
- 2.7 The applicant undertook an options appraisal of potential transport solutions, the outcome of which was for the Auchterarder Community Bus Group to procure a suitable Public Service Vehicle (PSV) licensed bus operator to deliver the proposed service. Initially at least, this is not expected to be provided commercially and its operation will require financial support. The need for financial support to meet the business costs of operating a town bus service is to be expected as the costs are significant. The only income streams that a commercial operator could access are bus fares and the Bus Service Operator's Grant. In addition the group's contract with the bus operator would need to factor in cost of the vehicle, fuel, insurance, driver and maintenance of the vehicle. The amounts sought by the applicant in the first two years are consistent with these costs.
- 2.8 The applicant proposes an initial four year business plan, with the first two years focusing on introducing the bus service. In years three and four, the applicant's focus will shift to ensuring its future stability by concentrating on fundraising. By this time, the fundraising efforts would be complemented by an increasing stream of fares revenue.
- 2.9 The Auchterarder Community Bus Group will specify the key operational requirements to be met, using the outcome of the community survey as its reference. The service would be open to all and its routing would be subject to consultation with community organisations, the Community Council, and local elected members. An indicative routing has been included in the appendix to this report and the applicant proposes investigation of extending this, subject to practicality and passenger usage. The service would specifically target residents who face difficulties in accessing local services. It is proposed to facilitate onward travel to Perth and Stirling using the existing local bus network and a joint ticketing initiative. Free travel would be available for those eligible for National Entitlement Cards as usual through the Scottish Government's bus travel concession scheme. The National Entitlement Card provides the holder with free transport on registered bus services throughout Scotland. However, the operator only receives 56.9% of the single adult fare for the journey made. This claim is submitted to Transport Scotland. The electronic ticket machine on board would be capable of providing data on usage of the service. It would be useful for the Council to receive the usage figures both for audit purposes of how the grant is being used, and for general data collection on local bus service usage.

- 2.10 In terms of the amount of the £150,000 funding request, the applicant has requested this should be phased over four successive years, allocated as set out in the following table:

| <b>Year</b>  | <b>Amount sought</b> |
|--------------|----------------------|
| 2019/20      | £ 50,000             |
| 2020/21      | £ 50,000             |
| 2021/22      | £ 25,000             |
| 2022/23      | £ 25,000             |
| <b>TOTAL</b> | <b>£150,000</b>      |

- 2.11 The applicant proposes to use the grant funding as a contribution to support the operation of the new town bus service, which would be a registered local bus service. The key operational requirements of the service are proposed to be incorporated in a specification that would be put out to tender as part of a formal procurement process. The applicant will not know the best price tendered for operating the service until the tender has been issued and the bids received. However, as stated above, the amounts sought by the applicant to operate a town bus service are consistent with these costs in years one and two. Until the outcome of the procurement exercise is known, it is not possible to accurately predict the exact level of financial support that would be needed, particularly for years three and four where the level of support sought is predicted to be less.
- 2.12 As the service is to be tendered, the applicant would not own the bus. As a result there would be no assets to dispose of should the service prove unsuccessful and require to be withdrawn at some point in the future.
- 2.13 In addition to the provision of the bus service itself, the applicant anticipates that the requirement for promotional activity and contributions towards roadside infrastructure would be met from the fund.
- 2.14 In terms of financial support from other sources, the applicant has applied or intends to make one-off applications to a number of other funding bodies as follows:

| <b>Funding Body/Fund Name</b>                                                     | <b>Amount</b>             | <b>Status</b>                                                           |
|-----------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------|
| Perth and Kinross Council, Funding For New Transport Initiatives in the Community | £ 10,000                  | Application approved                                                    |
| Perth and Kinross Council, Community Investment Fund                              | £ 35,000                  | Application submitted, decision anticipated March/April 2019            |
| NHS Tayside, Community Innovation Fund                                            | £ 25,000 over three years | Application submitted, decision anticipated April 2019                  |
| Friends of St Margaret's                                                          | Circa £ 100,000           | In discussions, application being prepared for submission in April 2019 |

| <b>Funding Body/Fund Name</b>                                       | <b>Amount</b>         | <b>Status</b>                                                                                             |
|---------------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------|
| <i>Auchterarder Common Good Fund</i>                                | <i>Circa £ 15,000</i> | <i>Application will be considered for years 2-4 depending on outcome of the initial four funding bids</i> |
| <i>Auchterarder &amp; District Community Trust</i>                  | <i>Circa £ 35,000</i> | <i>Application will be considered for years 2-4 depending on outcome of the initial four funding bids</i> |
| <i>Other local Trust Funds and potentially the Big Lottery Fund</i> | <i>Not known</i>      |                                                                                                           |

### **Consultation and Assessment**

- 2.15 Based on the information provided by the applicant, it is clear that the project meets the fund criteria. The views of the Council's Public Transport Unit have been sought and the town bus service will connect new communities in the three expansion areas to existing housing areas and to services in the town centre. In addition it will provide a valuable public transport function in response to a community-identified need. Council officers consider it is an unmet need, over and above all the other benefits, and could encourage modal shift as well as reduce the number of parked cars in Auchterarder High Street. In line with the agreed procedures, a committee decision is required to determine this application since the amount sought exceeds £50,000.
- 2.16 In terms of consultation carried out on the application, the views of the Auchterarder and District Community Council and the local elected members were sought, in line with the Fund's operating procedures. These views require to be taken into account when determining this application.
- 2.17 The Auchterarder and District Community Council considered the application at its meeting on 31 January 2019. The Community Council's view is that the application should be supported, subject to regular monitoring.
- 2.18 There are three local elected members, one of whom is also a Trustee of the Auchterarder Community Bus Group and has therefore understandably not offered views on the application. The other two local elected members have expressed support for the application.
- 2.19 In terms of the fund balance, there is £ 128,000 in the account. The Council has received contributions totalling £ 178,000 and £ 50,000 was allocated to phase 1 of Provost's Walk. In addition, the sum of £ 100,000 has been agreed and earmarked as a contribution from the fund to phase 3 of Provost's Walk (Report No. 18/367 refers).
- 2.20 Predictions on future contributions are based on the level of contributions to date along, with an estimate of the rate of open market completions at the three development sites. For this year and coming years, officers anticipate an income of £66,000 and £68,000 respectively. This is based on estimated completions and an assumption that house building at the three large development sites proceeds with regular contributions made to the Fund from

the respective developers. Of the £66,000 estimated income for 2018/19, contributions of £18,000 have already been made, and further contributions will become due on remaining open market completions at the end of the financial year.

- 2.21 The following table sets out the fund's anticipated income for this year and next, with potential disbursements to known projects and projected surplus available to fund a range of other projects.

|                                                 | <b>2018-19</b>   | <b>2019-20</b>   | <b>2020-21</b>   | <b>2021-22</b>   | <b>2022-23</b>   |
|-------------------------------------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Balance brought forward</b>                  | <b>£ 128,000</b> | <b>£ 94,000</b>  | <b>£ 112,000</b> | <b>£ 128,000</b> | <b>£ 169,000</b> |
| Potential and known projects                    |                  |                  |                  |                  |                  |
| Provost Walk phase 3 application already agreed | £ 100,000        |                  |                  |                  |                  |
| Auchterarder Town Bus Service application       |                  | £ 50,000         | £ 50,000         | £ 25,000         | £ 25,000         |
| <b>Total estimated disbursements</b>            | <b>£ 100,000</b> | <b>£ 50,000</b>  | <b>£ 50,000</b>  | <b>£ 25,000</b>  | <b>£ 25,000</b>  |
|                                                 |                  |                  |                  |                  |                  |
| <b>Income</b>                                   |                  |                  |                  |                  |                  |
| Future contributions (estimated)                | £ 66,000         | £ 68,000         | £ 66,000         | £ 66,000         | £ 66,000         |
|                                                 |                  |                  |                  |                  |                  |
| <b>Balance carried forward</b>                  | <b>£ 94,000</b>  | <b>£ 112,000</b> | <b>£ 128,000</b> | <b>£ 169,000</b> | <b>£ 210,000</b> |

- 2.22 At this point, therefore, it is anticipated that the fund will be capable of supporting requested projects, including the application under consideration. It is also likely that a range of other projects could be supported in the future.
- 2.23 As mentioned above, the rate at which contributions are received into the account depends on the rate at which housebuilding continues at the three framework sites. If contributions are not received as predicted, for example if the predicted rate of housebuilding is not as forecast, then future contributions to the fund may be ring-fenced for projects but disbursements from the fund may not be made until sufficient funds exist in the account.

### **3. CONCLUSION AND RECOMMENDATION**

- 3.1 As the project meets the Fund's criteria, the Committee is required to determine this application taking account the views of the consultees, given the level of funding requested.

- 3.2 The report notes that the Auchterarder Community Bus Group was established in response to a community-identified need for enhanced public transport provision in the town. It is supported by the Local Action Plan. The development will bring identified benefits to the new communities in the three expansion areas of Castlemains, Kirkton and Townhead, connecting them to existing housing areas and to services in the town centre.
- 3.3 It is recommended that the Committee:
- i) considers and determines a grant request of £ 150,000 over four years by Auchterarder Community Bus Group, towards the cost of the Auchterarder Town Bus Service, subject to available monies within the fund; match funding availability and satisfactory income generation from fares revenue.

#### Author

| Name               | Designation      | Contact Details                                                                                  |
|--------------------|------------------|--------------------------------------------------------------------------------------------------|
| Alasdair Finlayson | Planning Officer | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                                | Date             |
|----------------|--------------------------------------------|------------------|
| Keith McNamara | Depute Director<br>(Housing & Environment) | 18 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan                                      | <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>None</b>       |
| Strategic Environmental Assessment                  | <b>None</b>       |
| Sustainability (community, economic, environmental) | <b>None</b>       |
| Legal and Governance                                | <b>None</b>       |
| Risk                                                | <b>None</b>       |
| <b>Consultation</b>                                 |                   |
| Internal                                            | <b>Yes</b>        |
| External                                            | <b>Yes</b>        |
| <b>Communication</b>                                |                   |
| Communications Plan                                 | <b>None</b>       |

### 1. Strategic Implications

#### Community Plan / Local Outcome Improvement Plan.

- 1.1 The Perth and Kinross Community Planning Partnership 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 this report on an application for funding from the Auchterarder Community Facilities Fund will contribute to the following objectives:
- (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 generation

## Corporate Plan

- 1.3 The Council's corporate plan sets out objectives that provide clear strategic direction, inform decisions at a corporate and service level, and shape resources allocation. This report impacts on the following Corporate Plan Priorities.

- (iii) Promoting a prosperous, inclusive and sustainable economy;
- (iv) Supporting people to lead independent, healthy and active lives; and
- (v) Creating a safe and sustainable place for future generations.

## **2. Resource Implications**

### Financial

- 2.1 Anticipated income for the next two years is outlined in paragraphs 2.20-2.23 of the report.
- 2.2 The amount requested is £150,000 from the Auchterarder Community Facilities Fund, which is an earmarked Reserve, administered by the Council in accordance with the approved Financial Regulations and in line with the legal agreements upon which it is founded.
- 2.3 The overall value of the Fund will be £600,000. Contributions of £178,000 have been made to the fund; and one payment of £50,000 has already been made from it. The current value of the Fund is therefore £128,000 however, it should be noted that a sum of £100,000 has been agreed and earmarked for disbursement leaving only £28,000 free at the time of writing (pending further developer contributions), which will become due on remaining, open market completions at the end of the financial year.
- 2.4 The procedures for recording contributions received; distributing contributions towards the provision of community facilities; and reporting these details in an open and accountable way were agreed by the Enterprise and Infrastructure Committee (Report No. 16/375 refers) and summarised in paragraph 1.5 of this report. The procedures include provision where future contributions to the fund may be ring-fenced for projects. Future contributions may therefore be allocated towards the provision of community facilities, but funds may not be disbursed in advance of those contributions being received.

### Workforce

- 2.5 There are no workforce implications.

### Asset Management (land, property, IT)

- 2.6 There are no land, property or information technology implications.

### 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 The Equality Impact Assessment undertaken in relation to this report can be viewed clicking [here](#).
- 3.3 The report and 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

- 3.4 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.5 The matters presented in this report have been considered under the Act and no further action is required as it does not qualify as a Policy, Proposal or Strategy, as defined by the Act and is therefore exempt.

#### Sustainability

- 3.6 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. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:
- in the way best calculated to delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programmes; and
  - In a way that it considers most sustainable.
- 3.7 The report does not have a direct impact on sustainability or climate change as it provides detail of an application for funding received.

#### Legal and Governance

- 3.8 No legal and governance implications are identified.

#### Risk

- 3.9 This report provides details of an application for funding received in respect of the Auchterarder Community Facilities Fund. There is no significant risk to the Council. The source of funding has been agreed through a section 75 legal agreement and the Council decides how it is distributed to identify projects. There are minor risks that the lack of fund collection does not allow suitable projects to be supported, or that the funds are not used within five years and are returned

## **4. Consultation**

### Internal

- 4.1 The views of the Local Elected Members and the Convener of the Environment & Infrastructure Committee were sought, in line with the Fund's operating procedures.
- 4.2 Two of the Local Elected Members expressed support for the application, with the third being a trustee of the Group.

### External

- 4.3 The views of the Auchterarder and District Community Council were sought, in line with the Fund's operating procedures.
- 4.4 The consultation response from the community council was supportive of the application, subject to regular monitoring.

## **5. Communication**

- 5.1 This report provides details of an application for funding received in respect of the Auchterarder Community Facilities Fund. The target audience for this report is therefore the fund contributors (the developers of the Auchterarder Framework Sites) in respect of reporting their financial contributions, and the potential recipient of funding (Auchterarder Community Bus Group).
- 5.2 While no specific communications are required to target the key audiences of this report, the report may be of interest to other community groups in Auchterarder that may be considering funding applications of their own. It may also have wider public interest in terms of how the fund is collected and used. The Council's website includes an information page to raise awareness of the fund and how to make an application to the fund.

## **2. BACKGROUND PAPERS**

- 2.1 This section should list the documents that have been relied on in preparing the report, other than those committee reports already referenced within the main body of the report. All documents must be kept available by the author for inspection by the public for four years from the date of the meeting at which the report is presented.

2.2 Auchterarder Expansion Townhead and North East Development Framework  
March 2008

### **3. APPENDICES**

3.1 Appendix 1 – Application form and supporting information.

### APPLICATION FOR FUNDING

In order to minimise delays in processing your application please complete all sections as fully as possible. Plans and or information can be attached in support of the application form.

#### **Name of applicant(s) (to whom funding would be payable)**

Auchterarder Community Bus Group (ACBuG)

**Project Name:** Auchterarder Town Bus Service

#### **Project address/location (please attach a location plan)**

Carol Duncan

Secretary, ACBuG

St Margaret's Health Centre, St Margaret's Drive, AUCHTERARDER, PH3 1JH

Mobile: 07887 610573

E-mail: acbug2018@gmail.com

The initial proposed operational coverage of the Auchterarder Town Bus Service is as detailed on the attached town plan (Appendix A) which incorporates four connecting core routes (Appendix B).

The Town Bus Service will operate within the settlement boundary of Auchterarder as defined by the adopted Local Development Plan, whilst also serving the new housing developments at *Castlemains*, *Kirkton* and *Townhead*.

#### **Project proposal overview**

The organisation's purpose, as approved by the Scottish Charity Regulator (OSCR), is to provide a new public transport service for inhabitants living in Auchterarder and surrounding area that supports community development.

Focusing on people in need by reason of age, ill-health, disability or residential isolation; helping them to participate in community life and access local services/facilities.

The project concentrates on the LAP priority areas of *Accessibility of Services* and *Community Transport*; within the wider Community Plan Strategic Objective of *Supporting People to Lead Independent, Healthy and Active Lives*.

In the decade up to 2011, the number of people aged 65 and over in Strathallan rose by 22%, whilst the number of people living in one person households rose by 15% to 27% of all households.

ACBuG was specifically formed to address requests from the local community for enhanced public transport provision.

A community-wide survey was undertaken in autumn 2017 (see Appendix C), which included some responses from residents already living in the new housing developments. Nearly 230 residents engaged with the survey and the results were subsequently analysed (see Appendix D).

For a proportion of the local community carrying out relatively straight forward daily activities, such as shopping or going to a medical appointment, is difficult or even impossible. Social isolation is a real issue for some residents.

Increasing opportunities for people to be able to participate in their community is the key focus for ACBuG.

ACBuG has gained charitable status as a Scottish Charitable Incorporated Organisation (SCIO), Charity Number SC048669.

An options appraisal of potential transport solutions was undertaken. The clear preference is for ACBuG to procure a suitable PSV licensed bus operator to deliver a Town Bus Service. This will not be provided commercially and will require financial support to operate.

ACBuG is receiving considerable support within the local community including from St Margaret's Health Centre and the adjacent Community Hospital, the Community Council, Auchterarder Network and elected representatives.

The initiative has an initial four year business plan, with the first two years focusing on introducing the Town Bus Service and embedding it as a key resource within the local community. In Years 3 and 4 the focus will shift to ensuring the future financial stability of the bus service, with ACBuG members concentrating on fundraising, which will complement an increasing stream of fares revenue.

#### **Project output (What is the project seeking to achieve?)**

Whilst the Town Bus Service will run with no restrictions, being open to all members of the local community within the operational footprint, the timetabling and routing will specifically target use by the elderly and disabled, those having a medical need and those residents at risk of residential isolation.

ACBuG have specified the key operational requirements to be met and these will be put out to tender. The specification aims to address key needs that were highlighted as part of the community-wide survey.

By the end of January 2019, the final proposed routing of the Town Bus Service will have been subject to ratification via community organisations, Councillors, the Community Council and through local press/social media.

The Town Bus Service will be operated by a low floor, wheelchair accessible, vehicle that is able to penetrate the main residential areas in Auchterarder. Road restrictions mean that the vehicle will probably have sixteen passenger seats. It will operate six days a week (Mon - Sat), with frequencies set to facilitate different journey purposes. The routing will serve community based facilities, whilst also allowing inhabitants to visit friends in other parts of the town.

Residents who face significant difficulties in accessing local health care and chemists will be able to reach them directly and at convenient times for clinics.

Similarly the bus will help to facilitate independent living by providing convenient, low cost, access to local shops - and onward travel to Perth and Stirling using the existing local bus network. A joint ticketing initiative will be an integral part of the overall project.

A significant proportion of the targeted users (elderly and disabled) will be eligible for National Entitlement Cards (NECs) and, consequentially, will receive free travel on the Town Bus Service through the Scottish Government's Bus Travel Concession Scheme.

For those bus users that will pay a fare, the resultant income will help contribute to the future sustainability of the Town Bus Service, although there is always likely to be a requirement for on-going financial support.

The practicality of the Town Bus Service operating via Muirton and Strathearn House, and serving Grand Eagles - at least one or two days a week - is being proactively investigated. It may be possible to include these extensions in the initial phase of development (although they are currently not shown in Appendices A and B) but, if not, they will be taken forward when the core bus routes have become established.

Ultimately the success of the Town Bus Service will be judged on passenger usage - and a number of KPIs will be agreed, utilising data from the electronic ticket machine on board the bus. However ACBuG intends to 'get underneath the aggregated statistics' to better understand who is using the service - and the associated community benefits that are being achieved. ACBuG will endeavour to identify gains in terms of social inclusion, much of which will be at a person-specific level.

Whilst not a primary objective of the project, a significant indirect benefit of the Town Bus Service is that it will help reduce 'unnecessary' car trips into central Auchterarder, resulting in improved general access, less pressure on car parking and reduced air pollution.

#### **Amount of funding requested**

£150k over four years from the Auchterarder Community Facilities Fund (ACFF), with the requested phasing being as follows:

- £50k paid 2019/2020
- £50k paid 2020/2021
- £25k paid 2021/2022
- £25k paid 2022/2023

This profile of grant income will complement the anticipated growth in passenger usage and fares revenue.

It is hoped that any award criteria imposed by the Council will be flexible enough to allow the expenditure profile to be altered somewhat - by either party - to reflect actual operational experiences.

#### **Details of what the funding will be spent on**

The vast majority of any funding award from the ACFF, together with monies received from other trusts/funds, will financially support the operation of the new Town Bus Service. This type of expenditure is clearly in accordance with one of the 'community facility' enhancements identified for the ACFF.

The Town Bus Service, given its operational coverage, has the potential to benefit a very large part of the Auchterarder community, with it being the key public transport resource in the main residential areas.

ACBuG have specified the key operational requirements to be met in a specification that will be put out to tender in early January 2019, and which will include a number of timetable options. It is also expected that the final awarded contract will require the successful contractor to reduce the required subsidy levels in Years 3 and 4 of the contract - in response to growing revenue income from passengers and, potentially, other operational opportunities that may arise.

The procurement process will have a clear timetable for receipt and assessment of tenders, with the contract award linked to ACBuG being successful in their various funding applications.

Until the results of the transport procurement exercise are analysed it is not possible to accurately predict the exact costs of the transport provision. However given prevailing tender costs for supported local bus service provision in Scotland, the annual subsidy for a comprehensive Town Bus Service in Years 1 and 2 could be £100k+. ACBuG will however endeavour to provide an effective, cost efficient, community-led, transport solution.

In addition, an element of any ACFF monies received may be used on promotional activity for the bus service together with contributions towards roadside infrastructure (including bus shelters).

ACBuG may also support key one-off events in the community by funding dedicated transport from the commercial or voluntary sector.

Should the performance of elements of the overall bus service project not meet trustee expectations - or underlying demand exceeds capacity - timetable and/or route changes will be considered. In addition, any evidence of unmet or new community demand will be investigated to see if it is viable to accommodate them.

The advantage of operating a registered local bus service is that there is the flexibility to change it, in conjunction with the Council's Public Transport Unit (PTU), through a legal process managed by the Scottish Traffic Commissioner.

#### **Summary of any other funding sources which will be used in addition to requested funding**

ACBuG are applying to a number of other funding sources, including:

| <b>Funding Body/Fund Name</b>                                | <b>Amount</b> | <b>Date of Application</b>                                |
|--------------------------------------------------------------|---------------|-----------------------------------------------------------|
| Communities Investment Fund                                  | £35k          | Application completed. To be submitted early January 2019 |
| Friends of St Margaret's Trust                               | £100k+        | Being applied for in January 2019                         |
| Funding New Transport Initiatives in the Community 2018/2019 | £10k          | Application submitted and awaiting outcome                |
| Auchterarder Common Good Fund                                | Circa £15k    | Being applied for by end of February 2019                 |
| Auchterarder & District and Community Trust                  | Circa £35k    | Being applied for by end of February 2019                 |
| Other local Trust Funds and potentially the Big Lottery Fund | To be decided | To be decided                                             |

If the application for funding from the ACFF is successful it will be a very important milestone is allowing the project to go ahead.

Collectively, the success of this application, and those detailed above, will determine the scale and scope of the transport that can be provided for the targeted groups.

**Date by which receipt of funding is preferred**

The transport contract cannot be awarded by ACBuG to the preferred transport operator until the required funding sources have been confirmed.

Ideally the Town Bus Service will start in May/June 2019. Whilst the ACBuG business plan has a four year horizon, the initial focus has been on obtaining sufficient funding to allow the bus service to commence operation and become established over the first two years. Thereafter establishing long term sustainability will be the key focus of the trustees; who will work closely with the Council's PTU.

It should be noted that following the award of the transport contract a legal process has to be undertaken which can take up to 70 days to complete.

From an organisational perspective, it would be preferable if the funding can be paid quarterly in advance. This will allow any upfront costs such as publicity and roadside infrastructure to be covered and allow for the monthly invoices from the bus operator to be paid as per the awarded contract.

Please note that the first period of accounts for ACBuG starts from 31 August 2018 - linked to when OSCR awarded SCIO charity status.

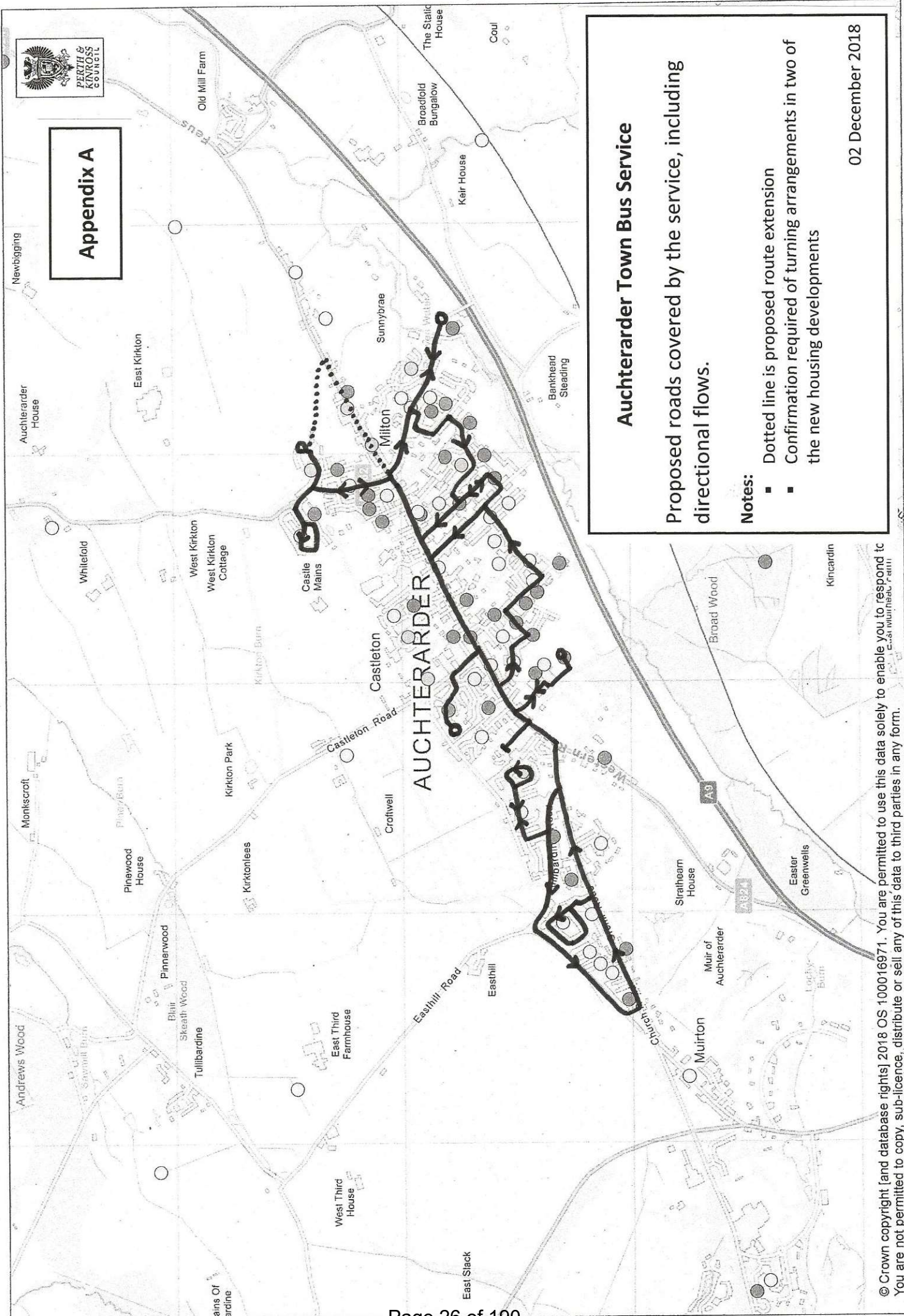
**Appendix A: Proposed Route Map**

See attached

**Appendix B: Proposed roads covered by the Town Bus Service**

See attached

# Appendix A



## Auchterarder Town Bus Service

Proposed roads covered by the service, including directional flows.

### Notes:

- Dotted line is proposed route extension
- Confirmation required of turning arrangements in two of the new housing developments

02 December 2018

## Auchterarder Town Bus Service

Proposed roads covered by the four connecting core routes

| Route   | Location                            | Route   | Location                            |
|---------|-------------------------------------|---------|-------------------------------------|
| Route A | St Margaret's Medical Centre        | Route C | St Margaret's Medical Centre        |
|         | High Street @ St Kessog's Pl        |         | Sydney Crescent                     |
|         | Aytoun Hall                         |         | Victoria Road                       |
|         | Hunter Street @ High Street         |         | Southland Road                      |
|         | Hunter Street @ Benton Road         |         | Rossie Place                        |
|         | Benton Road                         |         | Kincardine Road                     |
|         | Castle Drive                        |         | Ruthven Street                      |
|         | Elcho Green                         |         | Canmore Place                       |
|         | Blair Crescent                      |         | Montrose Road                       |
|         | Benton Road opp Raven Grove         |         | Coop                                |
|         | Eagle Avenue [Turn 1st T jtn]       |         | Spar                                |
|         | Benton Road @ Raven Grove           | Route D | St Margaret's Medical Centre        |
|         | Hunter Street @ Benton Road         |         | Tullibardine Road @ Glenorchil View |
|         | Hunter Street @ High Street         |         | Glenorchil Crescent (East)          |
|         | Coop                                |         | Glenorchil View @ Tullibardine Road |
|         | Spar                                |         | East Hill Road @ Colt Gardens       |
|         | Townhead                            |         | Church Road @ Saddlers Court        |
|         | Parkside                            |         | Orchil Road @ Drummond Avenue       |
|         | Sycamore Ave and [to be confirmed ] |         | Grampian Avenue (West)              |
|         | Parkside                            |         | Drummond Avenue @ Orchil Road       |
|         |                                     |         |                                     |
| Route B | St Margaret's Medical Centre        |         | St Margaret's Medical Centre        |
|         | High Street @ St Kessog's Pl        |         |                                     |
|         | Aytoun Hall                         |         |                                     |
|         | Abbey Road @ Ruthven Towers         |         |                                     |
|         | Abbey Road @ Aitkens Farm [Turn]    |         |                                     |
|         | Abbey Road @ Abbey Park             |         |                                     |
|         | Abbey Park @ Lundies Walk           |         |                                     |
|         | Lundies Walk @ Orchil View          |         |                                     |
|         | Lundies Walk @ Montrose Road        |         |                                     |
|         | Canmore Place                       |         |                                     |
|         | Ruthven Street                      |         |                                     |
|         | Coop                                |         |                                     |
|         | Spar                                |         |                                     |
|         | Castleton Road                      |         |                                     |
|         | Castleton Park No 40 [Turn]         |         |                                     |
|         | Castleton Road                      |         |                                     |

As at 02 December 2018

## Appendix C: Survey Questionnaire

### AUCHTERARDER TOWN BUS SERVICE - SURVEY

A number of community based groups and individuals have been working together to look at how best to establish a Town Bus Service for Auchterarder, similar to those already operating in Crieff and Blairgowrie.

We have found that many local residents currently find it difficult to access the Town Centre, St Margaret's Health Centre, and clubs/societies held in the community halls. A Town Bus Service would aim to make the Town more accessible to all, and help people to be more independent. It would also provide an option for current car users experiencing parking difficulties.

The proposed service will aim to complement, and not compete with or replace Service 19, or any existing service. It is not anticipated the Town Bus Service will provide school transport to/from The Community School of Auchterarder at the main school start/finish times, or serve Gleneagles Station.

We are very keen to get an understanding of the likely demand for a Town Bus Service and the way in which it should operate. Please take 5 minutes to complete this form if you have any views on a possible Town Bus Service for Auchterarder.

**One form should be completed for each member of your household then returned to Ballot boxes at either Health Centre, Spar Shop, Post Office, Davidson's Pharmacy or Aberuthven Shop, no later than 31<sup>st</sup> October 2017**

Alternatively, go on-line and complete the survey electronically at [www.surveymonkey.co.uk/r/7W853WD](http://www.surveymonkey.co.uk/r/7W853WD)

**Section 1: About You** Age: ☐ Under 11 ☐ 12 – 17 ☐ 18 – 24 ☐ 25 – 59 ☐ 60 – 74 ☐ 75+

Please enter your postcode:

Do you have any illness or disability that affects your ability to travel? ☐ Yes ☐ No

If yes, please give us some idea of your requirements:

**Section 2: Do you/have you ever used existing local bus services (such as Service 19)?**

☐ I currently use regularly ☐ I currently use occasionally ☐ I have never used in the past ☐ I have never used in the past but would consider using a Town Bus Service ☐ never used in the past and would not consider using a Town Bus Service

**Section 3: Which of the following are issues affecting your ability to use the existing bus services?**

Please tick all that apply:

☐ The current bus services do not go where I need them to

☐ The existing bus route is too far away from my house

☐ There are no bus services on my road

☐ The bus service does not operate at the times I need it to

☐ The bus service is not regular enough for me to use it

☐ The timing of the bus service does not allow me enough time before having to return

☐ The timing of the bus service gives me too much time at the destination before being able to return

**Section 4: What types of journey might you want to make on a Town Bus Service?**

Please provide details of the types of journey you may want to make, so that we can consider what the timetable might look like.

One option we may consider is to have a 'demand responsive' type option rather than have a fixed timetable on every day.

| Start Point          | Destination      | Reason               | Day/ time out | Day/ time back | Frequency |
|----------------------|------------------|----------------------|---------------|----------------|-----------|
| e.g. Abbey Road      | High Street      | Shopping             | Sat 9am       | Sat 10am       | Weekly    |
| e.g. Sydney Crescent | St Margaret's HC | Doctor's appointment | ?             | 1 hour later   | Ad-hoc    |
|                      |                  |                      |               |                |           |
|                      |                  |                      |               |                |           |
|                      |                  |                      |               |                |           |
|                      |                  |                      |               |                |           |

**Section 5: Other Comments**

Would it be useful if some journeys on the Town Bus Service were timed to tie in with specific buses on Service 19/20 from Aytoun Hall/Co-op? If so, at what times?

The Town Bus Service would charge fares, with National Entitlement Cards valid to provide free travel for pass holders. What would you consider would be an acceptable fare for the service - either single journey or day ticket?

**Section 6: If an Auchterarder Town Bus Service were to be introduced, do you think you would use it?**

☐ I would use regularly ☐ I would use occasionally ☐ I would never use

In what way do you feel the Town Bus will improve quality of your life and if you have any other comments or suggestions about a Town Bus Service, please provide them below.

Thank you for completing this survey for Auchterarder Town Bus Group.

As they arise, updates on Town Bus will be published in Lang Toon Times.

## Appendix D: Snapshot of Results from Auchterarder Town Bus Service Survey

- 228 responses to the questionnaire, of which 64% were aged 60 and over.
- 17% have an illness or disability that affects their ability to travel
- 17% not local bus users but would consider using a Town Bus Service
- Which of the following are issues affecting your ability to use the existing bus services?

|                                                                                                     | Responses       |            |
|-----------------------------------------------------------------------------------------------------|-----------------|------------|
| The current bus services do not go where I need them to                                             | 28.81%          | 51         |
| The existing bus route is too far away from my house                                                | 24.86%          | 44         |
| There are no bus services on my road                                                                | 40.11%          | 71         |
| The bus service does not operate at the times I need it to                                          | 51.41%          | 91         |
| The bus service is not regular enough for me to use it                                              | 44.63%          | 79         |
| The timing of the bus service does not allow me enough time before having to return                 | 20.90%          | 37         |
| The timing of the bus service gives me too much time at the destination before being able to return | 20.34%          | 36         |
|                                                                                                     | <b>Answered</b> | <b>177</b> |

- If an Auchterarder Town Bus Service were to be introduced, 94% of respondents said they would use it regularly or occasionally.
- 155 respondents specifically commented on the potential quality of life benefits of a Town Bus Service

## PERTH AND KINROSS COUNCIL

### Environment & Infrastructure Committee

20 March 2019

### Perth Cycle Network Masterplan

#### Report by Executive Director (Housing & Environment) (Report No. 19/81)

This report outlines the context for developing the Perth Cycle Network Masterplan in relation to environmental and transport pressures along with community, health and business benefits. The report seeks approval to integrate the development of cycle networks within strategic planning and placemaking guidance. This will support funding applications, and the development of detailed designs, using resources from the Council's capital programme to leverage in significant match funding from external funding sources. This should deliver improved cycling and transport infrastructure to support economic growth and environmental sustainability.

## 1. BACKGROUND

- 1.1 Perth and Kinross Council, like other local authorities across the UK, is adapting to significant environmental and economic challenges. As such, it remains committed to developing sustainable, low carbon active travel routes across Perth city and the surrounding area. Collaboration at the regional level, via TACTRAN and the Regional Transport Strategy, outlines the vision to deliver *"a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all."*
- 1.2 The planned growth of Perth to the west and north now provides opportunities to develop complementary multi-modal green routes into Perth to improve access, help alleviate traffic congestion, and address air quality issues.
- 1.3 Aligned with the opportunities for improved regional transport connectivity is the potential for increased economic participation and a reduction in inequalities, as outlined in the Tay Cities Regional Economic Strategy. This presents the framework for investment following the Tay Cities Deal, building on the strengths of Perth and Kinross, particularly culture and leisure tourism.
- 1.4 The [Perth City Plan](#) outlines an approach to *Placemaking*, actively encouraging infrastructure for smart growth and reduced car dependency, by focusing on sustainable, low carbon development and improved connectivity, which is required to deliver a modal shift to active travel for short journeys. Not only will this provide communities with healthier places for people to live, work and visit; there is plenty of recent evidence<sup>1</sup> which links economic growth with

<sup>1</sup> [https://www.sustrans.org.uk/sites/default/files/moving\\_forward\\_brochure\\_for\\_web.pdf](https://www.sustrans.org.uk/sites/default/files/moving_forward_brochure_for_web.pdf)  
[https://www.livingstreets.org.uk/media/1391/pedestrianpound\\_fullreport\\_web.pdf](https://www.livingstreets.org.uk/media/1391/pedestrianpound_fullreport_web.pdf)

active travel. Key routes and policy support for multi modal transport investment, including cycling, were included in the revision of the Local Development Plan to reflect these ambitions. This approach has also been aligned with the Council's recently approved *Active Travel Strategy* which focuses on reducing car dependency and promoting active travel across Perth and Kinross.

- 1.5 A joined up strategic approach to low carbon travel is in line with a growing environmental agenda across the UK, which is seeking to promote active travel, particularly cycling and walking, through investment in appropriate infrastructure. This will supplement current public transport provision and help reduce car dependency over short distances (5 miles or less), which equates to 60%<sup>2</sup> of all journeys taken each year.
- 1.6 The Scottish Government has outlined its commitment to active travel, by backing up its vision, (*"by 2020, 10% of everyday journeys taken in Scotland will be by bike"*), by doubling current investment in infrastructure to £80 million per year. Four Scottish cities – Stirling, Glasgow, Edinburgh and Inverness – have all benefited from recent investment. Perth is seeking to become the next Scottish city to invest heavily in cycle and active travel infrastructure.
- 1.7 The Tay Cities Deal has brought together public, private and voluntary organisations in Angus, Dundee, Fife and Perth & Kinross to deliver a smarter and fairer region through the Tay Cities Regional Economic Strategy and Joint Committee. Under the strategy, businesses, higher and further education, local government and the third sector will work closely together to create growth more quickly and sustainably, using the significant public investment to bring greater prosperity and equality. The Tay Cities Deal focuses on programmes to increase inclusion, innovation and enhance connectivity through skills development, and support for infrastructure, such as roads, cycle routes, rail links, buildings and communications networks. This is to support development and economic growth, as highlighted throughout the *Tay Adventure* proposal.
- 1.8 The Sustrans Community Links PLUS Programme and Tay Cities Deal both provide potential opportunities to deliver the necessary infrastructure required for a modern cycle network which will service urban settlements and rural areas. Additional funding is also being pursued to support investment in landscaping and environmental improvements via the Scottish Government's Green Infrastructure Fund, managed by Scottish Natural Heritage
- 1.9 The Perth Cycle Masterplan builds on the previous work and current projects (active travel and placemaking) in the Council, to collate and present a joined-up approach to future investment in short distance commuter cycling and active travel infrastructure across Perth and the surrounding area. This approach requires clarity on policy support for the masterplan and related

---

<sup>2</sup>[https://www.sustrans.org.uk/sites/default/files/file\\_content\\_type/sustrans\\_sustainable\\_transport\\_briefing\\_a3\\_spreads.pdf](https://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_sustainable_transport_briefing_a3_spreads.pdf)

design guidance, which is intended to be further reflected in the land use planning framework.

- 2.0 The Perth Cycle Masterplan outlines a strategic approach for delivering key active travel routes in Perth and linking in with wider active travel routes outwith the city, which connect with rural settlements – Scone, Luncarty and Bridge of Earn. It is anticipated Perth will see the first phase of investment, with future opportunities being sought to link in with the wider network in upcoming phases of external funding programmes. The Council recognises efforts are being made in rural communities to deliver active travel routes and is keen to ensure these form part of a coherent network in the future.

## **2. CONTEXT**

### **Strategic objectives**

- 2.1 The proposed delivery of cycle corridors across the city and surrounding area delivers on the current commitment and potential revised priorities of the Perth City Plan, which are listed below:
- the city will grow in a responsible way, reducing car dependency and encouraging the use of public transport and active travel;
  - low carbon will be a way of life; the unique characteristics of the historic city centre and Perth's natural setting will be celebrated and enhanced
  - continue to invest in the city's walking and cycling networks
  - Big Move 5 – Placemaking (The City Centre Strategic Theme);
  - developing a strategy for traffic, access and movement;
  - creating a hierarchy of streets, public spaces and walking/cycling routes;
  - improving the environmental quality of key city streets;
  - establishing a framework of green infrastructure.
- 2.2 The proposed Local Development Plan (LDP2) Policy 4: Perth City Transport and Active Travel sets out the general principles in respect of the key routes and corridors to be targeted for improvements, with greater priority being given to public transport, walking and cycling on these key routes. The proposed LDP2 currently shows the strategic key routes and corridors on a map. The Perth Cycle Network Plan creates a schematic cycle network, connecting those destinations mentioned in LDP2 Policy 4 and included in the map.
- 2.3 The Perth City Cycle Masterplan (PCNM) will also deliver on several of the strategic objectives outlined in the Corporate Plan & Community Plan/Local Outcome Improvement Plan, which are outlined below:
- promoting a prosperous, inclusive and sustainable economy
  - supporting people to lead independent, healthy and active lives
  - creating a safe and sustainable place for future generations
- 2.4 The Proposed LDP2 Placemaking Supplementary Guidance will be consulted on before it is adopted alongside the Local Development Plan 2. The Placemaking Supplementary Guidance identifies that:

*“Cycle routes and infrastructure should be considered as part of any new development. Access to safe and direct routes for cyclists can reduce car usage significantly, so providing links to the existing cycle network can help to create attractive new places. The following are considerations for any new cycle infrastructure:*

- *create safe routes that provide consistency and allow for a wide range of users.*
- *identify the most logical route for cyclists, allowing navigable and accessible destinations.*
- *as with pedestrian routes, identify key desire lines that minimise detours and delays.*
- *create surfaces that are smooth and well-maintained with gentle gradients.*
- *create attractive new routes that make cycling an attractive option.”*

- 2.5 Further details of cycling friendly design guidance which sets clear parameters on how to deliver these principles within new developments, will be provided as a technical note to accompany the Placemaking Supplementary Guidance. This will clarify the requirements for developers providing design details for different roads hierarchies.

## **Economic Benefits**

- 2.6 As well as social and environmental benefits, there is the potential for significant economic benefits as a result of delivering the PCNM. Sustrans and Living Streets have both undertaken a substantial amount of research in areas which have seen the implementation of cycle lanes. Both report increases in economic activity, particularly for businesses aligning the active travel corridors. The report, produced in collaboration between Perth & Kinross Council and Sustrans, *Bike Life Perth*<sup>3</sup>, highlights the economic impact to the city as £3.9m per year. This aligns with recent research from Transport for London which shows the economic impact of active travel could be as much as a 40% increase to businesses<sup>4</sup>.
- 2.7 The alternative use of street space for cycling, buses and pedestrians has the potential to support development and generate additional economic spend across the city region. Infrastructure provision, investment and funding support increase the development potential for key strategic sites (both public and private) which have been highlighted in the Local Development Plan and Perth City Plan, by providing clarity to investors, accelerating delivery and enhancing marketability to purchasers. Shifts to other forms of transport in the longer term will reduce the need for current levels of private and public car parking spaces, unlocking economic development potential of these sites. Consumers’ use of alternative forms of transport and potential to incentivise

---

<sup>3</sup> <https://www.sustrans.org.uk/bikelifepertth>

<sup>4</sup> <https://tfl.gov.uk/info-for/media/press-releases/2018/november/getting-more-people-walking-and-cycling-could-help-save-our-high-streets>

alternative transport use through local loyalty reward schemes, linked with local businesses, will increase local expenditure capacity.

### **Perth Cycle Network Masterplan (PCNM)**

- 2.8 The Perth City Plan outlines its vision for Perth as “*one of Europe’s great small cities*”, within the context of broader regional transport improvements to road, rail and public transport provision and digital investment to help integrate transport choices, and ease journeys for visitors and residents. As part of this vision, the plan sets out a series of requirements for placemaking. This includes green networks and golden routes, which link together key trip generators such as Perth College UHI, Perth Royal Infirmary, SSE, Aviva, council offices, secondary schools, tourism assets and key transport destinations (bus & rail stations).
- 2.9 The rationale for this approach is based on exemplar cities across Europe, which have recognised the environmental and economic benefits of sustainable transport routes. This provides children, commuters, residents and visitors with a range of provisions to navigate and explore the city region, without having to rely on the car as a form of transport. This approach delivers wide scale health benefits and economic development. It also provides a modal shift away for commuters who are reliant on the car as their only form of travel for short journeys.
- 2.10 The Cross Tay Link Road (CTLR) will provide an opportunity to unlock roads network capacity issues in the city centre and surrounding area. However, the benefits need to be captured on its completion, otherwise there is a risk of ‘induced’ traffic, where a perception of more capacity for cars is likely to result in more commuters on the road network. Investing in cycling infrastructure over the next five years will help future proof the city and lock in the benefits of the CTLR.
- 2.11 The associated benefits of the CTLR and achieving a modal shift to active travel include, but are not limited to:
- increased economic spend and investment in key strategic sites
  - a reduction in air quality issues
  - reduced congestion on the city’s road transport network, which frees up space for public transport
  - opening up and accessing employment land
  - improved health and wellbeing of the city’s residents, workers and visitors.
  - safe, segregated network routes for children and commuters.
- 2.12 Since the Perth City Plan was approved in 2015, services across the Council have been working with communities and businesses to develop a series of coordinated projects, which will deliver the vision of green networks, golden routes and active travel infrastructure across the city region. This has culminated in the development of the Perth Cycle Network Masterplan (PCNM).

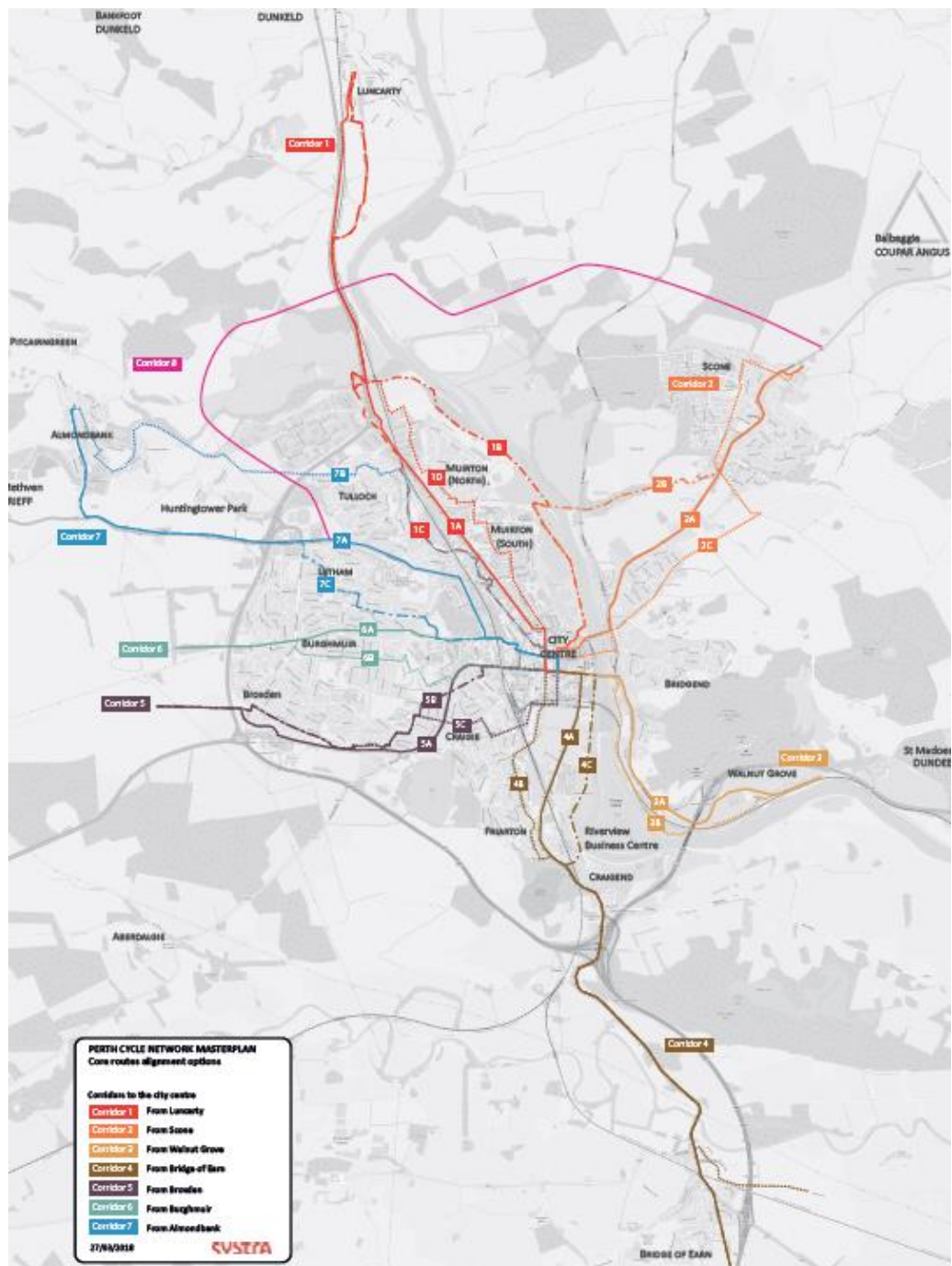
- 2.13 The PCNM aims to deliver a comprehensive active travel network across Perth and the wider area, which will support a modal shift in the movement of people by sustainable modes of transport, and reduce the reliance on motorised vehicles. In order to expedite the required behavioural change, cycle infrastructure needs to be direct, comfortable, safe (segregated from transport), attractive and coherent<sup>5</sup>, if commuters are to be presented with a real alternative to the car.
- 2.14 The PCNM provides an opportunity to implement significant infrastructure which will provide a safe, segregated cycle route around and throughout the Perth and the wider area. This will assist in a sizeable modal shift in the short to medium term, and provide an opportunity for future generations to become less reliant on the car as a form of transport. This is in line with a growing trend which is seeing a reduction in the use of cars, as well as the registration of licences with 17-20 year olds<sup>6</sup>.
- 2.15 In total, the PCNM identifies eight core cycle corridors (Fig. 1), which link key settlements and trip generators to the city centre. The routes take into account the strategic growth areas of Perth over the next decade. They link to areas of employment and education, as well as important tourism assets and gateways into the city centre e.g. Broxden and Perth train station.
- 2.16 The eight core corridor routes are:
1. Luncarty to the City Centre
  2. Scone to the City Centre
  3. Walnut Grove to the City Centre
  4. Bridge of Earn to the City Centre
  5. Broxden to the City Centre
  6. Burghmuir to the City Centre
  7. Almondbank to the City Centre
  8. Cross Tay Link Road
- 2.17 Each of the respective corridors and associated routes has been evaluated as part of an options appraisal exercise. This scored each corridor on selective criteria in line with international guidance. Critically, the assessment measures demand wider transport benefits and deliverability. The PCNM along with, the challenges, opportunities and options appraisal are all outlined in the masterplan which is provided in Appendix 1.

---

<sup>5</sup> Transport for Scotland – Cycle By Design

([https://www.transport.gov.scot/media/14173/cycling\\_by\\_design\\_2010\\_\\_rev\\_1\\_\\_june\\_2011\\_.pdf](https://www.transport.gov.scot/media/14173/cycling_by_design_2010__rev_1__june_2011_.pdf))

<sup>6</sup> <https://www.parliament.uk/documents/commons-committees/transport/POST-briefing-on-peak-car.pdf>



(Fig. 1)

- 2.18 In addition to the proposed investment, Perth & Kinross Council will be monitoring and evaluating active travel behaviour. The council will incorporate a number of smart measures throughout the duration of the programme in order to encourage behaviour change, and engage with local communities, as the network develops. These measures will include, but not be limited to:
- improved wayfinding and legibility of routes;
  - artwork and high quality street furniture;
  - route mapping;
  - travel planning;
  - link with education – engagement with school pupils and further education students; and
  - e-bike and 'bike and go' schemes.
- 2.19 The PCNM, which has been developed in consultation with Council teams and local external partners including Tactran, Cycling Scotland and Cycle UK, builds on the concept of 'golden routes' and key green networks throughout the city centre.

### **Funding and delivery**

- 2.20 Sustrans is a charity which aims to promote active travel across the UK. In partnership with Transport Scotland, Sustrans launched two investment programmes in 2015: Community Links and Community Links Plus. Community Links focuses on improving active travel infrastructure in rural areas. The Community Links Plus programme actively encourages ambitious projects which deliver a step change in active travel in and around towns and cities. In order to assist the delivery of ambitious projects, the Scottish Government has increased its commitment to these programmes, from £40m to £80m per year.
- 2.21 The Community Links Plus programme is a design competition which attracts applications from councils all over Scotland. It has three stages, and only the most ambitious projects, which show a clear commitment to active travel, placemaking and community engagement, will succeed in making the final five places.
- 2.22 The Stage 1 Community Links Plus application submitted by Perth & Kinross Council in June 2018 was successful, resulting in the Council being shortlisted for Stage 2. The Council received £50,000 to develop a business case for the next stage and appointed consultancy firm Royal HaskoningDHV to assist with the process. The Stage 2 business case will be submitted in April 2019.
- 2.23 If Perth and Kinross Council reaches the final five with the submission of the PCNM (to be announced in June 2019), Sustrans will provide £50k for applicants to work on the next design phase, which takes approximately twelve months to complete. This will form the final business case (Stage 3) to Sustrans in April 2020.

- 2.24 If the Council is one of the final five applicants, Sustrans has indicated it will secure the required capital match funding to deliver the construction phase of the programme. This is also outlined in the current guidance for the Community Links PLUS programme. The only way this will change is if the Council significantly varies its approach to investment by the time the Stage 3 business case is submitted in April 2020.
- 2.25 Following approval of the Perth City Plan in 2015, the Council committed £8.9m of Capital funding for placemaking along with £5m for a Lighting Strategy/ Action plan. In total, £13.9m in core funding has been committed to improving placemaking and lighting across the area.
- 2.26 It is proposed the Council utilises the resources for the eligible projects identified in the Placemaking and Lighting capital programme as match funding for an application to the Sustrans Community Links Plus Programme. The allocation of eligible funding identified at the time of the Stage 1 submission was £11.083m.
- 2.27 Correspondence with Sustrans has also identified the potential to use Perth and Kinross Council's capital contribution from the A9/85 and CTRLR projects as match funding for the Community Links Plus Programme. Taking this into account, along with potential opportunities from the Tay Cities Deal projects, a stage 1 application was submitted to Sustrans in June 2018. A breakdown of the initial Perth & Kinross Council match funding from the Sustrans is application below:

|                                  |                                               |
|----------------------------------|-----------------------------------------------|
| Placemaking & Lighting           | £11.083m (Eligible projects)                  |
| Tay Cities Deal                  | £14.913m (Active Travel Hubs & Tay Adventure) |
| A9/85                            | £3.193m (Active Travel Investment)            |
| CTRLR (PKC capital contribution) | <u>£5.400m</u>                                |
| Total                            | £34.589m'                                     |

- 2.28 Sustrans and the Green Infrastructure Fund have both made it clear that their respective capital funding will be eligible for 100% of the costs within the cycle corridors. Sustrans has also outlined it may provide additional staff resource to help Perth & Kinross Council deliver the investment programme.
- 2.29 In terms of the intended timeframe for delivery, officers are working to the timescales identified below, with the aim of delivering at least four of the corridors by 2024.

| Action                                                                   | Responsible party                                     | Date             |
|--------------------------------------------------------------------------|-------------------------------------------------------|------------------|
| Stage 2 proposals co-produced (PKC received £50k for design development) | City Development, Road Safety, Roads Design, Sustrans | Mid-April 2019   |
| Submission of Stage 2 proposals                                          | City Development                                      | 26 April 2019    |
| Announcement of 5 winning submissions (PKC to receive                    | Sustrans/Transport Scotland                           | W/c 10 June 2019 |

| Action                                          | Responsible party                        | Date                   |
|-------------------------------------------------|------------------------------------------|------------------------|
| £50k for design development (if successful)     |                                          |                        |
| Proposals developed                             | City Development, Sustrans & Consultants | June 2019 – April 2020 |
| Developed proposals submitted                   | City Development                         | W/c 20 April 2020      |
| Event celebrating promotion of projects         | PKC, Sustrans, Transport Scotland        | May/June 2020          |
| Construction of PKC proposals                   | City Development, Sustrans, Contractor   | June 2020 – June 2024  |
| Post works monitoring, evaluation and promotion | PKC (Road Safety and City Development)   | 2024 and beyond        |

- 2.30 There is a recognition that delivering the full programme by 2024 is ambitious and will require additional staffing to increase capacity of current resources. The level of resources required to deliver the programme of investment will be built into the Stage 2 business case.
- 2.31 The installation of cycle infrastructure in the core city centre will be based on a robust modelling and programming exercise. This will ensure there is minimal adverse impact on the traffic management of road network. This will be undertaken as part of the Design Phase, which will involve input from the Council's Transport Planning, Network Management and the Road Safety Teams. This process has already started with proposals to be modelled by April 2019.
- 2.32 The current opportunities to grow the city and its economy in a sustainable way is a 'once in a generation' opportunity. Shifting the range of travel choices to 'future proof' the growth of the city and provide the necessary infrastructure for future generations will deliver significant health and economic benefits.
- 2.33 Funders (Sustrans, The Green Infrastructure Fund) and the local population, community and business require clarity that the Council is committed to supporting and progressing investment in a range of transport choices, including cycling, within the city and surrounding area. This will give confidence to provide further funding and help secure collaboration with developers and transport operators, to help implement proposals. Local business support and engagement will be required to ensure there is a business commitment and involvement in alternative transport choices and access for both employees and customers.
- 2.34 The Perth City Development Board, Perth Traders Association and the current review of the Perth City Plan are providing a framework for engaging with local business and representative bodies on alternative transport strategies for the city. Articulating policy support for the development of cycling infrastructure within the land use planning framework is required to demonstrate the Council's commitment. This will demonstrate strategic support and provide a framework and guidance for consideration of detailed proposals in respect of design and management of the road network, as well as a means of public engagement through the planning process.

- 2.35 It should be noted that this is a competition and there is a chance the bid may not make the final five, in which case the Council will continue with investment in placemaking and seek out future funding opportunities. The Scottish Government has outlined a commitment to active travel, by retaining its £80million budget in 2019/20 and this will remain an avenue of interest for the Council.

### **3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 Promoting active and sustainable forms of travel have become key environmental and economic focus of councils across the UK. Both the UK and Scottish Governments have provided increased funding for investment in the necessary infrastructure required to facilitate modal shift with commuters, as well as address health issues associated with poor air quality and a lack of exercise.
- 3.2 The PCNM outlines an approach for significant investment in cycle infrastructure across the Tay Cities region and more locally within Perth. This will help deliver the aims of the Council's Active Travel Strategy, along with strategic objectives of the Tay Cities Deal, Perth City Plan, Community Plan/Local Outcome improvement Plan (2017 -2027) and Local Development Plan.
- 3.3 The Community Links Plus Programme provides a unique opportunity to lock in the benefits of the CTLR across the Perth city region and deliver a significant part of the vision outlined in the Perth City Plan and policy objectives of the Local Development Plan. The funding programme administered and promoted by Sustrans offers a level of resource not previously available to councils. The Council is currently well placed to use current capital commitments to apply and secure funding to help deliver the PCNM.
- 3.4 It is recommended the Committee:
- (i) notes the current policy support for cycling investment as part of broader transport investment.
  - (ii) agrees to submit the final business case to Sustrans and Transport Scotland by the deadline of 26 April 2019 based on known match funding from Perth & Kinross Council
  - (iii) approves the cycling Masterplan (Appendix 1), to allow officers to augment and provide appropriate design principles and concepts for the core route projects
  - (iv) agrees that design details for different roads hierarchies should be prepared for the Local Development Plan 2 Placemaking Supplementary Guidance technical note on Cycle Friendly Routes and Cycle Friendly Infrastructure.

- (v) notes that an update will be provided following the final decision in the summer, notifying the Committee of the outcome and how the Council will seek to proceed with the investment or an alternative approach if the bid is not successful.

**Author**

| <b>Name</b>    | <b>Designation</b>            | <b>Contact Details</b>                        |
|----------------|-------------------------------|-----------------------------------------------|
| Michael Morgan | Regeneration Projects Officer | 01738 475000<br>HECommitteeReports@pkc.gov.uk |

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>      |
|----------------|-----------------------------------------------|------------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 15 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan / Single Outcome Agreement           | <b>Yes</b>        |
| Corporate Plan                                      | <b>Yes</b>        |
| <b>Resource Implications</b>                        |                   |
| Financial                                           | <b>Yes</b>        |
| Workforce                                           | <b>N/a</b>        |
| Asset Management (land, property, IST)              | <b>Yes</b>        |
| <b>Assessments</b>                                  |                   |
| Equality Impact Assessment                          | <b>None</b>       |
| Strategic Environmental Assessment                  | <b>None</b>       |
| Sustainability (community, economic, environmental) | <b>None</b>       |
| Legal and Governance                                | <b>Yes</b>        |
| Risk                                                | <b>Yes</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 & Corporate Plan

- 1.1 The PCNM will assist the delivery of the Perth and Kinross Community Plan/Single Outcome Agreement in terms of the following priorities:

- (i) Promoting a prosperous, inclusive and sustainable economy
- (ii) Supporting people to lead independent, healthy and active lives
- (iii) Creating a safe and sustainable place for future generations

### 2. Resource Implications

#### Financial

- 2.1 The PCNM is estimated to cost £50m to deliver all 8 corridors, which works out at just over £1m per kilometre (45km in total). Cross service working has identified what budgets can be used as match funding, which are not at risk of duplication for match funding other grants.
- 2.2 Perth and Kinross Council currently has a commitment for placemaking and lighting in the capital programme, with £8.9m and £5m, respectively. This followed the approval of the Perth City Plan in 2015. The commitment of core funding has enabled the Council to engage with external funding providers and seek additional resources which will complement the investment in

placemaking and lighting, by delivering the cycle infrastructure identified in the PCNM.

- 2.3 The eligible placemaking and lighting capital projects for match funding, totals £11.08m. On top of this, the Council's capital commitment to active travel elements within the CTRL and A9/85 projects currently sits at £8.593m providing additional funding leverage towards Sustrans from this commitment. The final contribution is from the Tay Cities Deal, which is split between Active Travel Hubs (£1.265m) and Tay Adventure (£13.648m). The total pot is £34.589m, which can be subject to change.
- 2.4 Formal approval of current anticipated Council resources was agreed on the 7 February through a report to the SP&R Committee (Report No refers). Additional external funding may be secured to support investment in landscaping and environmental improvements via the Scottish Governments's Green Infrastructure Fund managed by the Scottish Natural Heritage (SNH). Any adjustments or further revenue and capital requirements will be sought through the capital and revenue budget process as funding support and detailed costs become confirmed through the funding, design and procurement processes.

#### Workforce

- 2.5 If the Council is successful in making it through to Stage 3, additional staffing will be required to enhance in-house capacity of those who are involved in managing existing projects within the capital programme, in order to deliver the PCNM. This resource could be required to undertake the Technical Design Phase in order to secure the funding for the Construction Phase. Staff for the Technical Design & Construction Phase will form part of the detail outlined in the Stage 2 business case and will form part of a further report to the SP& R Committee.
- 2.6 SUSTRANS have also indicated there will be some dedicated resource to help facilitate design development, consultation and delivery. At this moment, it is anticipated total additional staff resource requirements will be at least 4 FTE to deliver the programme of works, but this may change by the final business case.

#### Asset Management (land, property, IT)

- 2.7 At this stage, asset management covers two aspects; cycle lanes and active travel infrastructure (bike lockers, charging points etc.). Cycle lanes will be maintained by the Roads Maintenance Partnership, in line with the current maintenance arrangements. It is hoped that a modal shift away from road vehicles over the next ten years will see a reduction in the pressure on the road maintenance programme for the city centre network through reduced road repair costs. Resource implications will be quantified
- 2.8 Maintenance of any metered electric charging points for e-bikes, installed as part of the investment programme, will be maintained by Property. The

Council is currently developing opportunities to use assets for advertisement and corporate sponsorship to generate revenue income to help support ongoing investment and activity in the use of spaces.

### 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. The Equality Impact Assessment undertaken in relation to this report can be viewed clicking [here](#).

(i) Assessed as **not relevant** for the purposes of EqIA

#### Strategic Environmental Assessment

- 3.2 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.3 The reason(s) for concluding that the PPS is unlikely to have significant environmental effects is that This is detailed delivery and procedural guidance which conforms with the policies of the higher level plan. There is likely to be limited beneficial effects but these would be limited in scale and attributed to the implementation of LDP2 policies, not the guidance itself.

#### 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. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:
- in the way best calculated to delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programmes; and
  - in a way that it considers most sustainable.

#### Legal and Governance

- 3.5 If Perth and Kinross Council is successful with funding applications, it is anticipated there will be associated terms and conditions attached to the funding resource, which will require Heads of Terms between PKC and the funding body i.e. Sustrans. This is standard practice and will outline the

requirements of the council in its approach to marketing and monitoring of the infrastructure during and following completion of the construction phase.

- 3.6 If there are any requirements for amendments to Traffic Road Orders, these will be consulted via the Network Management Team and will be subject to a committee report at a future date.

#### Risk

- 3.7 Risk management forms part of the corporate governance for capital investment projects. As part of the proposed investment programme outlined in the PCNM, a risk log will be setup and monitored/maintained by the Project Manager. All risks will be mitigated through consultation and design, as the Council proceeds with programme delivery.

### **4. Consultation**

#### Internal

- 4.1 The following key internal stakeholders have been consulted Air Quality, Flooding & Structures, Network Management, Road Safety, Greenspace, Transport Planning and the Public Transport Unit.

#### External

- 4.2 The following key external stakeholders have been consulted to date, which include, but are not limited to; Elected Members, Cycling Scotland, Cycling UK, Perth Cycle Club, cycle business owners, local cycling organisations, communities, community councils and Tactran.

### **5. Communication**

- 5.1 A communication plan has been checked and approved by PKC Communication Team. The plan identifies key stakeholders, messages and milestones. A copy can be provided on request.

## **2. BACKGROUND PAPERS**

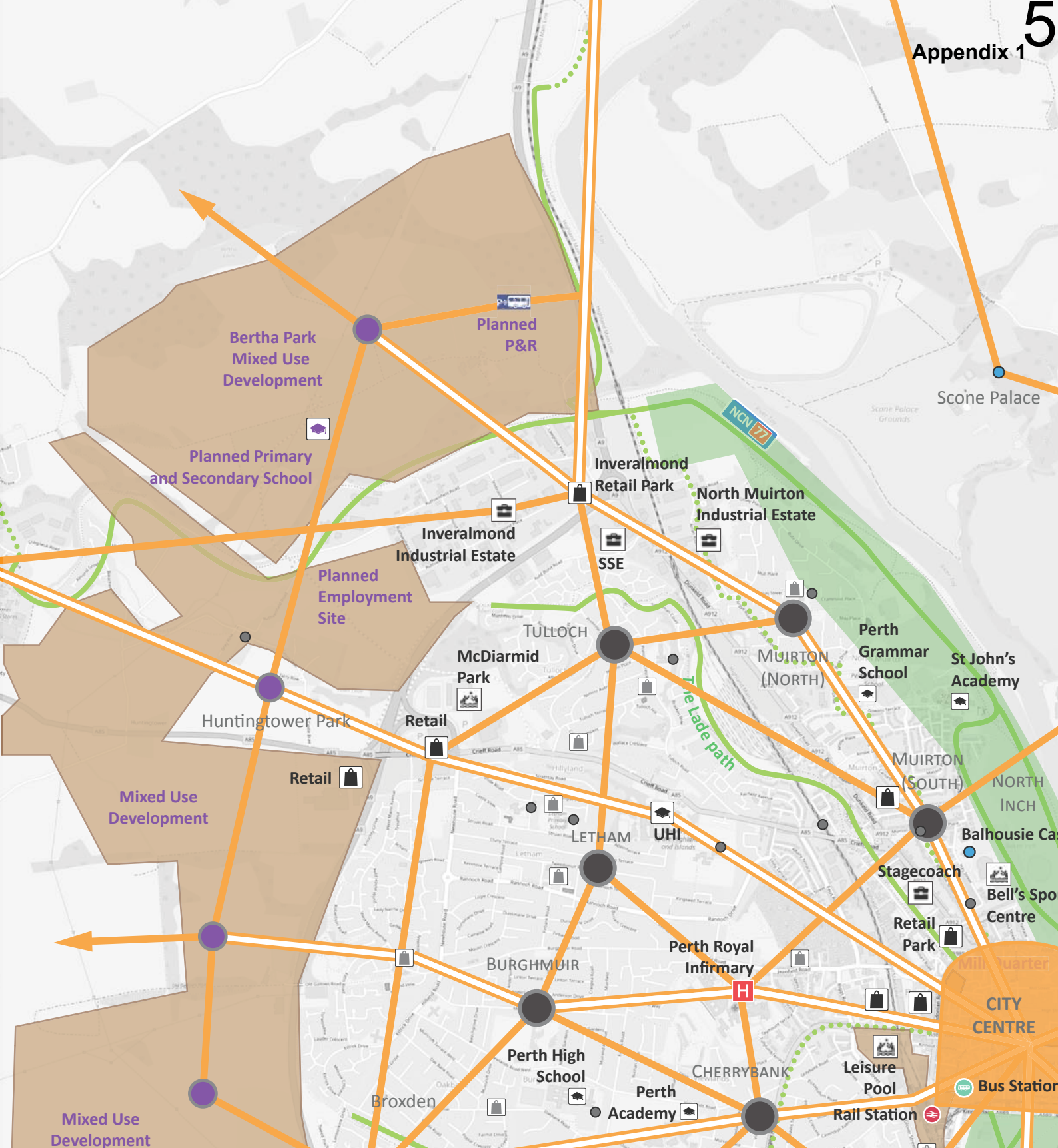
- 2.1 Background papers used for the development of the PCNM and this report include, but are not limited to:

- Tay Cities Deal
- Perth City Plan
- Local Development Plan
- City of Light Action Plan
- Active Travel Audits (Scone/Bridgend) 2017
- Bridgend Design Charrette (2014)
- Sustrans Design Guide
- Sustrans Community Links & Links Plus guidance 18/19

### **3. APPENDICES**

#### **3.1 Appendix 1 – Perth Cycle Network Masterplan**





# Perth & Kinross Council Perth Cycle Network Masterplan

**SYSTRA**  
March 2018

**Final**

# Identification and Approval

## IDENTIFICATION TABLE

|                      |                                                   |
|----------------------|---------------------------------------------------|
| Client/Project owner | Perth & Kinross Council                           |
| Study                | Perth Cycle Network Masterplan                    |
| Type of document     | Final Report                                      |
| Date                 | 28/03/2018                                        |
| File name            | 20171129 Perth Cycle Network Plan_Report V2.0.pdf |
| Reference number     | 107051                                            |
| Number of pages      | 34                                                |

## APPROVAL

| Version | Name        |                  | Position                    | Date       | Modifications                                        |
|---------|-------------|------------------|-----------------------------|------------|------------------------------------------------------|
| 1       | Authors     | Aurelia Ciclaire | Principal Transport Planner | 15/03/2018 | First Draft                                          |
|         | Checked by  | Tim Steiner      | Associate Director          | 19/03/2018 |                                                      |
|         | Approved by | Tim Steiner      | Associate Director          | 19/03/2018 |                                                      |
| 2       | Author      | Aurelia Ciclaire | Principal Transport Planner | 28/03/2018 | Final Version<br>- Updated following client feedback |
|         | Checked by  |                  |                             |            |                                                      |
|         | Approved by |                  |                             |            |                                                      |



## Contents

|                                              |    |
|----------------------------------------------|----|
| 1. Introduction                              | 4  |
| 2. Methodology                               | 6  |
| 3. Policy framework and previous studies     | 8  |
| 4. Cycling demand and network functions      | 12 |
| 5. Core routes alignment options development | 18 |
| 6. Core routes assessment                    | 24 |
| 7. Conclusions and next steps                | 33 |
| Appendix A - Large scale maps                |    |

# 1. Introduction

## Objectives of the study

SYSTRA was appointed by Perth & Kinross Council (PKC) to develop a cycle network masterplan for Perth, in support of their ambition to make Perth an attractive city to cycle in.

The purpose of the masterplan is to coordinate current and future investment in cycling infrastructure in Perth, with the aim of creating a coherent and convenient cycle network, which will make cycling an attractive choice for everyday journeys, to work, to school, to the shop or for leisure.

The masterplan will serve as a reference:

- In the development of more detailed schemes by PKC, ensuring they are all coordinated,
- To support funding applications, such as Community Links and Community Links Plus, and
- To serve as the basis for discussion with partners, (e.g. developers) on how they can contribute and expected longer term benefits from the infrastructure.

The cycle network masterplan:

- Identifies major destinations and how well they are currently connected.
- Creates a schematic cycle network connecting those destinations, establishing what a complete cycle network in Perth would look like.
- Defines the functions and derived level of provision for the different types of connection.
- Along each core connection, identifies and assesses potential route alignments.
- Undertakes an initial assessment of the likely benefits and constraints of each corridor, for the purpose of informing short/medium term investment decisions.

This is an early step towards the implementation of a comprehensive cycle network in Perth, and is therefore expected to evolve as the design of specific schemes are progressed or new opportunities arise. It sets the expected reach and design principles of the cycle network, but does not prescribe specific route alignments and type of infrastructure at this stage. Extensive stakeholder engagement, options appraisal, benefit/cost analysis will need to take place to do so.

High quality cycling infrastructure alone, although necessary, is unlikely to be sufficient to achieve the ambitious scale of change and modal shift aimed for. Any cycling infrastructure development will rely for its success on complementary initiatives in favour of active travel. Travel behaviour change programmes, promotion, cycle training, travel planning, are all essential tools to make cycling attractive. Those are covered in more detail in the Active Travel Strategy for Perth and Kinross under development (planned for publication in Spring 2018).

Other policy areas relevant to creating an environment conducive to cycling include car parking strategies, development plans, or public transport especially interchanges.

## Study Area

The study is focused on the City of Perth and its nearby towns and villages: Scone, Bridgend, Bridge of Earn, Almondbank, and Luncarty. The map alongside (figure 1) shows the extent of the area considered.

Although not considered in detail, connections to the wider region and beyond have been included in the review, to create a masterplan integrated with the regional and national cycle network.

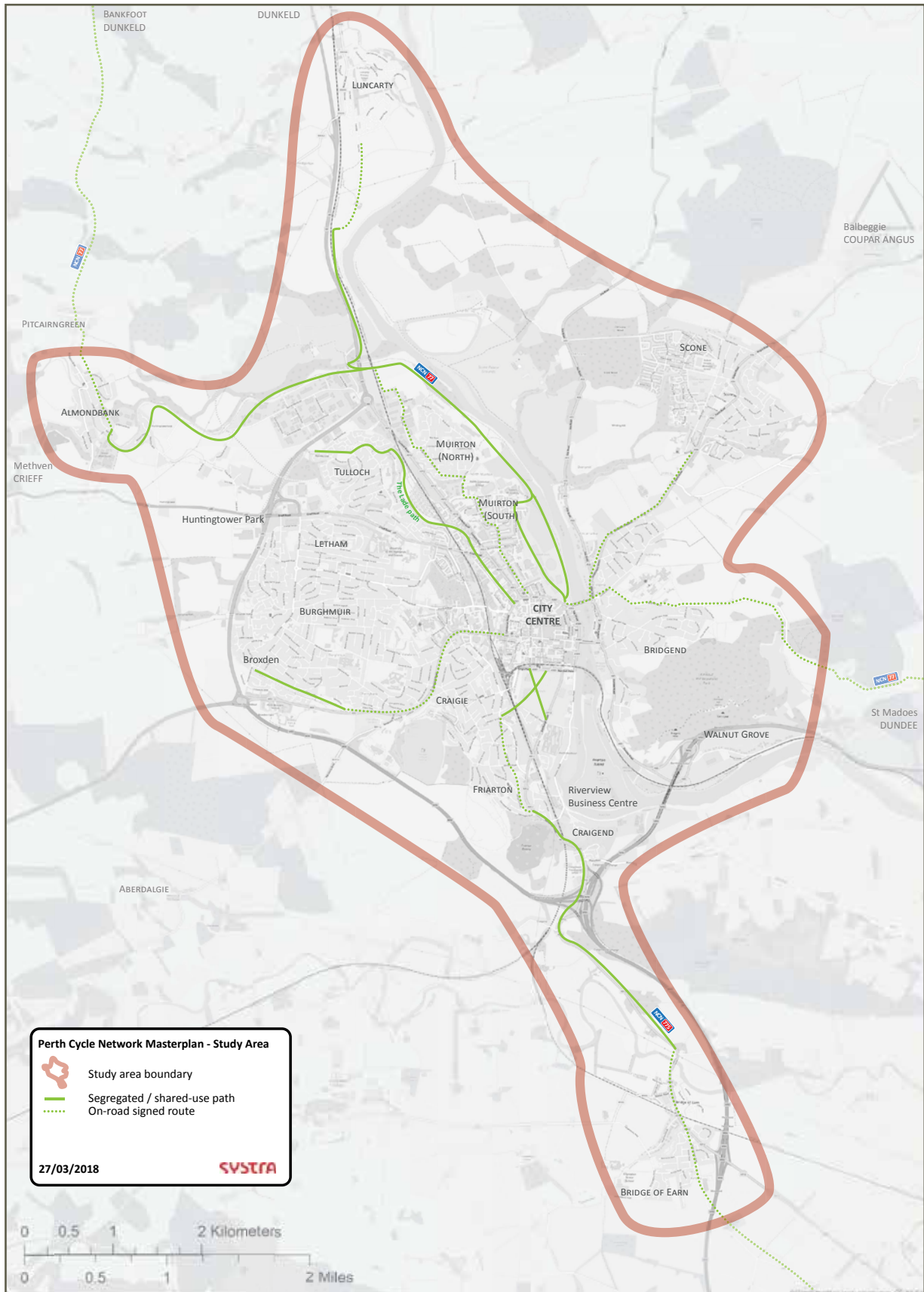


Figure 1 Map of study area

## 2. Methodology

### Approach

The network masterplan was developed in line with guidance issued by Sustrans in "Design Manual Chapter 2 - Network Planning for Cyclists (draft)" December 2014.

The guidance describes a 5-stage development and implementation process of which this study covers the first two:

- Stage 1: Estimate cycling demand and define network function; and
- Stage 2: Define route alignments and concept design.

It also informs discussions on Stage 3 (Define implementation priorities, programme and budget) by providing an initial review of the benefits of selected corridors and alignment options.

The relevant extract from the process chart is shown on figure 2 below.

The methodology also draws inspiration from other guidance documents. In particular, the Dutch "Design Manual for Bicycle traffic" (2017) Chapter 4 "Design of the cycle network" was a direct reference for the development of the network hierarchy and the qualitative criteria used to assess the route options.

The masterplan was produced through the following steps:

- A desktop review of policy and planned changes at the local and regional level;
- Map and desktop-based identification of key origins and destinations, physical barriers, both existing and planned;
- A workshop with external stakeholders to gather views on future routes, identify opportunities and constraints;
- An workshop with stakeholders internal to Perth & Kinross Council to integrate constraints, opportunities, complementary initiatives and common objectives across council departments;
- A mapping exercise summarising findings from the previous stages, leading to the development of a schematic cycle network with a hierarchy of functions and general type of provision, including "core connections", "secondary connections", and "local access"/"basic structure".
- For the core connections, the identification of potential route alignments.
- And finally, a high-level assessment of the benefits and constraints of each core connection, to inform short or medium term investment plans.

| Table 2.1 Cycle network planning and implementation stages |                                                                                                   |
|------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Project phase                                              | Stage                                                                                             |
| Network planning                                           | 1. Estimate cycling demand (magnitude/ distribution and potential increases) and network function |
|                                                            | 2. Define route alignment and concept design                                                      |
|                                                            | 3. Define implementation priorities, programme and budget                                         |
| Implementation                                             | 4. Detailed design, construct and publicise                                                       |
| Post-implementation                                        | 5. Monitor & evaluate, maintain and upgrade                                                       |

Figure 2 - Extract from Sustrans' Network Planning for cycling process flow chart



## Engagement

This network masterplan is ambitious in scope and level of provision for cyclists, and cannot be delivered without careful consideration of stakeholders' expectations and concerns, and building of support around its aims.

For this study, the start of the process, two workshops with external stakeholders and with Council Officers were organised. The list of organisations invited were: Sustrans, Cycling Scotland, The Perth Bike Station, Kinross Cycling Club, Coupar Angus Cycle Hub, Highland Perthshire Cycling, TRACKS, Ramblers Scotland, Live Active, ByCycle, and Muthill Village Trust. Within Perth & Kinross Council, the list of invitees was drawn up to cover as many departments as possible.

Each workshop had a different audience, thus different focus:

- The external workshop focused on locating

physical barriers to cycling, existing infrastructure of good quality to build the network around, but also areas which would benefit from upgrading, or have missing sections.

- For the Internal workshop, the focus was on reviewing ongoing projects and opportunities that cycling could benefit from, or support shared objectives.

The draft results and recommendations were issued to stakeholders for comment and integrated into the final masterplan.

This is the first step in a long process to develop a coherent, consistent, and attractive cycle network in and around Perth. As proposals emerge or the masterplan evolves, further and wider engagement with stakeholders is expected to take place, giving as many people and organisations as possible the opportunity to contribute.



Figure 3 - Output from workshop with external stakeholders.

# 3. Policy framework and previous studies

## Policy context

The policy context is provided with reference to Perth and Kinross Active Travel Strategy, complemented by relevant documents specific to the City of Perth.

### National and supra-national context

In 2013, the Scottish Government published its Cycling Action Plan for Scotland. Its vision is that: “By 2020, 10% of everyday journeys taken in Scotland will be by bike.” It was last updated in 2017, maintaining the same vision.

It sets out 19 actions to achieve this, under priority headings of:

- “leadership and partnership;
- infrastructure, integration and road safety;
- promotion and behavioural change;
- resourcing; and
- monitoring and reporting.”

### Regional Context

Promotion of active travel is a key output of Tactran’s Regional Transport Strategy (RTS). The recently refreshed RTS (2015-2036) has four key strands relating to active travel:

- “Strategic Integration;
  - High Quality Infrastructure
  - Making Better Use of the Transport System;
- and
- Influencing Travel Behaviour”.

The strategy also proposes a network of regional walking and cycling routes.

### Perth and Kinross

The forthcoming Active Travel Strategy for Perth and Kinross includes the draft commitments to:

- Create good off-road networks, and improve the attractiveness of streets as places to walk and cycle ;
- Improve associated active travel friendly infrastructure;
- Improve information on walking and cycling routes and opportunities;
- Enable more people to walk and cycle;
- Encourage more people to walk and cycle; and
- Create a strong leadership and governance structure.

### City of Perth

Perth’s Transport Future, published by PKC in 2012, notes that key transport problems include “Walking and Cycling: unattractive due to heavily trafficked roads in the city centre and on key routes leading to the centre, air quality problems and severance by the A9 to access to future growth areas”.

Its strategic objectives include “to increase the proportion of short trips by more sustainable modes”.

In the 2015-2035 Perth City Plan, PKC states its vision is to develop the City of Perth as “One of Europe’s Great Small Cities”, where (among other things) “The new River Tay Crossing, **investment in public transport, walking and cycling networks and infrastructure will create an accessible city that encourages active travel and reduces car dependency.**”

Extracts from the City Plan (figure 4 and 5) detail design principles and aspirations relevant to the cycle network.

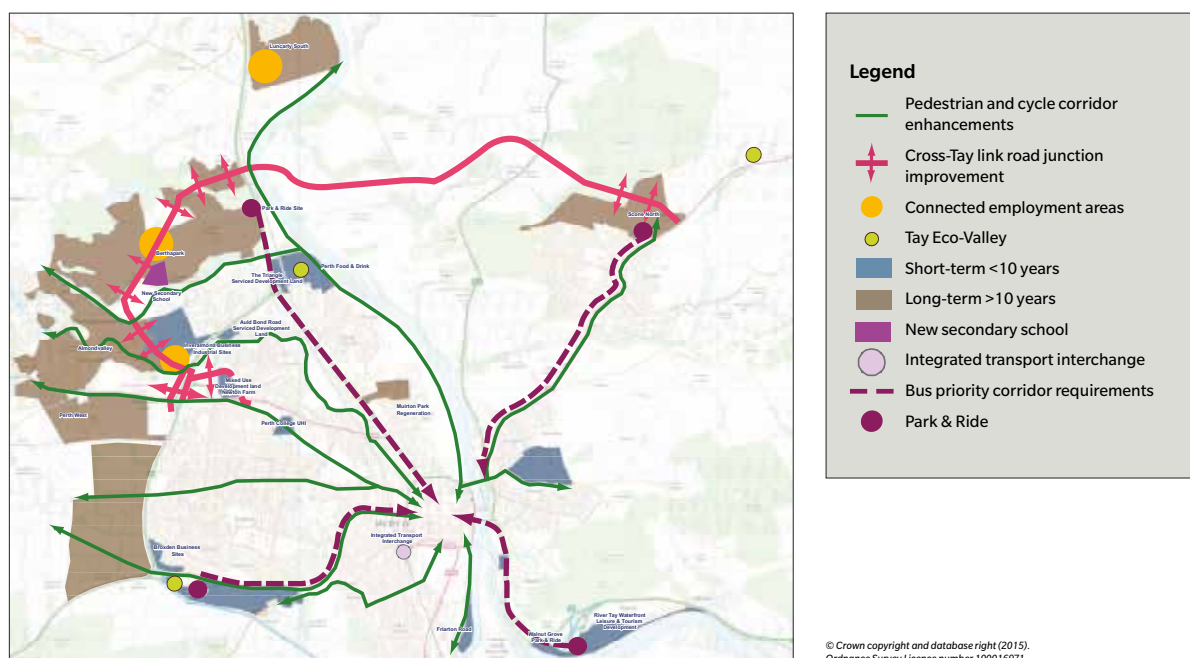


Figure 4 - Extract from Perth City Plan 2015-2035 - "City-wide design principles"

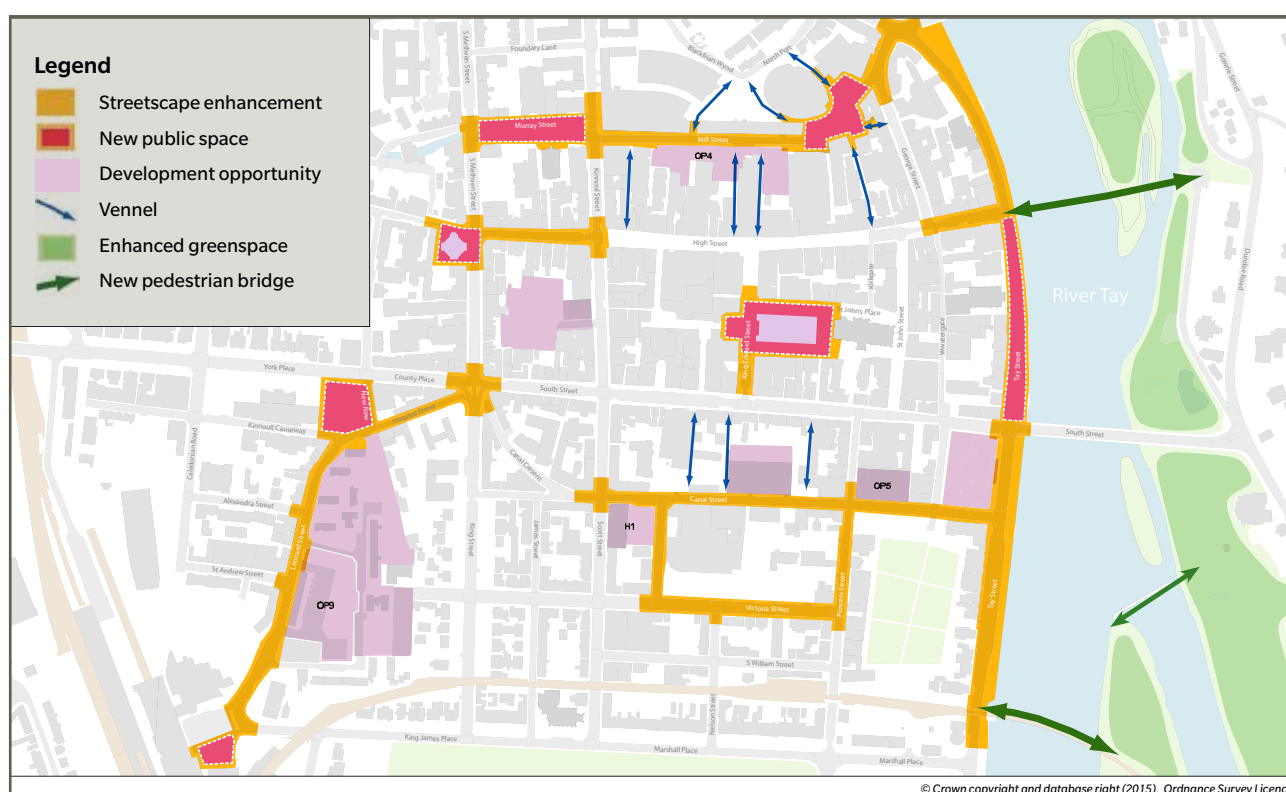


Figure 5 - Extract from Perth City Plan 2015-2035 - "Transforming the public realm"

## Previous studies

Supplementing policy and strategy documents, two recent studies informed the cycling network plan.

### Active travel audits for Scone/Bridgend area (2017)

Tactran commissioned an active travel audit for the Scone-Bridgend area, completed in 2017. The study reviewed and scored existing walking and cycling facilities and identified potential improvements. Proposed infrastructure included segregated cycleways, shared spaces, "cycle streets", or shared footways. Each proposal was assessed, scored, and ranked with the purpose of informing future scheme development.

The proposed network for Scone and bridgend is shown on Figure 6 below.

The full active travel audit report can be found on TACTRAN's website.

### Bridgend Design Charette (2014)

The Design Charette was initiated by Perth & Kinross Council and Bridgend, Gannochy, and Kinnoull Community Council, and Perth Left Bank Community Trust, and took place on 20<sup>th</sup> March 2014.

The Charette lead to the creation of a vision for Bridgend, and the sharing of ideas and initiatives to realise that vision. Key aspirations included the re-design of Bridgend Main Street and surrounding areas into "People-friendly streets", with the re-balancing of the street layout in favour of walking, cycling and "spending time in" over motorised traffic.

Another key proposal was for a new foot (and cycle) crossing over the River Tay linking Bridgend to Perth High Street.

Initiatives from the Bridgend Charette Strategy are summarised on figure 7 alongside.

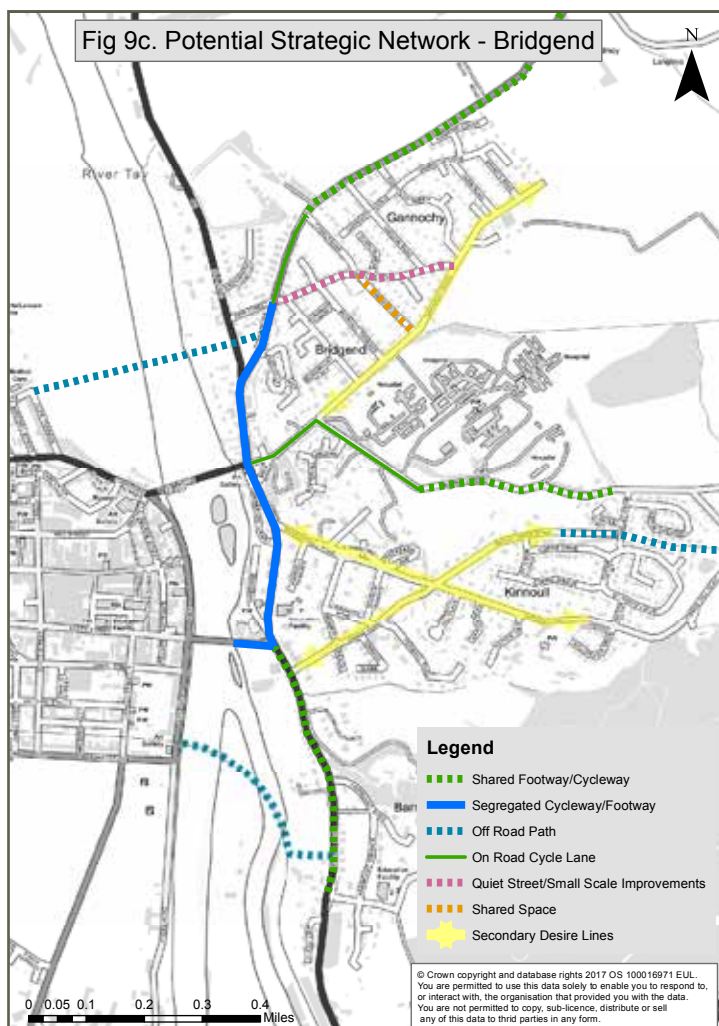


Figure 6 - Extract from Active Travel Audit for Scone and Bridgend (tactran, 2017).

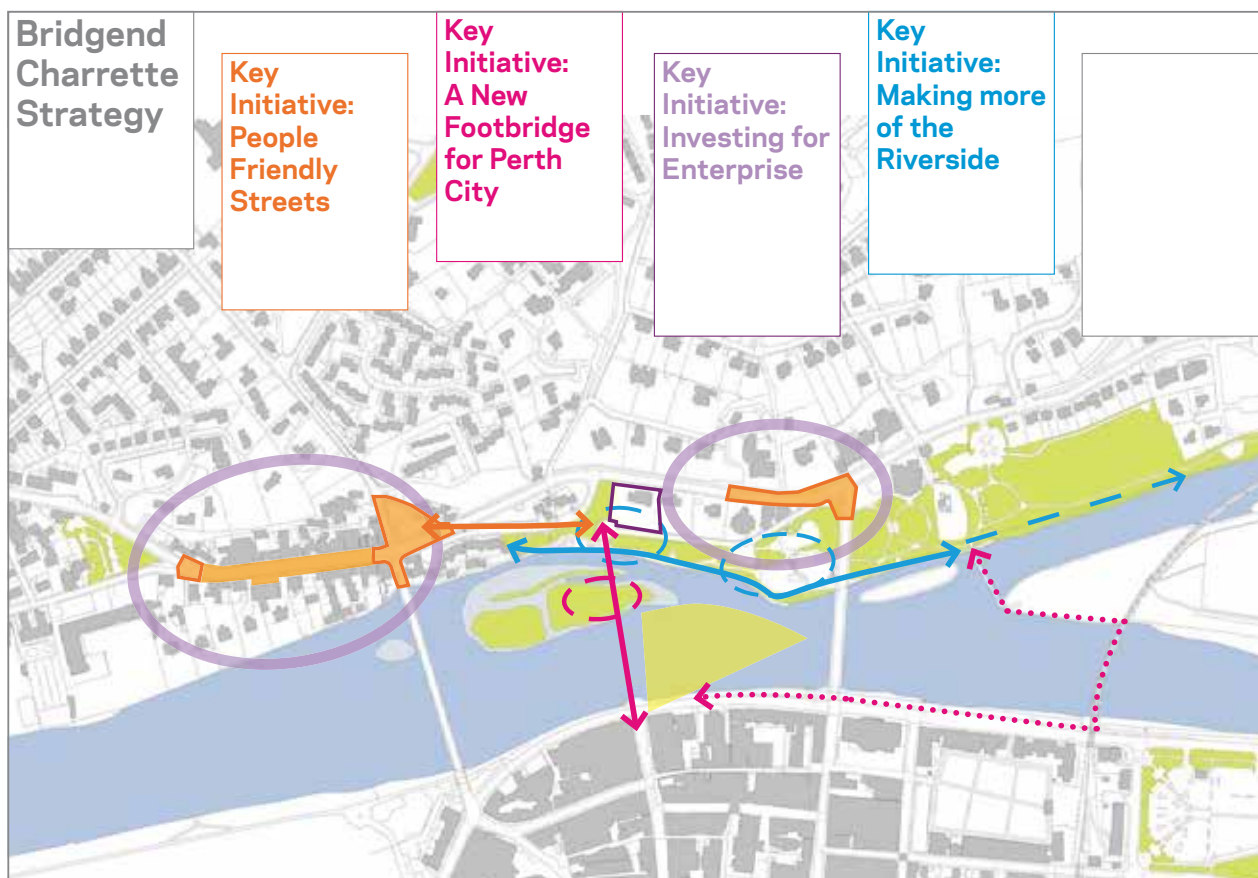


Figure 7 - Extract from the Bridgend Design Charette (PKC, 2014).

## 4. Cycling Demand and Network Functions

### Current cycle use

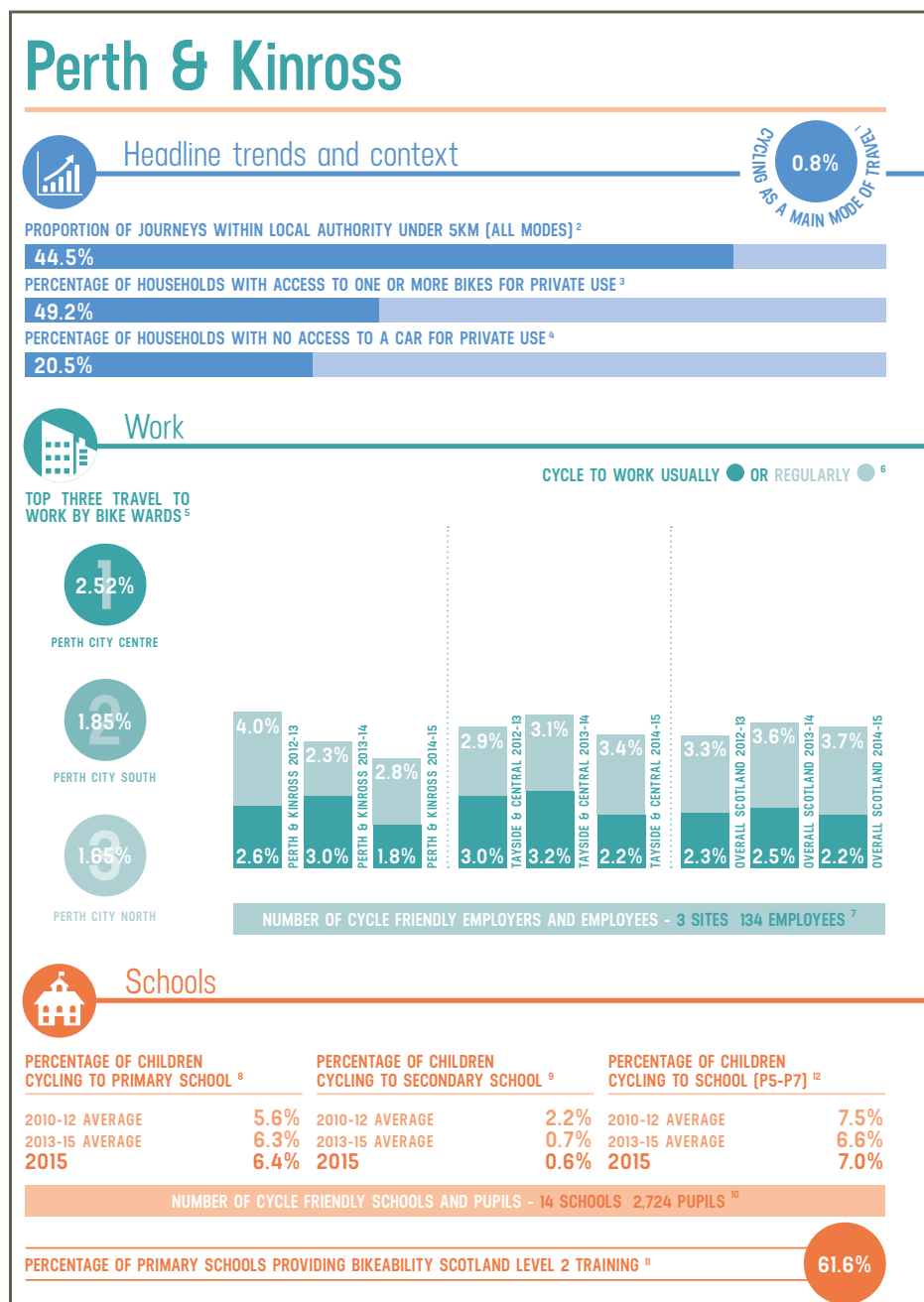
Cycling mode share remain low across most of Scotland, and even more so in Perth and Kinross.

The Annual Cycling Monitoring Report is produced every year by Cycling Scotland and summarises cycling trends at the national, regional and local level. The extract from the 2017 report covering Perth & Kinross Council is shown on Figure 8 below. Across the council area, it shows very low levels of cycling with cycling being the main mode of travel for 0.8% of journeys, compared to 1.2% across Scotland (Scottish Household Survey 2015). The percentage

cycling to work "usually" or "regularly" as actually reduced from 4% in 2012-13 to 2.8% in 2014-15 (SHS). Although as numbers are low, the significance of the change should not be overestimated.

The numbers quoted are for the Perth & Kinross Council area, which includes large rural areas. Although number for Perth are likely to be higher, 2011 Census data at the Ward level suggests they remain low across the city. Perth City Centre ward had the highest percentage travelling to work by bike in 2011, at 2.52% of the population.

Figure 8 - Extract from the 2017 Annual Cycling Monitoring Report, Cycling Scotland.





## Current and future travel patterns - potential for cycling

Although current cycling levels remain low, current travel patterns in Perth suggest that large numbers of journey's could easily be cycled, given the right infrastructure and incentives.

Perth is compact, with surrounding settlements (Scone, Luncarty, Bridge of Earn, Walnut Grove and Almondbank) are within 3 to 7 km (approximately 2 to 5 miles) of the city centre, or a reasonable cycling distance.

44.5 % of journeys by any mode in Perth and Kinross are under 5km (SHS 2015), a distance which can be cycled in about 15 minutes. Not all of those journeys can be cycled for a range of reasons including trip-chaining, passengers or objects transported, certain disabilities, etc., however the potential remains important. In the three wards covering Perth, 66% of people live less than 5km from their place of work (Census 2011, excluding those mostly working from home).

Car ownership in Perth and Kinross (79.5%) is higher than the national average (74%), but figure 9 overleaf shows that areas in the City of Perth have much lower car ownership, mostly in the north and north-west of the city. Those areas also tend to have higher levels of deprivations and are therefore the ones most likely to benefit from improvement to cycling infrastructure.

The largest concentration of destinations is, predictably, the city centre. Beyond this, major trip generators include retail and employment sites at the Inveralmond retail park and industrial estate with the SSE headquarters also located nearby, Aviva offices along Glasgow Road and the Broxden business park further west. Other key retail destinations are St Catherine's retail park stretching between Glasgow Road and Dunkeld Road, and the junction of Creiff Road with the A9, near Huntingtower.

Sports and leisure destinations (Bell's Centre, Leisure Pool), education (University of the Highlands and Islands and secondary schools), health sites (Perth Royal Infirmary and Murray Royal Hospital), transport interchange (rail and bus stations and Broxden Park and Ride/coach hub), and residential neighbourhoods complete the list of the current major trip generators.

Significant growth in population and employment is planned, with the latest population estimate of 47,000 expected to reach 60,000 by 2035 (Perth City Plan). Significant developments are under construction, Bertha Park to the north of the city is expected to create 3,000 new homes with associated services and retail, as well as a high school. Further housing and mixed use development are planned to the west of the A9, near Broxden, south of Luncarty, and north/east of Scone.

The planned new Cross Tay Link Road (CTLR) is also expected to redirect car journeys away from the Scone Road - Atholl Street - Dunkeld Road corridor, enabling the re-allocation of the road capacity made available to other modes of transport. The two existing Park and Ride (P&R) sites (at Scone and Broxden) will be joined by two new ones, at the junction of Dunkeld Road with the CTLR, and at Walnut Grove.

At Broxden, the business park, P&R and coach hub will be complemented by a Low Carbon Hub Travel Hub.

The existing and future trip generators described above have been mapped (figure 10, page 16) to form the basis of the cycle network masterplan.

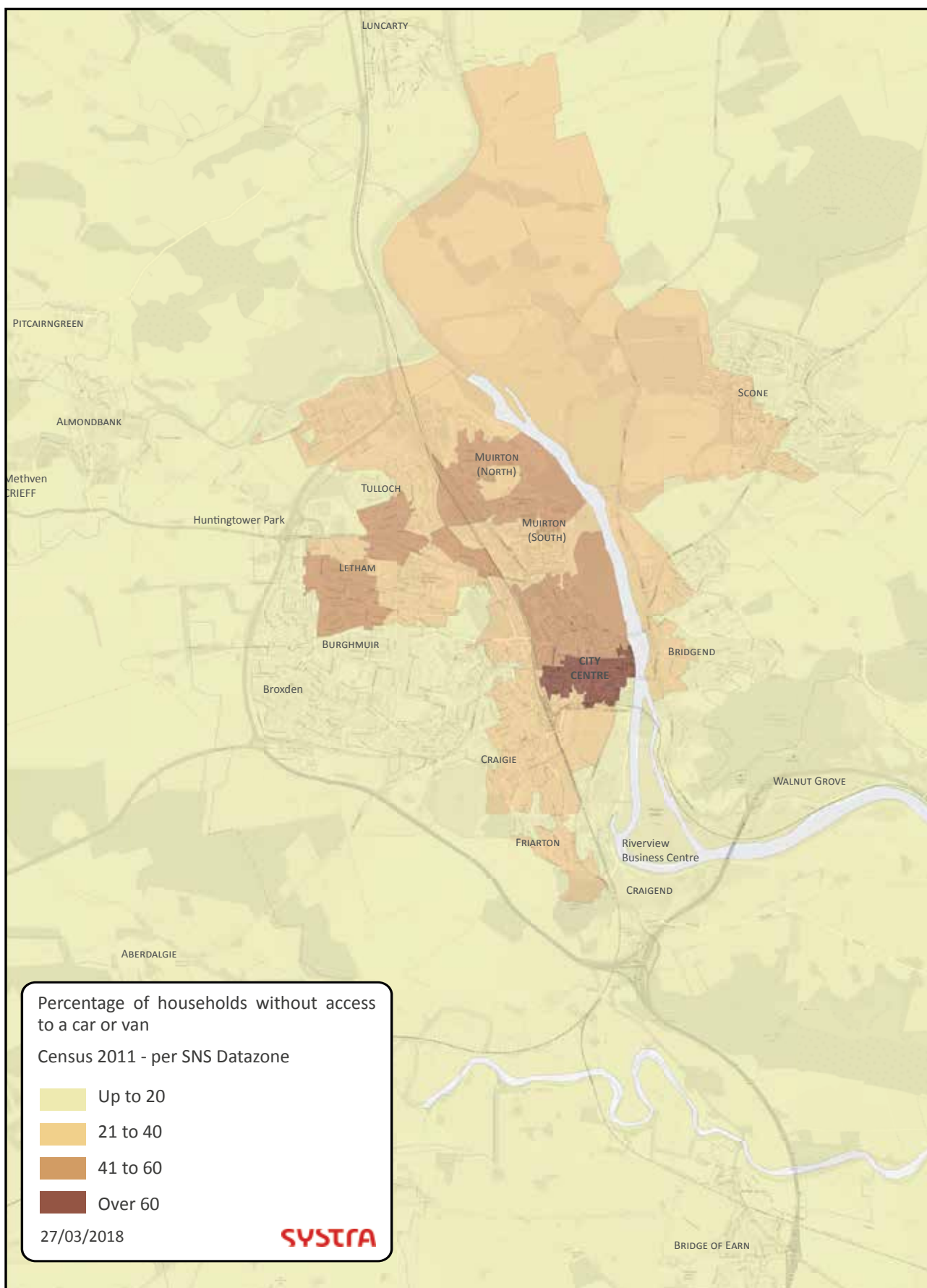


Figure 9 - Percentage of households with no access to a car or van (census 2011)



## Cycle Network Functions

For the cycle network to be suitable for transport use, it needs to provide direct access to all destinations identified previously just as (or more) easily as one can drive there. And just as for the general road network, different types and levels of provision will be suitable for different routes.

The Dutch Design Manual for Bicycle Traffic (CROW, 2017) is key reference of design and network development guidance. It defines the main cycle network as: "in built-up areas, it pertains to the connections at district level which ensure that all districts and neighbourhoods, and important functions are connected[...]; outside of built up areas, it relates to the connections between centres, villages and towns and important functions" [...] "these routes must offer cyclists maximum quality and (in busy location and on busy stretches) the calculations need to factor in a high volume of cyclists" (p63).

The main cycle network is supported by the "basic structure" which is composed of "the residential connections at neighbourhood level, broadly corresponding in practice to each path and each street usable by cyclists." (CROW Manual p62) these routes typically do not require segregation between modes, but assumes a low level and speed of motorised traffic. Access to all modes is maintained, but no through routes are open to motorised traffic, through the use of filtered permeability tools, with for example, residential one-way systems or road closure at strategic points, both exempting cyclists.

## Schematic Cycle Network Plan

Based on those principles and information gathered during the desktop review and workshops, the existing and future trip generators across Perth have been mapped and notional links drawn between them, creating a schematic cycle network.

Both destinations and links are shown on figure 10 alongside "Perth Schematic Cycle network".

In the Perth cycle network masterplan, the "main cycle network" is divided into two categories:

- "Core connections" linking neighbourhoods and key destinations. In Perth, the focus is on connections with the city centre. The type of infrastructure provided is dependant on the alignment selected and local context, but those core routes are often along busy transport corridors and most likely to require full segregation, from motorised vehicles, but also from pedestrians if the expected flow of either cyclists or pedestrians is significant.
- "Secondary connections" linking neighbourhoods to each other, typically without going to or through the city centre. The function and level of provision along secondary routes will vary and depend on local circumstances. Its definition as well as preferred alignment is outside the scope of this study. This may be investigated by area, through detailed active travel audits / optionneering.

The "basic structure" as defined by the CROW manual, is not represented on the map but can be described as all roads within the polygons created by the Core and Secondary connections in the built-up area (excluding motorways and dual-carriageways). In practice, the design of any core or secondary cycle route should include the review of the surrounding road network (or basic structure) to ensure it provides adequate access to the (usually) residential areas from the core/secondary route.





Page intentionally left blank

# 5. Core Route Alignment Options development

## From schematic links to route alignments

The cycle network masterplan as shown on the schematic network map (figure 10) will be implemented over time as funding becomes available and opportunities arise. The detailed alignment of each of the notional link will therefore be determined when each scheme comes forward for development.

Within the scope of this study, the seven core links to the city centre (white/yellow on the map) have been taken one step further and alignment options have been identified and assessed. They are the focus of the remainder of this document.

This is in the context of current opportunities in terms of funding (e.g. Community Links and Community Links Plus), development (large housing and mixed use developments to the north and west of the city), and public realm improvements under development for the City Centre.

It is not suggesting that other connections (secondary routes or basic structure) should only be taken forward later or are less essential to the network. On the contrary, infrastructure investment in high quality and high capacity core routes can be best justified if it serves the largest number of destinations, at commuting times, throughout the day, and at weekends. Achieving that requires a fine grained network (or high density mesh).

The importance of secondary and basic connections is reflected in the corridors and alignment assessment in this chapter by the inclusion of a buffer from the routes themselves, established at 500m for the purposed of the study, when assessing its benefits. Each core route taken forward should include connections to nearby areas along the route as an integral part of the project and its budget, not only as an "end to end" route.

## Identifying core route alignment options

Identification of alignment options was based on a review of:

- Existing infrastructure (current cycle routes shown on the Harvey's Perth Cycle map shown alongside, figure 11);
- Planned infrastructure and development areas identified through desktop research and at the workshops;
- Aspirations from policy and strategy documents, and previous studies; and
- Physical constraints, barriers and 'missing links' identified at the workshops and on site.

The review was supported by site visits and staff local knowledge.

Note that no detailed audit was undertaken or data collected as part of the study, the assessment is based on data available, general site observations, and feedback from stakeholders and PKC Officers.

Findings have been summarised on two maps shown on the next spread (figure 12 and figure 13).

For each corridor, between two and four potential alignments were identified. All options end at the same location in the city centre, for the purpose of the assessment of the review as there are many variations possible in the city centre.

The proposed routes alignments for each of the seven corridors is shown on figure 14, page 22.

A larger version of each of the maps is included in Appendix A.

## Existing cycle routes

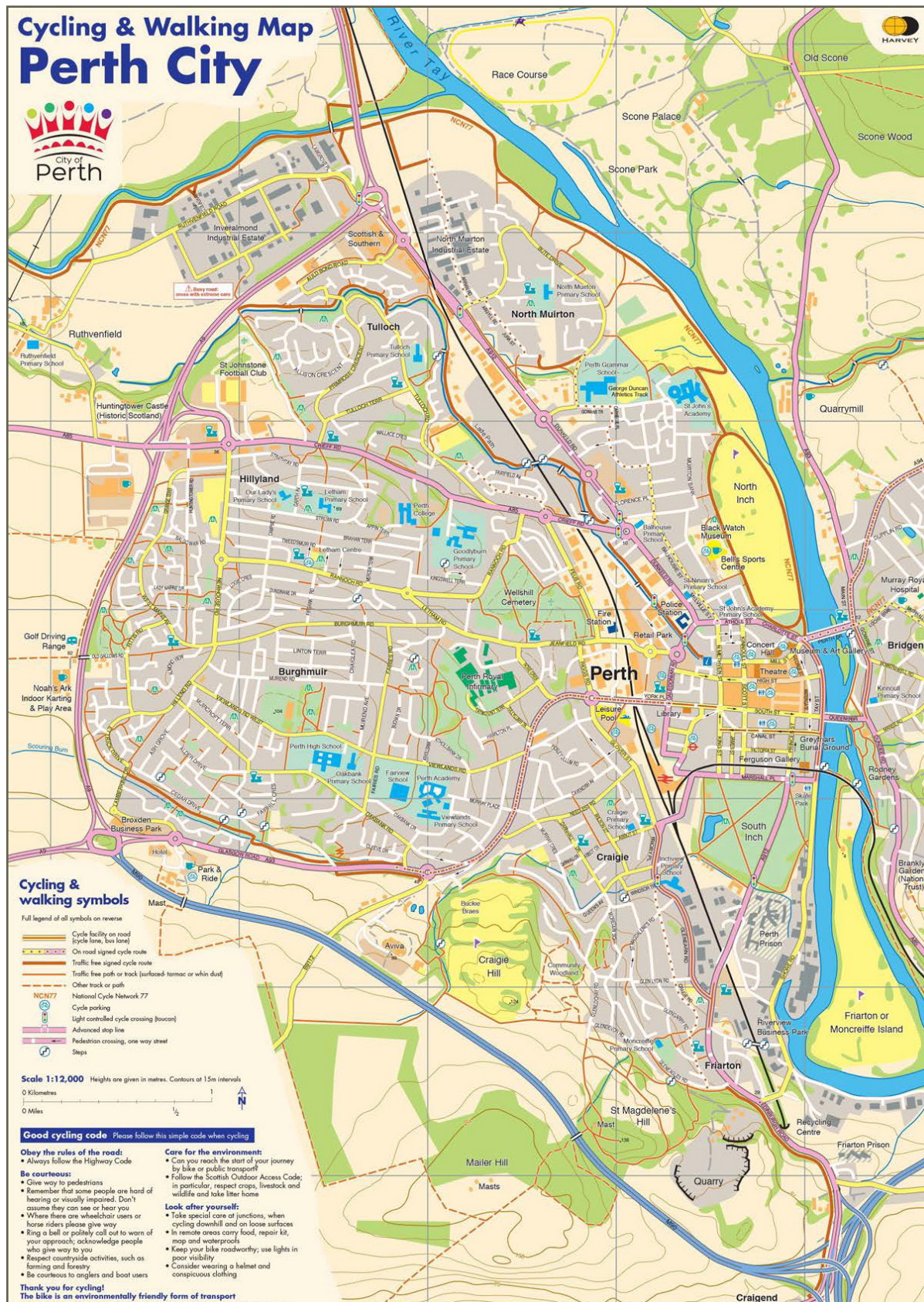


Figure 11 Extract from "Cycling and Walking Map - Perth City, Harvey, 2017 (A larger version of this map is available in Appendix A)



## Physical barriers to cycling

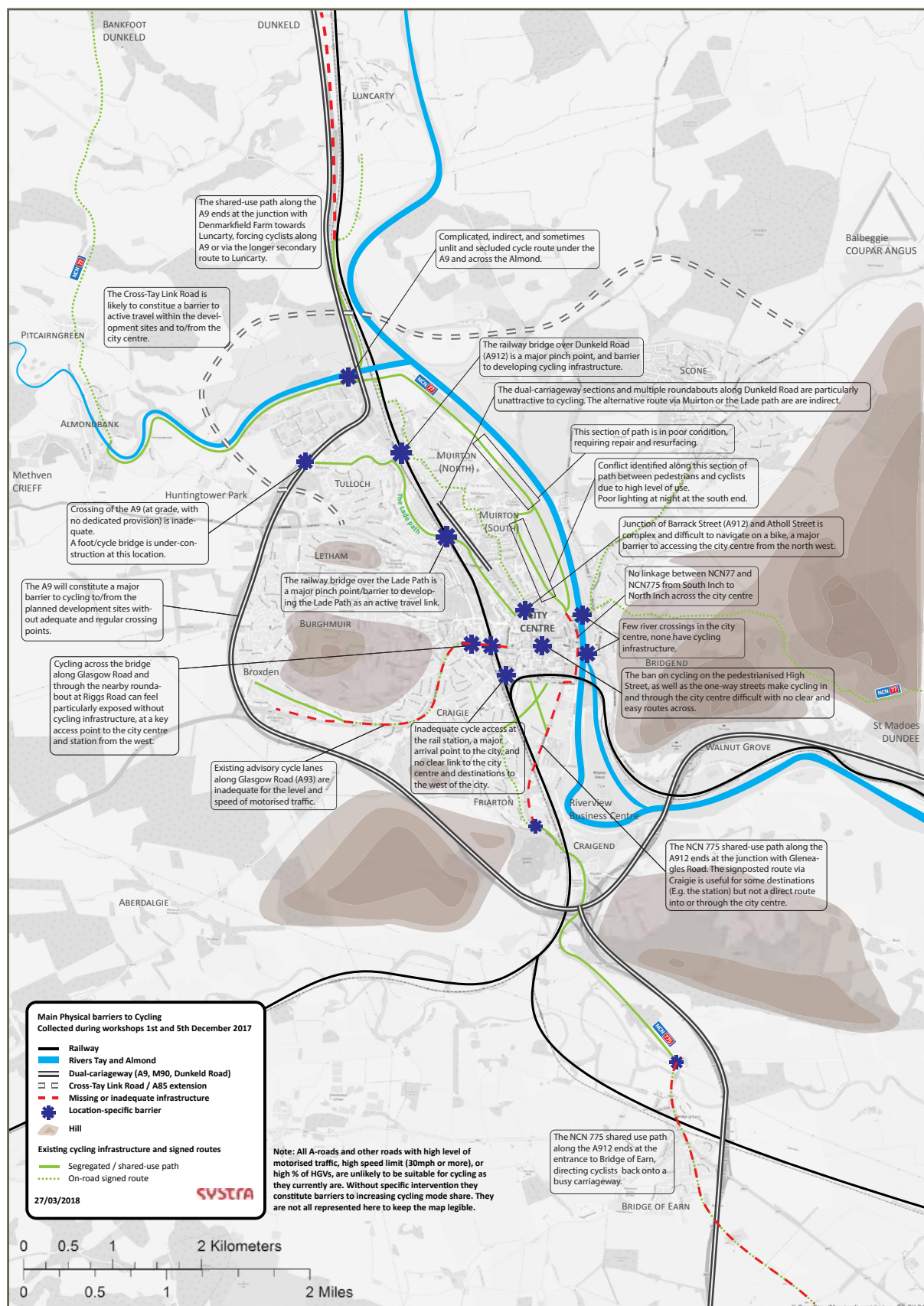


Figure 12 Map of physical barriers to cycling (larger version of this map is available in Appendix A)

## Assets and opportunities

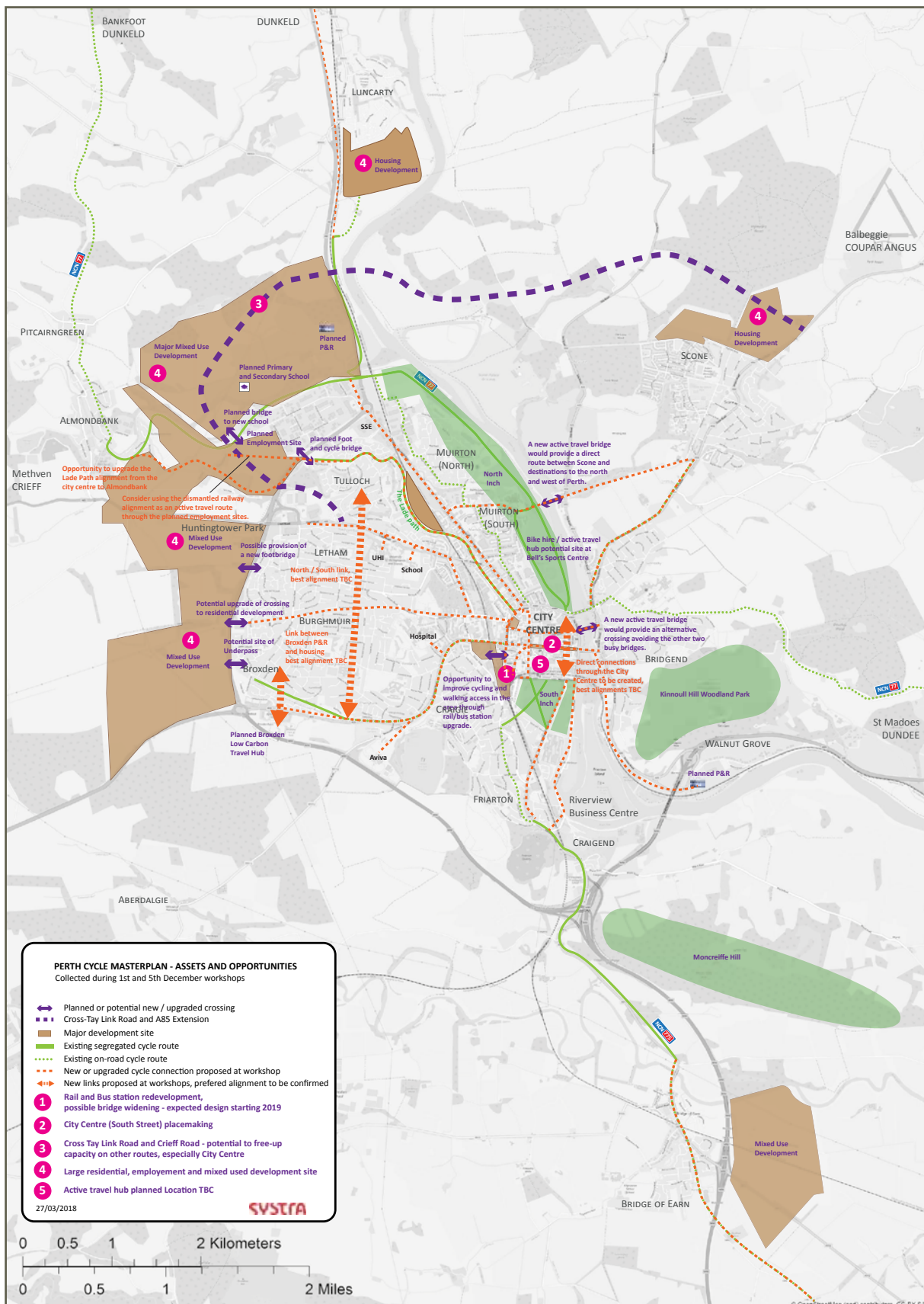


Figure 13 Map of Planned changes, assets and opportunities (larger version of this map is available in Appendix A)



## Core route alignment options

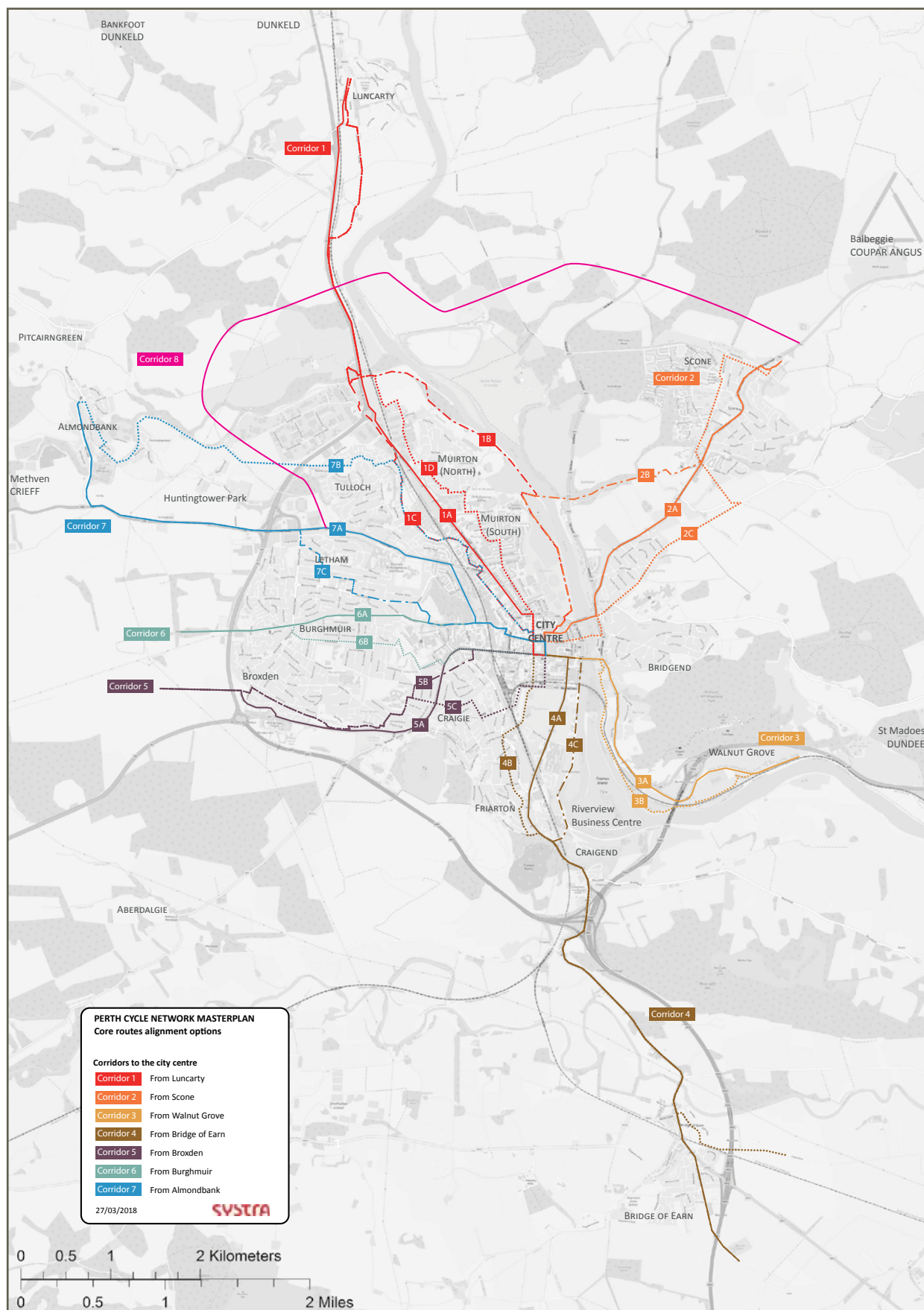


Figure 14 Map of Core Routes Alignment Options (larger version of this map is available in Appendix A)



Page intentionally left blank

## 6. Core Route Assessment

### Key corridors alignment options and assessment

All route options shown on the map on the previous page (figure 14) would have value in a cycle network and could be implemented in the longer term to create a coherent and comprehensive cycle network. This assessment is not about discarding routes, but about focusing on the identification of core routes, and the route options are assessed with that function in mind. The options not selected as core routes could still have, and indeed are likely to have, a function as a feeder or secondary routes to a core route.

The assessment is based on the assumption that the route infrastructure design will follow best practice and available/emerging guidance, building a network that is convenient and accessible to cyclists of all abilities. In practice, this means that where the route is along or crosses a main road in a built up environment, it is assumed the infrastructure required will be segregated from motorised vehicle and pedestrians, while on residential roads, the route will be mixed with general traffic (possibly requiring interventions such as filtered permeability to get motorised traffic to an suitable level).

This approach makes the routes comparable by assuming consistency of provision. It is also in line with the stated objective of the study to assess the schemes most likely to attract large funding sources such as Community Links Plus.

### Alignment options assessment criteria

The criteria used to assess the route options are presented on Table 1 alongside. They were developed to cover all the elements of a good quality attractive cycle route, summarised in the following network design principles: Cohesion, directness, safety, comfort and attractiveness. These principles are widely recognised and described in detail in guidance documents such as Sustrans network development guide of the CROW Manual 2017.

An assessment exercise at this level is by nature qualitative and relies on professional judgement. To ensure consistency and limit subjectivity in the assessment, the table also includes for each criterion a description of what is considered a low, medium or high ranking option.

Table 1 Route alignment options - assessment criteria definition

| Network Design Principle                                  | Indicator                               | Criterion                                                                                                                                                                                                                                                                                                         | Rank                                                                                                                                                  |                                                                                                                                                                                                                                |                                                                                                                                                                                     |
|-----------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                           |                                         |                                                                                                                                                                                                                                                                                                                   | Low (+)                                                                                                                                               | Medium (++)                                                                                                                                                                                                                    | High (+++)                                                                                                                                                                          |
| Cohesion                                                  | Interconnection                         | Does the route allows for easy and frequent junctions with other cycle routes ?                                                                                                                                                                                                                                   | The route is isolated from the wider network (road and paths), with limited opportunities to access other destinations than directly along the route. | The route allows some connections to the wider network and other destinations.                                                                                                                                                 | The route allows many connections with the road and path network providing many opportunities to connect to other routes and destinations away from the route.                      |
|                                                           | Cohesion with other modes               | Does the route serve transport interchanges? E.g.: Rail, bus station, P&R, pedestrian zones.                                                                                                                                                                                                                      | The route option does not serve any key transport interchange, and connecting them would be long, complex and/or onerous.                             | The route option serves an existng or planned key transport node (rail station, bus station, P&R, pedestrian zones), but indirectly, requiring additional links / spurs.                                                       | The route option directly serves one or more key transport nodes (rail station, bus station, P&R, pedestrian zones) for the most part directly, or requiring limited detours/spurs. |
|                                                           | Connection to the NCN/regional routes   | Is the route options well connected to regional routes / NCN?                                                                                                                                                                                                                                                     | Not connected to the NCN.                                                                                                                             | Connected to the cycle network, but does not extend access to it significantly.                                                                                                                                                | Connected to NCN or regional routes, and extend access to the network in several directions.                                                                                        |
| Directness                                                | Time                                    | Does the route have many traffic lights? Changes in direction? Give way? Side streets to cross?                                                                                                                                                                                                                   | The route option has significant delays which would be difficult to overcome (traffic lights, changes in direction, give-way).                        | The route option has some delays, along sections of the route, but this is balanced by faster sections, allowing a reasonable end to end journey time, while shorter journeys on some sections would be significantly delayed. | The route option has few traffic signs and turning movements or give-ways along the entire route.                                                                                   |
|                                                           | Distance                                | What is the detour factor? How does the route compare with the shortest path option?                                                                                                                                                                                                                              | High detour factor compared to the shortest path.                                                                                                     | Medium detour factor compared to the shortest path.                                                                                                                                                                            | Shortest path option.                                                                                                                                                               |
| Safety                                                    | Road safety                             | How likley is the route to have significant interaction with motorised traffic / or reducing interaction is likely to be complex? The assessment assumes segregated infrastructure if the route is on busy road, this criteria is looking at unavoidable interaction with motorised traffic, mainly at junctions. | High proximity and interaction with motorised vehicles, including major junction crossings (even if segregated), side streets and on-road sections.   | Mixed routes, limited interaction, but some significant junctions to cross, and sections likely to be shared with motorised traffic.                                                                                           | Route mainly along paths with minimal crossing/ interactions with motorised vehicles.                                                                                               |
|                                                           | Health                                  | How exposed is the route to noise and/or air pollution (from motorised traffic)?                                                                                                                                                                                                                                  | High exposure                                                                                                                                         | Medium exposure / along some sections only.                                                                                                                                                                                    | Route predominantly away from busiest roads, along paths or low traffic road.                                                                                                       |
| comfort<br>(nuisance other than already covered above)    | Wayfinding                              | Would the route be easy to follow without signposting? How intuitive is the route?                                                                                                                                                                                                                                | Complicated route, does not follow an intuitive, already well known route, a lot of opportunities to get lost without extensive signposting.          | Requires some signage at complex locations, but largely intuitive, in broadly the "right" direction of travel without many changes of direction.                                                                               | The route follows an already well-known alignment, similar for all road users. Or route follows a well know landmark (e.g. along the river).                                        |
|                                                           | Traffic nuisance (noise, air pollution) | Covered under "safety-health".                                                                                                                                                                                                                                                                                    |                                                                                                                                                       |                                                                                                                                                                                                                                |                                                                                                                                                                                     |
|                                                           | Delays, frequent stop-start             | Covered under "Directness-time".                                                                                                                                                                                                                                                                                  |                                                                                                                                                       |                                                                                                                                                                                                                                |                                                                                                                                                                                     |
|                                                           | Gradient                                | How hilly is the route? Overall, and compared to alternative routes.                                                                                                                                                                                                                                              | Route via significant hills. Not a major hill, but there is an alternative with lower gradient.                                                       | Not flat, but there is no alternative with lower gradient.                                                                                                                                                                     | The route is largely flat.                                                                                                                                                          |
|                                                           | Road surface                            | Is the road surface even and smooth?                                                                                                                                                                                                                                                                              | Assumed to be built to standard.                                                                                                                      |                                                                                                                                                                                                                                |                                                                                                                                                                                     |
| Attractiveness (includes all the previous criteria plus:) | Varied, busy environment                | How varied is the environment crossed by the route, is it likely to be busy with people and activity?                                                                                                                                                                                                             | The route goes through long stretches of monotonous environment with limited activity.                                                                | A varied landscape and levels of activity, only during the day.                                                                                                                                                                | The route goes through varied setting, with activity, people and landmarks along most of the route and throughout the day and evening.                                              |
|                                                           | Personal Safety                         | How safe does the route feel? During the day and at night. Considers visibility, dark/blind corners, shrubbery, etc.                                                                                                                                                                                              | The route is largely isolated with few "escape routes", little activity.                                                                              | Little activity or activity during the day only.                                                                                                                                                                               | The routes crosses busy areas, with a lot of people and activity at all times of the day, few secluded area.                                                                        |

## Alignment options assessment result

Table two alongside summarises the results of the assessment, providing a ranking for each option against each criterion. Note that alignment options are best compared to each other within a corridor rather than between corridors (that assessment is presented in the next section).

No weighting was developed at this stage, this can be developed when a more detailed appraisal is undertaken, no final ranking is provided for that reason.

The assessment suggests that when looking at routes for their potential without considering current condition such as speed of traffic (this is assumed to be addressed through adapted design solutions, like segregation, bypass, filtering of traffic, etc.), the "main road" alignment was the one raking highest for largest number of criteria in most cases. The exception is corridor 3, where the route along the Tay has a slight advantage over the route along the main road, mainly because the main road does not offer significantly more interconnection opportunities and variety of destinations.

Finally, the individual ranking of options against each criterion shows no route scoring "high" against all criteria. This emphasises, if there was a need, that any route selected will require compromise on at least some aspects of what makes a cycle route an attractive choice for a journey.

|   |                                  |    |                              | Indicators and scores |                           |                                            |             |                 |                                                                |                                                            |                 |          |                                               |                 |
|---|----------------------------------|----|------------------------------|-----------------------|---------------------------|--------------------------------------------|-------------|-----------------|----------------------------------------------------------------|------------------------------------------------------------|-----------------|----------|-----------------------------------------------|-----------------|
|   |                                  |    |                              | Cohesion              |                           |                                            | Directness  |                 | Safety                                                         |                                                            | Comfort         |          | Attractiveness                                |                 |
|   |                                  |    |                              | Interconnection       | Cohesion with other modes | Connection to the NCN /<br>Regional routes | Travel time | Travel distance | Road safety<br>(Limited interaction with<br>motorised traffic) | Health<br>(Limited exposure to air<br>pollution and noise) | Wayfinding ease | Gradient | presence of landmarks /<br>varied environment | Personal safety |
| 1 | Luncarty to City<br>Centre       | 1a | Dunkeld Road A9 A912         | +++                   | ++                        | +++                                        | ++          | +++             | +                                                              | +                                                          | +++             | +++      | +++                                           | +++             |
|   |                                  | 1b | North Inch                   | +                     | ++                        | ++                                         | +++         | ++              | +++                                                            | +++                                                        | +++             | +++      | ++                                            | +               |
|   |                                  | 1c | Lade Path                    | +                     | ++                        | +++                                        | ++          | +               | +++                                                            | +++                                                        | ++              | +++      | ++                                            | +               |
|   |                                  | 1d | Muirton                      | ++                    | ++                        | +++                                        | +           | +               | +                                                              | ++                                                         | +               | +++      | ++                                            | +++             |
| 2 | Scone to City<br>Centre          | 2a | Scone Road A94               | +++                   | ++                        | ++                                         | +++         | +++             | +                                                              | +                                                          | +++             | ++       | ++                                            | ++              |
|   |                                  | 2b | Quarrymill Path              | ++                    | +                         | ++                                         | +           | ++              | +++                                                            | +++                                                        | ++              | +++      | +                                             | +               |
|   |                                  | 2c | Gannochy Abbey Roads         | ++                    | +                         | ++                                         | +           | +               | ++                                                             | ++                                                         | +               | +        | ++                                            | ++              |
| 3 | Walnut Grove<br>to City Centre   | 3a | Dundee Road A85              | +                     | ++                        | +                                          | +++         | +++             | +                                                              | +                                                          | +++             | +++      | ++                                            | ++              |
|   |                                  | 3b | River Tay Path               | +                     | ++                        | +                                          | ++          | ++              | +++                                                            | +++                                                        | +++             | ++       | ++                                            | +               |
| 4 | Bridge of Earn<br>to City Centre | 4a | Edinburgh Road A912          | +++                   | +                         | ++                                         | +++         | +++             | ++                                                             | +                                                          | +++             | ++       | ++                                            | ++              |
|   |                                  | 4b | Craigie Road                 | +++                   | ++                        | ++                                         | ++          | +++             | ++                                                             | ++                                                         | +               | ++       | +++                                           | +++             |
|   |                                  | 4c | Friarton Road                | ++                    | +                         | ++                                         | +++         | ++              | +                                                              | +                                                          | ++              | +        | +                                             | +               |
| 5 | Broxden to City<br>Centre        | 5a | Glasgow Road A83             | +++                   | +++                       | +                                          | +++         | +++             | +                                                              | +                                                          | +++             | ++       | ++                                            | +++             |
|   |                                  | 5b | Quietway Glasgow Road bridge | ++                    | +++                       | +                                          | +           | ++              | +                                                              | ++                                                         | +               | +        | +++                                           | ++              |
|   |                                  | 5c | Quietway St Leonard bridge   | ++                    | +++                       | +                                          | +           | +               | +                                                              | ++                                                         | +               | +        | +++                                           | ++              |
| 6 | Burghmuir to<br>City Centre      | 6a | Burghmuir Jeanfield Road     | +++                   | +                         | +                                          | +++         | +++             | +                                                              | +                                                          | +++             | +        | +++                                           | +++             |
|   |                                  | 6b | Burghmuir Road Rose Crescent | ++                    | ++                        | +                                          | +           | +               | +                                                              | ++                                                         | +               | +        | +++                                           | +++             |
| 7 | Almondbank to<br>City Cente      | 7a | Creiff Road A85              | +++                   | +                         | +++                                        | +++         | +++             | +                                                              | +                                                          | +++             | +++      | +++                                           | +++             |
|   |                                  | 7b | Lade Path                    | +                     | +                         | +++                                        | +           | +               | +++                                                            | +++                                                        | ++              | +++      | ++                                            | +               |
|   |                                  | 7c | Letham                       | +++                   | +                         | +++                                        | +           | +               | ++                                                             | ++                                                         | +               | +        | +++                                           | +++             |

Table 2 Route alignment options - assessment results

## Corridor assessment

The second step of the assessment was to compare the benefits of the seven corridors. The aim was to gain a high level understanding of the benefits and disadvantages of each corridor, and inform ongoing discussions on short and medium terms investment in cycling infrastructure.

As for the route alignment options, Table 3 alongside lists the criteria used for the corridor assessment, how they are assessed and for each, what constitutes a low, medium or high score.

The criteria are different from the previous alignment options assessment, as the focus is not to identify which ones serve as core route function, all of them do, but to assess which one is likely to deliver the most benefit if built in the short/medium term. This could be described as a "pre-appraisal", due to its high level and qualitative nature. The category covered include:

- Likely demand;
- Cycle network integration;
- Wider transport benefits;
- Policy integration; and
- Deliverability.

| Category                  | Criterion                                               |                                                                                                                                                                                                                                                                      | Source                                                                                       | Rank                                                                                                                           |                                                                                                                                                                            |                                                                                                                                                                   |
|---------------------------|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           |                                                         |                                                                                                                                                                                                                                                                      |                                                                                              | Low                                                                                                                            | Medium                                                                                                                                                                     | High                                                                                                                                                              |
| Demand                    | Likely demand                                           | How well does the route serve key trip generators?<br>Density of population within 400m buffer.<br>Population with no access to car within 400m                                                                                                                      | Census data/GIS                                                                              | The route alignment serves few key destinations, although it probably serves residential population and local destinations.    | The route alignment serves the surrounding residential area and local destinations, as well as key destinations in the city, mainly directly along the route.              | The route alignment serves multiple key destinations in addition to the surrounding residentail area, as closely as possible.                                     |
| Cycle network integration | Regional/national cycle connections                     | How well integrated is the route with the regional and national cycle network?                                                                                                                                                                                       | NCN cycle network and regional route map                                                     | No or limited benefit or connection to regional/national cycle routes.                                                         | Some connection to regional/national cycle routes, possibly indirect.                                                                                                      | Good connection to the regional and national cycle network, possible improves on it / fills a gap.                                                                |
|                           | Contribution to Network extension                       | Does the route contribute to extending the cycle network in an area not previously covered?                                                                                                                                                                          | GIS                                                                                          | The proposed corridor is already served by a cycling route of reasonable quality and level of service.                         | There is an existing cycle route along the corridor, but the infrastructure is inadequate.                                                                                 | The proposed route would create linkg where no cycling infrastructure at all exists.                                                                              |
| Wider transport benefits  | Interaction with public transport / P&R                 | Does the route serve another key mode of transport?<br>serves rail, bus station, P&R, pedestrian zones.                                                                                                                                                              | Map of key destinations                                                                      | The route option does not serve key transport interchange, and connecting them would be complex and/or onerous.                | The route option serves key transport nodes (rail station, bus station, P&R, pedestrian zones), but indirectly, requiring additional links / spurs.                        | The route option directly serves key transport nodes (rail station, bus station, P&R, pedestrian zones).                                                          |
|                           | Benefits to pedestrian / wider public realm improvement | Does the implementation of this route deliver benefits to pedestrian facilities and wider public realm?                                                                                                                                                              | Professional judgement                                                                       | The route would not provide improvements to other sustainable/active modes or public realm quality.                            | The route would provide limited benefits to other active and sustainable mode or public environment.                                                                       | Delivering this route option would have benefits for pedestrians and the general quality of the public realm, and all those benefiting from an increase footfall. |
|                           | All modes road safety                                   | Would the scheme bring the opportunity to address a collision black spot?                                                                                                                                                                                            | Collision resulting in cyclist casualty over past 5 years 2014-2017, based on Crashmap.co.uk | No serious cyclist casualty recorded.                                                                                          | Serious cyclists casualty, no fatalities.                                                                                                                                  | Fatality and/or multiple serious cyclists casualties recorded along and near the corridor.                                                                        |
|                           | Potential to alleviate congestion                       | Is there a significant congestion issue, that a switch to cycling could help address?                                                                                                                                                                                | Professional judgement                                                                       | There is no significant congestion.                                                                                            | There is congestion, but not considered a priority area                                                                                                                    | There is significant congestion problem along this corridor                                                                                                       |
| Policy integration        | Impact on areas with higher levels of deprivation       | Could the cycle route increase transport connections between areas with higher levels of deprivation and key destinations, services and employment?                                                                                                                  | <a href="http://simd.scot">http://simd.scot</a>                                              | Limited impact - the route does not serve areas with higher levels of deprivation (neither 10% nor 20% most deprived deciles). | Some impact, connection to areas with higher levels of deprivation, 20% most deprived decile.                                                                              | High impact-the route serves directly areas with higher levels of deprivation, most deprived decile.                                                              |
| Deliverability            | Affordability                                           | What level of investment is required?                                                                                                                                                                                                                                | Professional judgement                                                                       | The route requires significant changes to the infrastructure to be of good standard.                                           | Some infrastructure work required, but not major.                                                                                                                          | The alignment would require little additional work to be delivered.                                                                                               |
|                           | Physical constraints                                    | Are there significant pinch points or barriers which will be difficult to overcome? Can include river corssing, rail bridge, narrow road, land ownership, etc. (the need for carriageway space reallocation is not considered a physical constraints at this stage). | Professional judgement / Site visit                                                          | Significant constaint along most of the length of the route, good standard infratructure would be very difficult to deliver.   | Localised physical constraints (pinch point, river crossing, etc.) which may required compromise in the design of the infrastrucuture, but not affecting the entire route. | No significant pysical constraints identified.                                                                                                                    |
|                           | Integration with other projects                         | Will the route benefit, or benefit from, any committed, planned or aspirational projects?                                                                                                                                                                            | Regional and PKC policy and strategy documents                                               | No other significant scheme ongoing or planned along the route.                                                                | Long term aspirations, no specific scheme, or not directly relevant to cycling / transport.                                                                                | Major scheme in which cycling could have an important function.                                                                                                   |
|                           | Acceptability                                           | How much support is there from stakeholders for the change required?<br>Mention at workshop, email or previous consultation documents.                                                                                                                               | Stakeholder Workshops, discussions and review of previous studies and consultation events.   | The need for new redesigned infrastructure was not identified during consultation or previous documents.                       | There is some support, but also concerns about the infrastructure changes required.                                                                                        | The need to provide this route alignment was mentioned during the workshop and widely supported.                                                                  |

Table 3 Corridor assessment - criteria



## Key corridors assessment results

Table 4 alongside summaries the outcome of the corridor ranking exercise, while the detailed rationale for the ranking against each criteria is provided on the following three pages (Table 5, page 29 to 31).

Because the exercise is qualitative, aimed at informing discussions and further appraisal of the corridors, the final column of Table 4 provides only a visual indication of overall ranking. First, it shows that none of the corridors rank highest against all criteria, further, no single corridor is an outlier with a significantly higher overall rank.

Two broad groups of corridors can be identified. Four of the seven corridors present higher overall ranking, particularly in terms of integration with other projects and acceptability: From Broxden along Glasgow Road;

from Walnut Grove via the riverside path; from Luncarty via Dunkeld Road; and from Scone via the A93.

The other three corridors have benefits but are either facing significant physical barrier to their delivery: Burghmuir to City Centre, because of the topography, Almondbank to City Centre due to the limited width of Creiff Road. Or in the case of the route from Bridge of Earn, because of the lower number of destinations served and limited interaction with other modes of transport. These routes should still ultimately be developed and opportunities may arise to do so in the future.

| Corridor |                               | DEMAND        | CYCLE NETWORK INTEGRATION             |                                             | WIDER TRANSPORT BENEFITS                |                                             |             | POLICY INTEGRATION                                | DELIVERABILITY |                      |                                 |            | Unweighted Rank |
|----------|-------------------------------|---------------|---------------------------------------|---------------------------------------------|-----------------------------------------|---------------------------------------------|-------------|---------------------------------------------------|----------------|----------------------|---------------------------------|------------|-----------------|
|          |                               | Likely demand | Regional / national cycle connections | Contribution to extending the local network | Interaction with public transport / P&R | Benefits to pedestrian / wider public realm | Road safety | Impact on areas with higher levels of deprivation | Affordable     | Physical constraints | Integration with other projects | Acceptable |                 |
| 1        | Luncarty to City Centre       | HIGH +++      | MEDIUM ++                             | LOW +                                       | MEDIUM ++                               | MEDIUM ++                                   | MEDIUM ++   | HIGH +++                                          | MEDIUM ++      | MEDIUM ++            | HIGH +++                        | MEDIUM ++  |                 |
| 2        | Scone to City Centre          | MEDIUM ++     | MEDIUM ++                             | MEDIUM ++                                   | MEDIUM ++                               | HIGH +++                                    | LOW +       | LOW +                                             | MEDIUM ++      | MEDIUM ++            | HIGH +++                        | HIGH +++   |                 |
| 3        | Walnut Grove to City Centre   | MEDIUM ++     | MEDIUM ++                             | HIGH +++                                    | MEDIUM ++                               | HIGH +++                                    | MEDIUM ++   | LOW +                                             | MEDIUM ++      | MEDIUM ++            | HIGH +++                        | HIGH +++   |                 |
| 4        | Bridge of Earn to City Centre | LOW +         | HIGH +++                              | LOW +                                       | MEDIUM ++                               | LOW +                                       | MEDIUM ++   | LOW +                                             | MEDIUM ++      | MEDIUM ++            | LOW +                           | MEDIUM ++  |                 |
| 5        | Broxden to City Centre        | HIGH +++      | LOW +                                 | MEDIUM ++                                   | HIGH +++                                | MEDIUM ++                                   | HIGH +++    | LOW +                                             | MEDIUM ++      | MEDIUM ++            | HIGH +++                        | HIGH +++   |                 |
| 6        | Burghmuir to City Centre      | MEDIUM ++     | LOW +                                 | HIGH +++                                    | LOW +                                   | HIGH +++                                    | MEDIUM ++   | MEDIUM ++                                         | MEDIUM ++      | MEDIUM ++            | MEDIUM ++                       | LOW +      |                 |
| 7        | Almondbank to City Centre     | HIGH +++      | MEDIUM ++                             | MEDIUM ++                                   | LOW +                                   | MEDIUM ++                                   | LOW +       | HIGH +++                                          | MEDIUM ++      | LOW +                | MEDIUM ++                       | LOW +      |                 |

Table 4 Corridor assessment - summary results

| INDICATORS AND RANK |                             |                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                  |                                                                                                          |                                                                                                                  |                                                                                                                |                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Corridor            |                             | DEMAND                                                                                                                                                                                                                                                                                                                                         | CYCLE NETWORK INTEGRATION                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                       | WIDER TRANSPORT BENEFITS                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                  | POLICY INTEGRATION                                                                                       | DELIVERABILITY                                                                                                   |                                                                                                                |                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                 |
|                     |                             | Likely demand (key destinations served outside of city centre)                                                                                                                                                                                                                                                                                 | Regional / national cycle connections                                                                                                                                                                                                                                             | Contribution to extending the local network                                                                                                                                                                                                                                                           | Interaction with public transport / P&R                                                                                                                                                                                                                                   | Benefits to pedestrians and wider public realm improvement                                                                                                                                                                                                                   | Road safety                                                                                                                                                                                                                                                      | Impact on areas with higher levels of deprivation                                                        | Affordability                                                                                                    | Physical constraints                                                                                           | Integration with other projects                                                                                                                       | Acceptability                                                                                                                                                                                                                                                                                                                                                   |
| 1                   | Luncarty to City Centre     | <b>HIGH +++</b><br>- Large employment sites (SSE, Inveralmond Retail Park).<br>- Large planned development (Bertha Park, Luncarty south).<br>- Perth Grammar School, Bell's Sports Centre and Black Watch Museum, within 500m<br>- St Catherine's Retail Park<br>- Muirton well served, but access to Tulloch is limited by the railway tracks | <b>MEDIUM ++</b><br>- The corridor intersects with NCR77 at the A9 bridge over the river Almond, extending its reach north towards Luncarty.<br>- But, it would overlap or double the sections along the North Inch, bringing only limited contribution to extending the network. | <b>LOW +</b><br>- There are three signposted cycle routes along this corridor, NCN 7 along the River Almond and Tay, the route along the Lade Path and the on-road signposted route through Muirton. Although a new route would constitute an upgrade, it would not extend the network significantly. | <b>MEDIUM ++</b><br>- Limited interaction with current transport interchange<br>- The route would serve the planned P&R along the A9 north of Inveralmond Retail Park.<br>- An extension of the route through the City Centre is needed to serve the bus and rail station | <b>MEDIUM ++</b><br>- Improvements to the Barrack Street / Atholl Street junction would address a major barrier to non motorised movements to/from the city centre.<br>- More limited potential for improvement if the route follows the residential or North Inch alignment | <b>MEDIUM ++</b><br>- 1 fatality along Dunkeld Road (on A9 at Inverlamond bridge, 2013),<br>- 2 slight and 1 serious along Dunkeld Road.<br>- Atholl Street / North Methven Street also has a particularly high number of pedestrian casualties over the period. | <b>HIGH +++</b><br>The route would serve an area among the 10% most deprived in Scotland (South Muirton) | Several major junction re-design required and major physical constraint at rail bridge                           | <b>MEDIUM ++</b><br>-The railway bridge is a major pinch point along Dunkeld Road                              | <b>HIGH +++</b><br>- Cross Tay Link Road work at interchange with A9.<br>- Bertha Park and Luncarty housing development.                              | <b>MEDIUM ++</b><br>- Current design of the Barrack Street / Atholl Street listed at workshop by Officer a 'in need of review'.<br>- Large employers along Dunkeld Road said to be keen to support mode shift away from the car. Concern about pinch point at the rail bridge, and provision of infrastructure along a corridor already served by other routes. |
| 2                   | Scone to City Centre        | <b>MEDIUM ++</b><br>- Existing P&R at Scone<br>- Large residential areas, with extension planned to the north of Scone.<br>-but no large employment site existing or planned                                                                                                                                                                   | <b>MEDIUM ++</b><br>- Intersects NCR 77 to Dundee<br>- Improvements to Tay crossing and junctions either sides would benefit the national cycle route.                                                                                                                            | <b>MEDIUM ++</b><br>There is a signposted route however, it is an on-road advisory cycle lane along most its length and would be unsuitable to generate the mainstream, everyday cycling usage aimed for.                                                                                             | <b>MEDIUM ++</b><br>- Serves Scone P&R.                                                                                                                                                                                                                                   | <b>HIGH +++</b><br>- Need to improve Bridgend public realm has been raised at a previous design charette event                                                                                                                                                               | <b>LOW +</b><br>1 slight (on Gannochy Rd)                                                                                                                                                                                                                        | <b>LOW +</b><br>The route does not serve any are among the 20% most deprived.                            | Potential new bridge across the Tay if capacity cannot be tranfered to Cycling from one of the existing bridges. | <b>MEDIUM ++</b><br>- Pinch point at the crossing of the Tay, with limited width on either of the two bridges. | <b>HIGH +++</b><br>- In line with Bridgend urban design charette, including new bridge across the Tay.<br>- New bridge also included in the City Plan | <b>HIGH +++</b><br>- In line with Bridgend urban design charette, including new bridge across the Tay.<br>- New bridge also include in Perth City Plan<br>- Concern raised about capacity on the existing bridges.                                                                                                                                              |
| 3                   | Walnut Grove to City Centre | <b>MEDIUM ++</b><br>- Small residential area at Walnut Grove and Bridgend<br>- No significant employment sites<br>- Serves the planned P&R<br>- Leisure potential                                                                                                                                                                              | <b>MEDIUM ++</b><br>- Intersects NCR 77 to Dundee<br>- Improvements to Tay crossing and junctions either sides would benefit NCR 77<br>- Potential for NCR 77 to be re-routed along the river, a less hilly route.                                                                | <b>HIGH +++</b><br>There is not existing cycling route along this corridor.                                                                                                                                                                                                                           | <b>MEDIUM ++</b><br>- Would serve planned P&R at Walnut Grove                                                                                                                                                                                                             | <b>HIGH +++</b><br>- Need to improve Bridgend public realm has been raised at a previous design charette event                                                                                                                                                               | <b>MEDIUM ++</b><br>1 serious, 1 slight                                                                                                                                                                                                                          | <b>LOW +</b><br>The route does not serve any are among the 20% most deprived.                            | Potential new bridge across the Tay if capacity cannot be tranfered to Cycling from one of the existing bridges. | <b>MEDIUM ++</b><br>- Pinch point at the crossing of the Tay, with limited width on either of the two bridges. | <b>HIGH +++</b><br>- Planned P&R at Walnut Grove<br>- Urban realm improvements along South Street.                                                    | <b>HIGH +++</b><br>- In line with Bridgend urban realm design charette, including new bridge across the Tay.<br>Concern raised about capacity on the two existing bridges.                                                                                                                                                                                      |

Table 5 Corridor assessment - detailed results



| Corridor |                               | DEMAND                                                                                                                                                                                                                                                                                                                                                                                                                | CYCLE NETWORK INTEGRATION                                                                                                                      |                                                                                                                                                                                                           | WIDER TRANSPORT BENEFITS                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                  |                                                                                                                                                                                                                  | POLICY INTEGRATION                                                                                                                                                                                                                        | DELIVERABILITY                                                      |                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                |
|----------|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                               | Likely demand (key destinations served outside of city centre)                                                                                                                                                                                                                                                                                                                                                        | Regional / national cycle connections                                                                                                          | Contribution to extending the local network                                                                                                                                                               | Interaction with public transport / P&R                                                                                                                                                                                                                                                                                              | Benefits to pedestrians and wider public realm improvement                                                                                                                                                                       | Road safety                                                                                                                                                                                                      | Impact on areas with higher levels of deprivation                                                                                                                                                                                         | Affordability                                                       | Physical constraints                                                                                                                                               | Integration with other projects                                                                                                                                                                                                                                                                            | Acceptability                                                                                                                                                                                  |
| 4        | Bridge of Earn to City Centre | <b>LOW +</b><br>- Small settlement at Bridge of Earn<br>- Limited employment sites<br>- Planned housing development to the west (Oudenarde)                                                                                                                                                                                                                                                                           | <b>HIGH ++</b><br>- Along NCR 775, up to South Inch<br>- Connecting the route to NCR 77 would be a major benefit to the national cycle network | <b>LOW +</b><br>NCR 756, a shared use footway along most of the route. Some sections are inadequate or missing, a new route would be an upgrade rather than an extension.                                 | <b>MEDIUM ++</b><br>- Closest route to the rail and bus station.                                                                                                                                                                                                                                                                     | <b>LOW +</b><br>- No major oppportunity to improve public realm identified at this stage.                                                                                                                                        | <b>MEDIUM ++</b><br>2 serious and 1 slight (all in Bridge of Earn)                                                                                                                                               | <b>LOW +</b><br>The route does not serve any are among the 20% most deprived.                                                                                                                                                             | Width on the railway bridge to be confirmed                         | <b>MEDIUM ++</b><br>Bridge over the railway may be too narrow to accommodate segregated cycling infrastructure                                                     | <b>LOW +</b><br>- No short or medium term project directly along the route.                                                                                                                                                                                                                                | <b>MEDIUM ++</b><br>- Missing section of cycle path (largely shared used path) at either end of the route, mentioned at stakeholder workshop                                                   |
| 5        | Broxden to City Centre        | <b>HIGH +++</b><br>- Residential area to the north<br>- Large housing developements ongoing and planned on the south side and north west.<br>- Existing and planned employment sites (Aviva, Broxden Business Park).<br>- P&R and coach hub<br>- Perth High School, Perth Academy and Royal Informary within 500m<br>- Leisure and Dewars Centres<br>- St Catherine's Retail Park<br>- Rail station northern entrance | <b>LOW +</b><br>Does not intersect with the National Cycle Network.                                                                            | <b>MEDIUM ++</b><br>There is a signposted route however, it is an on-road advisory cycle lane along most its length and would be unsuitable to generate the mainstream, everyday cycling usage aimed for. | <b>HIGH +++</b><br>- Route serves north access to the rail station (off Glasgow Road)<br>- Southern option (via St Leonard's Bridge) serves the rail station main entrance.<br>- Provides direct access to Broxden P&R and local buses and long distance coaches hub<br>- Will serve the Low Carbon Transport Hub planned at Broxden | <b>MEDIUM ++</b><br>- Oppportunity to improve public realm at western gateway to the city centre, along County Place and South Street and to the station.<br>- increased or improved crossing opportunity of the A9 to the west. | <b>HIGH +++</b><br>7 collisions (4 serious, 3 slights) involving cyclists. All were along Glasgow road between Viewlands Road and the railway bridge. This sections stands out as a cycling collision blackspot. | <b>LOW +</b><br>The route would not serve any area among the 10% or 20% most deprived in Scotland Although, note the south area to the north west of the rail station at the city centre end of the route is among the 10% most deprived. | Significant junction and railway crossing re-design at eastern end. | <b>MEDIUM ++</b><br>- The bridges over the rail tracks (at Crieff Road or Long Causeway) are will be pinch points, my require bridge widening or new cycle bridge. | <b>HIGH +++</b><br>- Possible new underpass for pedestrians and cyclists under the A9 north of Boxden roundabout, associated with the housing development.<br>- Sustainable travel hub planned at Broxden<br>- Rail Station redevelopment masterplan may extend to the Glasgow Road bridge/station access. | <b>HIGH +++</b><br>- Glasgow Road highlighted during both PKC officers and stakeholders workshops as having inadequate cycling infrastructure, and serving the planned sustainable travel hub. |



| Corridor |                          | DEMAND                                                                                                                                                                                                                                                                                                                                                                                                                                    | CYCLE NETWORK INTEGRATION                                          |                                                                                                                                                                                                    | WIDER TRANSPORT BENEFITS                                                                                                      |                                                                                                                                                                                                                                                                                                                |                                                                                                             | POLICY INTEGRATION                                                                                                                  | DELIVERABILITY                                             |                                                                                                                                                                                                                                 |                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                         |
|----------|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                          | Likely demand (key destinations served outside of city centre)                                                                                                                                                                                                                                                                                                                                                                            | Regional / national cycle connections                              | Contribution to extending the local network                                                                                                                                                        | Interaction with public transport / P&R                                                                                       | Benefits to pedestrians and wider public realm improvement                                                                                                                                                                                                                                                     | Road safety                                                                                                 | Impact on areas with higher levels of deprivation                                                                                   | Affordability                                              | Physical constraints                                                                                                                                                                                                            | Integration with other projects                                                                                                                                                                                | Acceptability                                                                                                                                                                                                                                                                                                                           |
| 6        | Burghmuir to City Centre | <b>MEDIUM ++</b><br>- Large future housing development to the north west of Broxden Roundabout.<br>- Serves directly Perth Royal Infirmary<br>- Well connected to residential north and south.<br>- Retail park along Long Causeway (St Catherine's Retail Park)<br>But non-residential destinations concentrated near the city centre.<br>- The significant gradient is likely to limit the attractivity of cycling along this corridor. | <b>LOW +</b><br>Does not intersect with the National Cycle Network | <b>HIGH +++</b><br>There is not existing cycling route along this corridor.                                                                                                                        | <b>LOW +</b><br>- limited interchange with other modes, can serve rail station if using option B alignment (via Glasgow Road) | <b>HIGH +++</b><br>- Oppportunity to improve public realm at a western gateway to the city centre on Long Causeway, where a narrow bridge and rounabout layout constitute barriers to pedestrian movements, linking to the High Street.<br>- increased or improved crossing opportunity of the A9 to the west. | <b>MEDIUM ++</b><br>1 serious (Caledonia Rd junction), 2 slight)                                            | <b>MEDIUM ++</b><br>The route would serve areas among the 20% most deprived in Scotland in Letham.                                  | - potential railway widening at Long causeway              | <b>MEDIUM ++</b><br>- The bridges over the rail tracks (at Long Causeway) will be a pinch point                                                                                                                                 | <b>MEDIUM ++</b><br>- Potential for upgrade / new pedestrian and cycle crossing of the A9 associated with planned housing / mixed use development to the west.<br>- Mill Street development in the city centre | <b>LOW +</b><br>No specific mention during consultation or other available documents                                                                                                                                                                                                                                                    |
| 7        | Almondbank to City Cente | <b>HIGH +++</b><br>- Serves Huntingtower retail park and football stadium<br>- Residential areas to north and south along most of the way<br>- Serves UHI campus<br>- Serves St Catherine's Retail Park<br>- Planned housing and employment developments west of the A9                                                                                                                                                                   | <b>MEDIUM ++</b><br>- Connects to NCR 77 at Almondbank             | <b>MEDIUM ++</b><br>NCN 77 along the Almond River and the Lade path serve the corridor, however they serve only part of the area and there is not or limited infrastructure along the Crieff Road. | <b>LOW +</b><br>- Limited interchange with other modes.                                                                       | <b>MEDIUM ++</b><br>- As for Route 6 and 7, opportunities to improve north west gateway into the city centre.<br>- increased or improved crossing opportunity of the A9 to the west.                                                                                                                           | <b>LOW +</b><br>1 slight on Crieff Road.<br>(1 fatality away from Crieff Road, on W Mains Avenue in Letham) | <b>HIGH +++</b><br>The route would serve areas among the 10% or 20% most deprived in Scotland (the south east of the Tulloch area), | Potential railway widening at Long causeway or Crieff Road | <b>LOW +</b><br>- The narrow width of Crieff Road limits possibilities - - Bridges over the rail tracks (at Crieff Road or Long Causeway) are also pinch points.<br>- Alternative routes are longer or have significant slopes. | <b>MEDIUM ++</b><br>- Creiff Road extension and junction with Cross Tay Link Road<br>- Employment and housing development sites west of the A9 bringing potential contribution/opp ortunities                  | <b>LOW +</b><br>- Concerned raised about the limited width of Crieff Road, with any segregated infrastructure affecting other modes, especially PT, less likely to gather sufficient support.<br>- the Lade Path option would have more support, as part of wider efforts to improve the path, but less benefits in terms of transport. |

Page intentionally left blank

# 7. Conclusion and Next Steps



## Summary of findings

This study achieved three main objectives:

First, it has identified what an attractive cycle network in Perth would look like. To do this, it started from where people want to go on their everyday journeys, and what type of infrastructure and network is most likely to be attractive to them. It was informed by the best available guidance, desktop and on-site review and by consultation events with stakeholders. It led to the creation of a schematic cycle network map, supplemented by summary maps of the main barriers its implementation will face, as well as assets and opportunities to build it on.

Second, it went one step further by taking the core network links from the schematic network map and identifying and assessing potential alignments on the ground. The assessment of the alignment options for each core route suggests that for most of the corridors, the main road alignment is the most likely to deliver the highest level of service to users. The link from Walnut Grove to the city centre is the exception to this, with the route along the river most likely to serve cyclists best. The other alignment options should still be considered for delivery, although not recommended as core routes, they would be suited as feeder or distributor routes between the core routes and final destinations.

Finally, the potential of each corridor was assessed against a set of criteria covering likely demand, cycle network integration, wider transport benefits, policy integration and deliverability. Findings should be considered carefully as the exercise was qualitative and the results un-weighted. It suggested however that four of the seven corridors present higher level of benefits and deliverability: from Broxden along Glasgow Road; from Walnut Grove probably via the riverside; from Luncarty via Dunkeld Road; and from Scone via the A93.

The other three corridors (Corridor 4 from Bridge of Earn, corridor 6 from Burghmuir, and corridor 7 from Almondbank) may not become the highest priority, but should still ultimately be developed, and opportunities may arise to do so in the future.

## Next steps

This study can be described as a "pre-appraisal", in which the baseline situation and broad objectives (schematic cycle network and route functions) were established, high level options were identified, and a first sifting of those options was carried out against the objectives. The next step will be to undertake an appraisal of any short-listed options, establishing scope, benefits and costs in more detail. This would include developing a range of options for each corridor or section and model their impact on other modes, particularly public transport; and create concept designs which could then be open consulted on with a wide range of stakeholders.

Anticipating significant changes to the current road layout, meaningful engagement with a wide range of stakeholders will be essential. It will help maximise benefits, addressing concerns, and building up widespread support for any scheme taken forward. Setting up a stakeholder engagement strategy or plan early in the process will maximise chances of success.

# SYSTRA

March 2018

## PERTH AND KINROSS COUNCIL

### Environment & Infrastructure Committee

20 March 2019

### Road Safety Projects Assessment Criteria

#### Report by Depute Director (Housing and Environment) (Report No. 19/83)

This report proposes a criteria-based system approach for prioritising the large number of ad-hoc requests that the Traffic Management and Roads Safety team receives for additional road safety measures. Over 500 such requests have been received by the team.

#### 1. BACKGROUND

- 1.1 The Council's Traffic and Network Team undertakes a significant volume of work which originates from various sources. These can include budget proposals for specific initiatives, delivery of central-government driven proposals such as Cycling, Walking and Safer Streets, Safer Routes to Schools and the promotion of sustainable transport. The proposals contained within this report do not apply to any of these initiatives, nor to any pre-programmed work undertaken by the team.
- 1.2 The team is also the initial point of contact for elected members, members of the public, and public bodies to raise any concerns they may have regarding traffic and road safety issues.
- 1.3 In order to identify the causes of any crashes on the local road network, the team undertakes detailed examinations of reported road traffic collisions, traffic data, road layouts and road maintenance issues.
- 1.4 Remedial measures identified from analysis of the data are delivered within available budgets. They can include the provision of traffic calming schemes, School Exclusion Zones, traffic restrictions, pedestrian crossings as well as the provision of safety barriers, road signs and carriageway lining.
- 1.5 This work is carried out in conjunction with Police Scotland and Safety Cameras Scotland. The team also carries out road safety audits on new road schemes, as well as carrying out street audits for vulnerable road users.
- 1.6 Responsibility for the promotion of initiatives which encourage healthier and safer lifestyles through walking and cycling also sits with the team. These initiatives can assist in the reduction of traffic congestion and improve the local environment. Transport Scotland has set a challenging target that, by 2020, 10% of all journeys will be by sustainable transport. A number of projects that the team undertakes are intended to provide infrastructure to help reach that target.

- 1.7 The team receives annual capital funding from the Scottish Government to deliver projects that will provide infrastructure for Cycling, Walking and Safer Streets (CWSS). In 2018/19, the Scottish Ministers provided a capital grant for CWSS projects up to £205,000. As in previous years, projects to be carried out during 2018/19 were identified and approved by the Enterprise and Infrastructure Committee in May 2018 (Report No. 18/175 refers).
- 1.8 The team also received capital funding of £160,000 from the Council's capital budget for road safety initiatives to provide measures to deliver road safety initiatives along with a revenue budget for traffic engineering projects.
- 1.9 In recent years, significant investment has been made by the Council to improve road safety in Perth and Kinross. These are detailed below:
- £1.6m in April 2017 to respond to a backlog of demand for vehicle activated signs (VAS) and pedestrian crossings.
  - £0.6m in April 2017 for A977 traffic mitigation measures.
  - £0.9m in April 2018 for road safety schemes, footways and cycleways in 2018/19 & 2019/20
- 1.10 In summary, this additional funding has enabled the team to deliver a major programme of traffic management and road safety initiatives. These include vehicle-activated signs at entrances to towns and villages, new rural footways and Puffin crossings for pedestrians, shared-use paths for pedestrians and cyclists, traffic mitigation measures along the A977, Traffic Regulation Orders for reduced speed limits and waiting restrictions, and anti-skid surfacing at rural collision sites.
- 1.11 Significant progress has been made in delivering these targeted improvements. However, it has co-incided with an increasing number of requests for the implementation of additional road safety measures from elected members, community councils and members of public. This has created a very challenging level of demand in addition to the team's programmed workloads. Part of the additional funding was allocated to provide additional staffing resource
- 1.12 Officers are spending significant amounts of time processing requests and responding to enquiries about progress with requested schemes. This has deflected time away from delivering planned works as well as the requested schemes. The high level of demand experienced by the team makes it extremely difficult to timeously investigate and feedback comments to customers, while endeavouring to deliver current and future agreed priorities.
- 1.13 It is recognised that the level and frequency of these demands have impacted on the team's ability to deliver the best possible customer service with the inevitable perception that these matters are not being given due attention within a reasonable timescale. This combination of circumstances has been a source of frustration to elected members, community councils and members of the public, who are seeing little or no progress with the schemes they want

to have implemented in their area. They are also unaware of the level of priority of their requests, compared to the hundreds of other requests the team is dealing with.

- 1.14 There is currently a backlog list of requests for over 500 schemes which are waiting to be added to the existing programme of works. Each newly requested scheme requires a design and consultation stage before the work can be implemented which adds to the timescale for completing each request. In addition, these emerging schemes have not been budgeted for.
- 1.15 As an interim solution to start to address this issue, the team have instigated the following improvement measures:
- the appointment of a Modern Apprentice to provide business support to administer the incoming requests
  - all outstanding requests have been captured in a series of ward lists prior to an agreed set of assessment criteria being approved
  - three technical staff vacancies have been recruited and these appointees support service delivery moving forward.
- 1.16 It is also necessary to provide a medium to long term resolution. This includes:
- agreeing an objective and transparent criteria based system for prioritising incoming requests for road safety schemes, to ensure staff and financial resources are targeted at activities which deliver the maximum impact.
  - all requests will be listed in descending order of priority with the highest scoring requests being programmed into the work stream, as resources allow, once assessed and scored against the criteria.
  - the prioritised list will be recorded on a sharepoint site which will allow officers and elected members to check on the ongoing status of any request, and its position within the priority programme. This “self-serve” approach will help the capacity of the team to deliver agreed and funded areas of work, as they will spend less time dealing with enquiries over the status of requested schemes.
  - an online prioritised list will be available by the end of the year to community councils and members of the public through myPKC (see section 2.7).

## **2. PROPOSALS**

- 2.1 All Roads Authorities have a statutory duty under the Roads (Scotland) Act 1984 to keep a record of road traffic collisions, investigate the circumstances surrounding these collisions and identify a programme of measures to address them. The Scottish Government has set national casualty reduction targets for 2020.
- 2.2 To address the issues outlined above, it is proposed to operate an assessment criteria for prioritising schemes based on collision and casualty

reduction. In addition, other assessment criteria have been identified – road environment, road alignment, school travel planning and sustainable transport and cost (including income generation / third party funding).

- 2.3 It is proposed that each requested road safety scheme will be allocated risk weighting points under each of the six criteria, with the highest scoring schemes deemed to be highest priority. The proposed assessment criteria is attached as Appendix 1.
- 2.4 A Benefit Cost Ratio will be calculated by dividing the cost for each scheme by the weighting points scored. Dependent on available budgets, priority will then be given to those schemes which have the highest Benefit Cost Ratios. A worked example of the assessment criteria model is also shown in Appendix 2. It is recognised that there may be occasions when it is more practical and cost-effective to combine projects located in a similar geographic area, or utilising the same/similar equipment, even if projects are not all of a similar priority ranking.
- 2.5 The Benefit Cost ratio can be influenced by funding contributions (over and above the Council core funding). For example, if a community can identify additional third party funding for their proposed scheme, this will reduce the actual cost to the Council for that scheme. Therefore, in that instance, the Benefits Cost ratio will be higher, and the scheme is likely to receive a greater priority. This is an incentive for communities to contribute to their proposal by seeking alternative, additional funding.
- 2.6 Over 2019, the team will also work with IT colleagues to develop an online service, to include self-service functionality for the input of new requests by customers. This online solution will allow elected members, community councils and members of the public access to viewable lists using myPKC. As such, every enquirer will be able to see the current status of their request in relation to all other prioritised proposals.
- 2.7 Elected member support will be essential for the implementation of requests made for road safety. The team will ensure all local ward members continue to be consulted on any proposals.

### **3. CONCLUSIONS AND RECOMMENDATIONS**

- 3.1 The Traffic and Network Team is tasked with delivering road safety schemes throughout Perth and Kinross in line with annual targets, workloads and available budgets.
- 3.2 The team is receiving increasing numbers of requests from elected members, community councils and members of the public to consider additional road safety measures in addition to the agreed annual programmes, which are outwith both funding and staffing resources.

- 3.3 The volume of requests being received make it difficult for the team to deal with these efficiently and effectively, while endeavouring to complete their current and future workloads. As a result, it is proving challenging to communicate progress back to those submitting the original requests.
- 3.4 The measures proposed in this report will help to both manage the demand, and also provide readily available information to requestors. The proposals will allow them to view their enquiry, and where it sits in the prioritisation ranking, compared to other requests, the list of requests will be dealt with on a prioritisation basis. As such, it is not a waiting list. If subsequent requests are received which are deemed a priority, they will be placed higher on the list than existing requests which have been on the list for some time.
- 3.5 It is recommended that the Committee:
- i) notes the work underway to respond to the demand challenges facing the Traffic and Network Team
  - ii) approves the assessment criteria for use in prioritising requests for traffic management and road safety schemes as detailed at paragraphs 2.2, 2.3 and 2.4 above and in Appendix 1

#### Author

| Name            | Designation                 | Contact Details                                                                                  |
|-----------------|-----------------------------|--------------------------------------------------------------------------------------------------|
| Charles Haggart | Traffic and Network Manager | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                                | Date             |
|----------------|--------------------------------------------|------------------|
| Keith McNamara | Depute Director<br>(Housing & Environment) | 18 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan                                      | <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>No</b>         |
| <b>Communication</b>                                |                   |
| Communications Plan                                 | <b>Yes</b>        |

### 1. Strategic Implications

#### Community Plan

- 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 to 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 the report contribute to all 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 1.3 above. These

objectives are met by implementing schemes which promote traffic management and road safety.

## **2. Resource Implications**

### Financial

- 2.1 There are no financial implications arising from this report. Once schemes have been assessed and ranked according to the assessment criteria contained within this report, funding from both the future Capital and Revenue budgets will have to be identified to enable implementation and ongoing maintenance.

### Workforce

- 2.2 There are no workforce implications arising from this report.

### Asset Management (land, property, IT)

- 2.3 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 the following positive outcomes expected following implementation:
    - a) The measures, for example improved crossing facilities, footways and traffic calming features, will provide improved amenities for communities, and improve road safety particularly 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 and access local amenities.

- c) The measures will also encourage children to walk or cycle to school, and reduce dependence on vehicular transport, 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. Under the Climate Change (Scotland) Act 2009, the Council also has a general duty to demonstrate its commitment to sustainability and the community, environment and economic impacts of its actions.

### Legal and Governance

- 3.6 Any Traffic Regulation Orders 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**

### Internal

- 4.1 The Head of Legal and Governance, 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 recognised as permitted development. No approvals or statutory consultations are required.

## **2. BACKGROUND PAPERS**

- E&I Committee Report – 18/173 - Vehicle-Activated Signs Programme
- E&I Committee Report – 18/175 - Active Travel Strategy: Cycling, Walking and Safer Streets Projects 2018/19
- E&I Committee Report – 18/177 New Rural Footways Assessment Criteria
- E&I Committee Report – 18/273 - New Rural Footways were referenced in the preparation of this report.

## **3. APPENDICES**

- 3.1 Appendix 1 – Proposed assessment criteria for road safety requests



## **Proposed assessment criteria for road safety requests**

**Each of the criteria will be assessed using a weighting system with a higher number of points being assigned on the basis of severity or presence of hazards**

### **Collisions**

The Council maintains a database containing all reported road traffic collisions supplied by Police Scotland. All road collision within the curtilage of each site, or within 100m on adjoining roads, during the previous five calendar years will be reviewed. The base-line assessment period will be from 2013 to 2017. After three years, the base-line will be updated and all collision and casualty data reviewed and adjusted accordingly. 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. Police Scotland does not provide reports on damage-only incidents. At sites where there is evidence of damage-only, non-injury collisions on the ground, a value of 1 point will be added to the Collision category in the assessment criteria.

### **Casualties**

An assessment factor is included for road casualties based on severity – 1 point will be added to the Casualty category for each person slightly injured, 2 points for each person seriously injured and 3 points for each fatality. Perceived risk is not included in the assessment criteria as it is not quantifiable.

### **Road Environment**

The road environment is based on the activity around the site. Assessment factors are included for both physical layout and land use. Physical layout includes features on the road network such as a junction or bridge, and hazards adjacent to the public road such as a river or rock face. Examples of land use are housing, retail, commercial, industrial and community facilities such as schools or public parks. 1 point will be given to the road environment category for each environmental feature up to a maximum of 4 points. This is to ensure that town centre locations with mixed-use are not over represented.

### **Road Alignment**

Poor road alignment affects visibility splays, stopping sight distance and vehicle speeds. Assessment factors for the road alignment category include 1 point each for poor or limited horizontal and vertical alignment where crests or bends affect the road layout.

## **School Travel Plan**

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 such as child pedestrians and cyclists. Each scheme will be allocated a score for connection to a school or campus – 1 point will be given to the School Travel Plan category if the project links to a school and 2 points if the project is in the immediate vicinity of the school.

## **Sustainable Transport**

Each project will be scored for a sustainable transport connection – 1 point each will be given to the Sustainable Transport category if the scheme provides a link for pedestrians, cyclists, car and bus or rail transport up to a maximum of 4 points.

## **Cost**

The cost of the scheme to be constructed has a direct bearing on the viability of the project. With limited financial resources, cost must be a consideration for all works. Nonetheless, if need has been clearly established, cost should not be a critical assessment criteria.

It should be noted that for the purposes of the prioritisation, the cost is the cost to PKC. Therefore, if a potential project was to be funded or partly funded from elsewhere this may impact on the scheme's priority by potentially raising the Benefit Cost Ratio.

## **Land Availability**

Land availability should not be an assessment criteria if need for the scheme is identified. Priority will be given to those sites where the works can be accommodated within the existing road boundary and the scheme can be delivered within an agreed timeframe. 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.

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 schemes can be constructed. An estimated construction cost cannot be entered against these projects until the amount of land required to complete the scheme is calculated.

## Benefit Cost Ratio

A 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 projects based on the assessment criteria are shown below. Ranking will not be allocated to those sites that require land. As new schemes are identified, they will be assessed and ranked accordingly. Priority will be based on the results of the assessment criteria rather than date of request.(i.e. newly submitted schemes by their nature and potential benefit can be placed higher in priority than those already ranked within the scheme). In simplistic terms, the list will be a “prioritised list”, not a “waiting list”.

**The following Table is an illustration of how the criteria would be applied**

| Ward | Road No | Speed Limit | Budget Category | Description   | Location | Assessment Criteria |            |             |           |     |           | Total | Cost to PKC (£K) | BCR  | Ranking | Status |
|------|---------|-------------|-----------------|---------------|----------|---------------------|------------|-------------|-----------|-----|-----------|-------|------------------|------|---------|--------|
|      |         |             |                 |               |          | Collisions          | Casualties | Environment | Alignment | STP | Sus Trans |       |                  |      |         |        |
| A    | A1      | NSL         | Signs +lines    | Warning signs | AA       | 5                   | 6          | 0           | 2         | 0   | 0         | 13    | 1.5              | 8.67 |         | Green  |
| B    | B1      | 30          | Traffic engr    | Road widening | BB       | 2                   | 2          | 2           | 1         | 1   | 1         | 9     | 8                | 1.13 |         | Yellow |
| C    | C1      | 40          | Rural F/way     | Footway       | CC       | 0                   | 0          | 4           | 2         | 1   | 2         | 9     | -                | -    |         | Red    |
| D    | D1      | NSL         | Signs + lines   | Warning signs | DD       | 0                   | 1          | 0           | 1         | 0   | 0         | 2     | 1                | 2    |         | Green  |

Site A lies on a rural road subject to the national speed limit. In the last five years, there has been 1 serious and 3 slight collisions resulting in 1 serious and 4 slight injuries. This provides Collision and Casualty scores of 5 and 6 respectively. There are no domestic or commercial properties in the vicinity and no community assets so the Environment category score is zero. There is a crest in the road followed by a bend, which both restrict visibility, so the Alignment category score is 2. Due to the remote location, there is no link to a local school, footway, cycle path or bus stop; so both the School Travel Plan and Sustainable Transport categories record a zero return. The assessment total amounts to 13 points. Warning signs informing drivers of the hazard ahead, and verge marker posts to help define the road alignment, would cost approximately £1.5K. The Benefit Cost Ratio is 8.67 and land is available within the road boundary (verge) to install these measures so the Land Availability is shown as green.

Site B lies on the edge of a village within the 30mph speed limit. There have been 2 slight collisions resulting in 2 slight injuries giving the Collision and Casualty categories a score of 2 each. There are domestic properties and a road junction at the site so the Environment score is 2. The road is flat but the site sits on a bend so the Alignment score is 1. The village school is within

walking distance so both the School Travel Plan and Sustainable Transport scores are 1. The assessment total is 9. The wide verge on the outside of the bend can be excavated and the carriageway extended, at a cost of £8K, providing a wider outside lane around the bend and reducing the risk of conflict between opposing vehicles. The Benefit Cost Ratio is 1.13. Land is available within the road boundary but there are services in the verge that may need to be diverted so the Land Availability is amber.

Site C lies outside a rural village in a 40mph speed limit. There have been no reported road traffic collisions so no injuries. The Collision and Casualty category scores are zero. The site connects domestic and commercial properties in the village with an off-road path to a major tourist attraction but there is a missing section of footway along the public road. The Environment category score is 4. The horizontal and vertical alignment of the road is poor so the Alignment category score is 2. There is a primary school in the centre of the village so the School Travel Plan category score is 1. The village lies on a National Cycle Network and there are bus stop connections so the Sustainable Transport score is 2. Despite the absence of road traffic collisions or casualties, the assessment total is 9. However, there is no land available within the road boundary to construct the footway so a cost of the scheme cannot be estimated or the Benefit Cost Ratio calculated. The Land Availability is red.

Site D lies on a rural road subject to the national speed limit. There have been no reported road traffic collisions so no injuries; but there is evidence at the site of vehicle damage to a boundary fence. The Collision score is 1 and the Casualty score is zero. There are no accesses or houses in the vicinity so the Environment category score is zero. Forward sight distance is good as the ground is level but the site is located at a bend so the Alignment score is 1. There are no school or public transport facilities so the School Travel Plan and Sustainable Transport scores are zero. The assessment total is 2. A warning sign and chevron board indicating sharp deviation of route could be installed at a cost of £1K. The low assessment total combined with the low cost of remedial measures returns a Benefit Cost Ratio of 2. Land is available within the road boundary so the Land Availability is green.

**Note - In this example the priority listing would be Sites A, D, B, C**

## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

20 March 2019

### School Exclusion Zones

#### Report by Depute Director (Housing & Environment) (Report No. 19/84)

School Exclusion Zones have been trialled at four locations by Perth & Kinross Council to make the streets outside the schools a safer and healthier place for children. Their purpose is to remove non-essential car trips from outside the school gates and encourage pupils, with their parents/careers, to travel actively to and from school. This report assesses the trial of School Exclusion Zones, with recommendations for future actions.

## 1. BACKGROUND

- 1.1 School Exclusion Zones have been trialled at four locations by Perth & Kinross Council. This was approved by Enterprise and Infrastructure Committee in March 2016 ([Report No 16/137](#) refers). They were created to make the streets outside the schools a safer and healthier place for children. The School Exclusion Zones remove non-essential car trips from outside the school gates and encourage pupils with their parents/carers to travel actively to and from school.
- 1.2 The School Exclusion Zones are one way to help encourage children to travel actively for part of their journey to school. A Danish survey undertaken in 2012 by Aarhus University, concluded that “*transporting yourself to school reflects on your ability to concentrate for about four hours into the school day*” and that by “*driving your children to school, you’re not really doing them much of a favour*” (reference [Children who walk to school concentrate better \(ScienceNordic, November 2012\)](#)). Perth & Kinross Council would like to encourage as many children to travel to school as actively as possible, where practicable.
- 1.2 In order to assess whether the implementation of a School Exclusion Zone would be an appropriate measure across Perth and Kinross, the pilot trial was undertaken at the following schools:
  - Arngask Primary School
  - Burrelton Primary School
  - Coupar Angus Primary School
  - Luncarty Primary School
- 1.3 The pilot was undertaken using a Traffic Regulation Order to run for an 18 month period. The Traffic Regulation Order has now come to the end and Perth & Kinross Council needs to create a Traffic Regulation Order for each of the above School Exclusion Zone sites, if these are to continue.

## **2. SELECTION CRITERIA**

2.1 The initial selection criteria used to rank potential schools for inclusion in the trial included:

- history of road safety concerns;
- proven positive support from the school staff, parents and parent councils.
- current commitment to promoting walking and cycling activities
- the school's location on the road network
- good infrastructure provision (i.e. surrounding streets can accommodate displaced traffic movements)
- the availability of suitable "Park and Stride" locations
- high levels of car use to school
- high levels of congestion at school gates
- the school entrance should not be on a bus route, with the exception of school buses, and
- the opportunity to improve active travel infrastructure to the school.

## **3. OPERATION**

3.1 The School Exclusion Zones came into effect on 1 November 2016 and are currently still in operation. The operational start date for the School Exclusion Zone at Coupar Angus Primary School was delayed at the request of the community until after the road safety improvements were carried out at Largan Park.

3.2 The streets outside the school are closed to general traffic between 08:15 - 09:00 and 14:45 - 15:30 during school term only. Vehicles without permits are not allowed to drive in, out or around the School Exclusion Zones when the scheme is in operation. Signs were placed at the entrance to the scheme and flashing amber beacons indicate when the scheme is in operation (Appendix 1). Only those with permits can access the School Exclusion Zone streets during the two restricted periods.

3.3 The permit scheme in place at the trial sites allows authorised vehicles to access/egress the restricted area. Permits have been given to residents, local businesses who operate within the restricted area and school staff. Exemptions have been given to Blue Badge holders and other permitted vehicles, such as emergency services, school contract buses, as well as roads and utility companies undertaking works.

3.4 The cost of installing the signs for the School Exclusion Zones was £18,500, This included the ongoing costs for administering the School Exclusion Zone Permits for Perth & Kinross Council, such as staff time and resources.

3.5 The number of permits issued at each of the zones is:

- |                               |                    |
|-------------------------------|--------------------|
| • Arngask Primary School      | 31 permits issued  |
| • Burrelton Primary School    | 20 permits issued  |
| • Coupar Angus Primary School | 172 permits issued |
| • Luncarty Primary School     | 143 permits issued |

3.6 The area covered by the School Exclusion Zones is detailed in Appendices 7 to 10.

## 4. SCHOOLS SUMMARY

### INTRODUCTION

4.1 For each of the School Exclusion Zones (with the exception of Coupar Angus Primary School), the following was undertaken,

- **Living Streets WOW Travel Tracker** – Each of the schools has used Living Streets WOW Travel Tracker, which records the methods that each of the pupils travelled to school each day. Data can be found in Appendix 2
- **Property Survey** – A survey was sent to the properties within the original School Exclusion Zones to gather opinions on how they feel the School Exclusion Zone has operated. Data can be found in Appendix 3
- **Traffic Surveys** – Traffic surveys have been undertaken at each of the School Exclusion Zones, before the trial started in November 2016 and during the trial. Data can be found in Appendix 4
- **Parents surveys** – A survey was sent to the parents/carers for each of the Primary Schools. Data can be found in Appendix 5

4.2 As part of the information gathering pupil numbers were taken from the school census undertaken in September 2018.

### ARNGASK PRIMARY SCHOOL

4.3 Arngask Primary School is located in Glenfarg on the Main Street, with vehicle access from Greenbank Crescent. There are a number of paths that lead to the primary school. The school has a pupil roll of 85, with a rural catchment area covering Duncrievie, Rosie Ochill, Balcanquhal and Blairstruie.

4.4 The property survey was circulated to 34 properties and had a response rate of 18%. The results from the responses are mixed, with 50% of the responses saying that the streets outside their property are safer; some residents have also noticed a reduction in the number of vehicles at the start and end of the school day. From the responses, two thirds of the respondents want to see the School Exclusion Zone expanded, with a request to cover the whole of Greenbank Crescent. All the respondents commented that there has been an impact with vehicles being displaced elsewhere due to the zone. In addition, comments were received advising that many parents try to get as

close as possible to the zone on Greenbank Crescent. When the respondents were asked if they wanted to retain the School Exclusion Zone at Arngask Primary, there was an equal split for and against amongst the respondents.

- 4.5 The traffic surveys at Arngask Primary School were undertaken before the zone was implemented in October 2016, and when the zone was operational in February 2018. Comparing the before and during data in the morning between the hours of 08:00 to 10:00, there was an increase in the number of vehicles entering the zone, +30 vehicles (+26%). In the afternoon between the hours of 14:00 to 16:00, there was a reduction in the number of vehicles entering the zone, -13 vehicles (-13%).
- 4.6 To monitor how the pupils are travelling to Arngask Primary School, the Living Street WOW Travel Tracker allows the pupils to record their journey to school. The data at Arngask Primary School, before the zone was operational shows from August 2016 to November 2016 on average the number of pupils travelling actively was 81%. From November 2016 to December 2018, the average number of journeys undertaken by active travel methods was 94%, showing an increase in active travel.
- 4.7 The parent survey was circulated by Arngask Primary School via email to the parents/carers. The survey attracted 10 fully completed responses from the parents/carers at the school. Of the respondents to the survey, 60%, were aware that there was a School Exclusion Zone at the primary school. The majority of respondents, 86% of those who travel to the school gate have not noticed a reduction in the number of vehicle movements at the start and end of the school day. With the School Exclusion Zone in place, of the respondents, 86% were able to find a safe place to park. Half of the parents have noticed that there has been an impact with vehicles being displaced. From the responses received, 60% would like to see the School Exclusion Zone retained and would recommend the School Exclusion Zone for other schools across Perth and Kinross. From the respondents received, 20% of the respondents have suggested extending the zone to cover all of Greenbank Crescent.
- 4.8 The Headteacher at Arngask Primary School would like the School Exclusion Zone to be retained as the zone has worked well and made the location directly outside the school safer.
- 4.9 The recommendation for Arngask Primary School is to retain the current School Exclusion Zone and undertake an engagement exercise with members of the community to gauge opinion about whether the School Exclusion Zone should be extended to cover Greenbank Crescent.

## **BURRELTON PRIMARY SCHOOL**

- 4.10 Burrelton Primary School is located on School Road, with both vehicles and pupils accessing the school from School Road. The school has a pupil roll of

76, with a rural catchment area covering Campmuir, Woodside, Gask and Strelitz.

- 4.11 The property survey was circulated to four properties with a response rate of 25%. With only one response, it is hard to draw any reasonable conclusions. The recipient has said that they would like to see the School Exclusion Zone retained.
- 4.12 The traffic surveys at Burrelton Primary School were undertaken before the zone was implemented in October 2016, and when the zone was operational in February 2018. Comparing the before and during data at Burrelton Primary School, there was little difference in the number of vehicles entering the School Exclusion Zone. In the morning between the hours of 08:00 to 10:00, there was a decrease in the number of vehicles entering the zone, -4 vehicles (-5%) and in the afternoon between the hours of 14:00 to 16:00, there was a minimal increase in the number of vehicles entering the zone, +2 vehicles (+4%).
- 4.13 The parent survey was circulated by Burrelton Primary School via email to the parents/carers. The survey attracted 8 responses from the parents/carers at the school who fully completed the survey. All the respondents were aware that there was a School Exclusion Zone at the primary school. The majority of respondents, 71% who travel to the school gate have not noticed a reduction in the number of vehicle movements at the start and end of the school day. With the School Exclusion Zone being in place, 60% of the respondents were able to find a safe place to park. Three quarters of the respondents have noticed that there has been an impact with vehicles being displaced. Over 80% of the respondents would like to see the School Exclusion Zone retained and would recommend the School Exclusion Zone for other schools across Perth and Kinross.
- 4.14 The Headteacher at Burrelton Primary School has said that the School Exclusion Zone has not resulted in much changed on School Road, as it was mainly staff that entered School Road before. There is the occasional visitor that does not follow the signage. The main concern from the Headteacher is the drop off times on North Street, as there are a lot of cars and the possible extension of the School Exclusion Zone would make it safer.
- 4.15 The recommendation for Burrelton Primary School is to retain the School Exclusion Zone in its current form.

#### **COUPAR ANGUS PRIMARY SCHOOL**

- 4.16 Coupar Angus Primary School is located on School Road with vehicle access from School Road and via Townhead. There are a number of paths that connect to the school from The Common and Largan Park. The school has a pupil roll of 171, with a rural catchment area covering Bendochy, Myreriggs, Easter Denhead and Kemphill.

- 4.17 Due to the School Exclusion Zone being implemented at a later date than the other schools, the property and traffic surveys have not been undertaken. The school currently does not have the Living Streets WOW Travel Tracker, but this could be implemented through work with the school.
- 4.18 The parent survey was undertaken at Coupar Angus Primary School to gauge how parents/carers felt the School Exclusion Zone was operating. The survey for Coupar Angus Primary School was posted on Facebook for parents/carers to provide their opinion on the School Exclusion Zone. The survey attracted 39 fully completed surveys from parents/carers and 1 from a non parent/carer. All the respondents were aware that there is a School Exclusion Zone in operation. Two thirds of the respondents have not noticed a reduction in the number of vehicles at the school gate. Half of the respondents would like to see the zone retained and have identified the need to have the School Exclusion Zone enforced and this can be done if the committee decide to retain this zone.
- 4.19 The Headteacher at Coupar Angus Primary School would like the School Exclusion Zone retained as the roads outside the school can be busy with cars. The Headteacher has also asked that if the zone can operate to 09:30 in the morning. The school have received a few complaints from older relatives picking up children as they feel it is too far for them to walk from the parking areas nearby.
- 4.20 The recommendation would be to retain Coupar Angus School Exclusion Zone in its current form.

#### **LUNCARTY PRIMARY SCHOOL**

- 4.21 Luncarty Primary School is located on Marshall Road with vehicle access from this road. There are a number of paths that connect the school from Marshall Trail to the south and Marshall Way to the east via a network of paths. The school has a pupil roll of 143, with a rural catchment area covering Moneydie and Redgordon.
- 4.22 The property survey was circulated to 68 properties with a response rate of 26%. Two thirds of the responses have said that the street outside their property is safer with the School Exclusion Zone and 72% of the respondents have said that they have noticed a reduction in the number of vehicle movements at the start and end of the day. The majority of the respondents have said that the School Exclusion Zone covers a large enough area and would not like to see zone extended. Of the 22% of respondents who would like the zone extended, they would like to see the zone covering Marshall Way. This would not be practical, as permits would have to be issued to the properties on Marshall Way, Yew Gardens, Hatton Road, Hatton Place and Marshall Gardens. The majority of respondents (72%) would like to see advisory signs to let them know what time the exclusion zone is active. It is acknowledged that there has been an impact with vehicles being displaced to other locations (89%); comments have been received about vehicle parking on Marshall Way. Despite the displacement of vehicles, 83% of the

respondents would like to see the School Exclusion Zone retained at Luncarty Primary School.

- 4.23 The traffic surveys at Luncarty Primary School were undertaken before the zone was implemented in October 2016 and when the zone was operational in January 2019. Comparing the before and during data in the morning between the hours of 08:00 to 10:00, there was a decrease in the number of vehicles entering the zone, -186 vehicles (-33%). In the afternoon between the hours of 14:00 to 16:00, there was a reduction in the number of vehicles entering the zone, -133 vehicles (-34%).
- 4.24 To monitor how the pupils are travelling to Luncarty Primary School, the Living Street WOW Travel Tracker allows the pupils to record their journey to school. The data at Luncarty Primary School before the zone was operational shows from August 2016 to November 2016 that on average the number of pupils travelling actively was 83%. From November 2016 to December 2018, the average number of journeys undertaken by active travel methods was 91%, showing an increase in active travel.
- 4.25 The parent survey was circulated by Luncarty Primary School via text message to the parents/carers. The survey attracted 56 fully completed responses from the parents/carers at the school. The majority of respondents were aware that there was a School Exclusion Zone at the primary school. Of the respondents who travel to the school gate, 68% have noticed a reduction in the number of vehicle movements at the start and end of the school day. With the School Exclusion Zone being in place, 64% of the respondents were able to find a safe place to park. The respondents have noticed that there has been an impact with vehicles being displaced, 69%. 66% of the respondents would like to see the School Exclusion Zone retained and 80% of the respondents would recommend the School Exclusion Zone for other schools across Perth and Kinross. Many comments were received from parents about the lack of enforcement of the zone, which will be addressed if the committee approve the retention of this zone.
- 4.26 In Luncarty, Perth & Kinross Council has worked with other partners to deliver infrastructure to help encourage parents to park further away from the school gates. Shared use paths link from many locations along Marshall Way into the Primary School. The links have been created to encourage children to travel actively for all or part of their journey to school.
- 4.7 The Headteacher at Luncarty Primary School would like the School Exclusion Zone retained as it has had a positive safety impact for both the school environment and children.
- 4.28 The recommendation for Luncarty Primary School is to retain the School Exclusion Zone in its current form.

## **5. GENERAL SUMMARY FROM PROPERTY SURVEY**

- 5.1 Summarising all the responses across the three primary schools for which there is full data has shown that the majority of respondents to the survey would like to see the School Exclusion Zones retained (76%). The overall consensus was that the respondents have found the streets outside their property are safer (60%) and that the zone has not adversely impacted on them undertaking their daily activities (64%). They have also noticed a reduction in the number of vehicles entering the School Exclusion Zone at the start and end of the school day (64%).
- 5.2 The majority of respondents felt that they had received sufficient information at the start of the trial (72%) and found applying for a permit an easy process (72%).
- 5.3 It should be acknowledged that the respondents found that there was an impact elsewhere with the displacement of vehicles (88%). In Arngask, the vehicles were displaced into Greenbank Crescent or on Main Street. In Burrelton, the vehicles were displaced onto North Street. In Luncarty, vehicles have been displaced onto Marshall Road which has been widely commented upon by the survey respondents, with complaints about inappropriate parking which results in the road becoming restricted for other road users.

## **6. GENERAL SUMMARY FROM PARENT SURVEY**

- 6.1 Summarising all the responses across all four primary schools has shown that the majority of respondents to the survey were aware that there was a School Exclusion Zone at their child's school (96%). Over half the respondents have not noticed a reduction in the number of vehicles at the start and end of the school day (53%) or noticed an increase in the number of pupils walking or cycling to the school (56%). From the survey, it is recognised that more work should be undertaken at Coupar Angus Primary School, as there has not been the desired reduction in the number of vehicle movements or increase in the number of pupils walking or cycling to school. It is hoped that this can be achieved with greater enforcement of the zone, if the Committee approves the retention of the School Exclusion Zones.
- 6.2 The majority of respondents felt that they had received sufficient information at the start of the trial (69%).
- 6.3 It should be acknowledged that the respondents found that there was an impact elsewhere with the displacement of vehicles (64%). In Arngask, the vehicles were displaced into Greenbank Crescent or on Main Street. In Burrelton, the vehicles were displaced onto North Street. In Coupar Angus, vehicles have been displaced onto Bogside and Hill Gardens, which was widely commented on by the respondents. In Luncarty, vehicles have been displaced onto Marshall Road which has been widely commented upon with

complaints about inappropriate parking which results in the road becoming restricted for other road users.

- 6.4 The respondents would like to see the School Exclusion Zones retained (61%) and implemented at other schools across Perth and Kinross (72%).

## **7. ENFORCEMENT**

- 7.1 There have been several comments from respondents of the property and parent surveys about the lack of enforcement of the zones. The Traffic & Network Team is working with Police Scotland to ensure that, in future, an appropriate level of enforcement is carried out and the School Exclusion Zones are adhered to. This is to ensure that the current zones receive the appropriate level of enforcement.

## **8. LESSONS LEARNED**

- 8.1 The size of the entrance signs are very imposing. If Perth & Kinross Council decide to install any more schemes, then the size of the sign should be reduced. Examples of the current signs can be found in Appendix 1.
- 8.2 The property survey has identified that the School Exclusion Zones have impacted on the road network on the periphery of the School Exclusion Zone. For future sites, the impact of the School Exclusion Zone needs to be considered for the road network outside the School Exclusion Zone.
- 8.3 There has been some confusion that the permits issued are Parking Permits. This is not the case and does not prohibit other road users from parking within the streets included within the School Exclusion Zone. The School Exclusion Zone only allows vehicles to be driven in the School Exclusion Zone during the restricted period if the vehicle has a valid School Exclusion Zone Permit. To reduce this confusion, information will be added to any promotional material circulated to the properties within the new School Exclusion Zones.
- 8.4 The property surveys have identified that property holders within the School Exclusion Zones would like advisory signage to be installed to inform residents and parents/carers when the School Exclusion Zone operates, an example of the signs erected in Edinburgh are shown in Appendix 6.

## **9. CONCLUSION AND RECOMMENDATIONS**

- 9.1 This report details the locations where it is proposed to retain the School Exclusion Zones as installed. Further consultation should be undertaken at Arngask Primary School with a view to extending the School Exclusion Zone to cover all of Greenbank Crescent.
- 9.2 Approval will allow a start to be made to the formal procedure to create the 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.

9.3 It is recommended that the Committee:

- i) notes the information within the report in relation to the trials at the four schools
- ii) approves the retention for Arngask Primary School of the School Exclusion Zone in its current form through the creation of a Traffic Regulation Order
- iii) requests officers to undertake an engagement exercise with member of the community to gauge opinion about whether the School Exclusions Zone should be extended to cover Greenbank Crescent.
- iv) approves the retention for Burrelton Primary School of the School Exclusion Zone in its current form through the creation of a Traffic Regulation Order
- v) approves the retention for Coupar Angus Primary School of the School Exclusion Zone in its current form through the creation of a Traffic Regulation Order
- vi) approves the retention of Luncarty Primary School of the School Exclusion Zone in its current form through the creation of a Traffic Regulation order
- vii) requests that the Depute Director (Housing and Environment) brings forward a further report recommending additional schools where the School Exclusion Zones could be installed to a future Committee meeting

**Author**

| Name            | Designation      | Contact Details                                                                                  |
|-----------------|------------------|--------------------------------------------------------------------------------------------------|
| Lachlan MacLean | Project Engineer | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

**Approved**

| Name           | Designation                                | Date             |
|----------------|--------------------------------------------|------------------|
| Keith McNamara | Depute Director<br>(Housing & Environment) | 15 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</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>None</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 is 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 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage lower traffic speeds.

## **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 involved in advertising the creation of the Traffic Regulation Orders. The indicative cost of £600 for this will be met from the Traffic & Road Network Revenue Budget in 2019/20.
- 2.3 The estimated costs of £2,000 for the moving the post and sign will be met from the Traffic & Road Network Revenue Budget 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 sustainable modes of travel.

### 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 and the Head of Finance have been consulted in the preparation of this report.

## **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to vary the 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 No 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.

### **3. APPENDICES**

- 3.1 Appendix 1 School Exclusion Zone Signs at each School
- 3.2 Appendix 2 WOW Travel Tracker Data
- 3.3 Appendix 3 Results from Property Survey
- 3.4 Appendix 4 Traffic Survey Data
- 3.5 Appendix 5 Parent Survey Data
- 3.6 Appendix 6 Example of Possible Advisory Signs
- 3.7 Appendix 7 Arngask Primary School Exclusion Zone Coverage
- 3.8 Appendix 8 Burrelton Primary School Exclusion Zone Coverage
- 3.9 Appendix 9 Coupar Angus Primary School Exclusion Zone Coverage
- 3.10 Appendix 10 Luncarty Primary School Exclusion Zone Coverage

**School Exclusion Zone Signs at each School**

**School Exclusion Zone Sign at Arngask Primary School  
Erected on access road to Greenbank Garages and Arngask Primary School**



**School Exclusion Zone Sign at Burrelton Primary School  
Erected on junction of School Road / North Street**



**School Exclusion Zone Sign at Coupar Angus Primary School  
Erected on junction of School Road / Bogside / Blairgowrie Road**



School Exclusion Zone Sign at Luncarty Primary School  
Erected on junction of Marshall Road / Marshall Way

## Appendix 2

## WOW Data

## Summary of Active Travel from Living Streets' WOW (Walk Once a Week) Travel Tracker

| Primary School | Arngask | Burrelton | Luncarty |
|----------------|---------|-----------|----------|
| September 2016 | 79%     | 79%       | 82%      |
| October 2016   | 84%     | 81%       | 84%      |
| November 2016  | 90%     | 79%       | 89%      |
| December 2016  | 89%     | 80%       | 92%      |
| January 2017   | 89%     | 82%       | 90%      |
| February 2017  | 92%     | 81%       | 91%      |
| March 2017     | 91%     | 87%       | 92%      |
| April 2017     | 91%     | 83%       | 91%      |
| May 2017       | 91%     | 85%       | 91%      |
| June 2017      | 92%     | 83%       | 92%      |
| September 2017 | 96%     | 82%       | 90%      |
| October 2017   | 97%     | 85%       | 91%      |
| November 2017  | 96%     | 87%       | 91%      |
| December 2017  | 96%     | 88%       | 91%      |
| January 2018   | 96%     | 87%       | 93%      |
| February 2018  | 92%     | 89%       | 91%      |
| March 2018     | 95%     | 86%       | 91%      |
| April 2018     | 96%     | 87%       | 92%      |
| May 2018       | 96%     | 85%       | 92%      |
| June 2018      | 96%     | 88%       | 94%      |
| September 2018 | 92%     | 85%       | 90%      |
| October 2018   | 95%     | 79%       | 92%      |
| November 2018  | 94%     | 76%       | 93%      |
| December 2018  | 95%     | 77%       | 91%      |



## Results from Property Survey

### Summary of Results from Questionnaire sent to Properties within the School Exclusion Zone

| 1. Do you think the School Exclusion Zone has made the road safer outside your property? |         |           |          |
|------------------------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                                           | Arngask | Burrelton | Luncarty |
| Yes                                                                                      | 3       | 0         | 12       |
| No                                                                                       | 3       | 1         | 6        |

| 2. Have you noticed a reduction in the number of vehicle movements at the start and end of the school day? |         |           |          |
|------------------------------------------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                                                             | Arngask | Burrelton | Luncarty |
| Yes                                                                                                        | 3       | 0         | 13       |
| No                                                                                                         | 3       | 1         | 5        |

| 3. Have you noticed an increase in the number of pupils walking or cycling to the school? |         |           |          |
|-------------------------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                                            | Arngask | Burrelton | Luncarty |
| Yes                                                                                       | 2       | 0         | 8        |
| No                                                                                        | 4       | 1         | 10       |

| 4. Do you think the School Exclusion Zone should be expanded to a wider area around the school? |         |           |          |
|-------------------------------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                                                  | Arngask | Burrelton | Luncarty |
| Yes                                                                                             | 4       | 1         | 4        |
| No                                                                                              | 2       | 0         | 14       |

| 5. Would you like to have advisory signs, to let you know what time the exclusion zone is active? |         |           |          |
|---------------------------------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                                                    | Arngask | Burrelton | Luncarty |
| Yes                                                                                               | 3       | 1         | 13       |
| No                                                                                                | 3       | 0         | 5        |

| 6. Did you receive enough information provided at the start of the trial? |         |           |          |
|---------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                            | Arngask | Burrelton | Luncarty |
| Yes                                                                       | 2       | 1         | 15       |
| No                                                                        | 4       | 0         | 3        |

| 7. Did you find applying for your permit(s) an easy process? |         |           |          |
|--------------------------------------------------------------|---------|-----------|----------|
| Primary School                                               | Arngask | Burrelton | Luncarty |
| Yes                                                          | 4       | 1         | 13       |
| No                                                           | 2       | 0         | 5        |

| 8. Has there been any impact elsewhere as a result of vehicles being displaced due to the School Exclusion Zone? |         |           |          |
|------------------------------------------------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                                                                   | Arngask | Burrelton | Luncarty |
| Yes                                                                                                              | 6       | 0         | 16       |
| No                                                                                                               | 0       | 1         | 2        |

| 9. Would you like to see the School Exclusion Zones retained? |         |           |          |
|---------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                | Arngask | Burrelton | Luncarty |
| Yes                                                           | 3       | 1         | 15       |
| No                                                            | 3       | 0         | 3        |

| 10. Has the School Exclusion Zone adversely impacted on you undertaking your normal daily tasks e.g. going to the shops or doctors? |         |           |          |
|-------------------------------------------------------------------------------------------------------------------------------------|---------|-----------|----------|
| Primary School                                                                                                                      | Arngask | Burrelton | Luncarty |
| Yes                                                                                                                                 | 3       | 1         | 5        |
| No                                                                                                                                  | 3       | 0         | 13       |



Before and During Traffic Surveys at the School Exclusion Zones - Two Way Traffic Flows

|               | Arngask |        |            |      | Burrelton |        |            |      | Luncarty |        |            |      |
|---------------|---------|--------|------------|------|-----------|--------|------------|------|----------|--------|------------|------|
|               | Before  | During | Difference | %age | Before    | During | Difference | %age | Before   | During | Difference | %age |
| 08:00 - 10:00 | 116     | 146    | 30         | 26%  | 80        | 76     | -4         | -5%  | 557      | 371    | -186       | -33% |
| 0800 - 09:00  | 86      | 108    | 22         | 26%  | 63        | 60     | -3         | -5%  | 386      | 278    | -108       | -28% |
| 09:00 - 10:00 | 30      | 38     | 8          | 27%  | 17        | 16     | -1         | -6%  | 171      | 93     | -78        | -46% |
| 14:00 - 16:00 | 101     | 88     | -13        | -13% | 56        | 58     | 2          | 4%   | 389      | 256    | -133       | -34% |
| 14:00 - 15:00 | 24      | 31     | 7          | 29%  | 25        | 31     | 6          | 24%  | 138      | 94     | -44        | -32% |
| 15:00 - 16:00 | 77      | 57     | -20        | -26% | 31        | 27     | -4         | -13% | 251      | 162    | -89        | -35% |

Traffic Survey Data



### Summary of Results from Questionnaire sent to Parents at each of the Primary Schools

| 1. Are you a parent/carer of a child at Luncarty Primary School? |         |           |              |          |
|------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                   | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                              | 10      | 8         | 39           | 56       |
| No                                                               | 0       | 0         | 1            | 0        |

| 2. Did you know that there was a School Exclusion Zone at your children's primary school? |         |           |              |          |
|-------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                            | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                       | 6       | 8         | 40           | 55       |
| No                                                                                        | 4       | 0         | 0            | 1        |

| 3. How do your children normally travel to school? |         |           |              |          |
|----------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                     | Arngask | Burrelton | Coupar Angus | Luncarty |
| Walk                                               | 4       | 5         | 24           | 36       |
| Cycle                                              | 0       | 0         | 3            | 16       |
| Scooter/Skate                                      | 1       | 1         | 5            | 8        |
| Park and Walk                                      | 3       | 3         | 18           | 18       |
| Park and Cycle                                     | 0       | 0         | 0            | 3        |
| Park and Scooter/Skate                             | 0       | 0         | 0            | 3        |
| Service Bus                                        | 0       | 0         | 0            | 0        |
| PKC School Bus/Taxi Contract                       | 2       | 2         | 1            | 1        |
| Other                                              | 2       | 0         | 4            | 2        |

| 4. Do you accompany your children on the journey to school? |         |           |              |          |
|-------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                              | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                         | 7       | 7         | 37           | 47       |
| No                                                          | 3       | 1         | 3            | 9        |

| 5. When you are at the school gate, have you noticed a reduction in the number of vehicle movements at the start and end of the school day? |         |           |              |          |
|---------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                                                                              | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                                                                         | 1       | 2         | 14           | 28       |
| No                                                                                                                                          | 6       | 5         | 26           | 13       |
| Don't travel to the school gate                                                                                                             | 3       | 1         | 1            | 14       |

| 6. When you are at the school gate, have you noticed an increase in the number of pupils walking or cycling to the school? |         |           |              |          |
|----------------------------------------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                                                             | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                                                        | 2       | 4         | 11           | 23       |
| No                                                                                                                         | 5       | 3         | 27           | 16       |
| Don't travel to the school gate                                                                                            | 3       | 1         | 2            | 16       |

| 7. Did you receive enough information at the start of the School Exclusion Zone project? |         |           |              |          |
|------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                           | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                      | 4       | 4         | 22           | 36       |
| No                                                                                       | 5       | 2         | 15           | 8        |
| No opinion                                                                               | 1       | 2         | 3            | 10       |

| 8. If travelling to the school during the operating times of the School Exclusion Zone, have you managed to find a safe place to park? |         |           |              |          |
|----------------------------------------------------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                                                                         | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                                                                    | 6       | 3         | 19           | 25       |
| No                                                                                                                                     | 1       | 2         | 13           | 14       |
| Don't travel to the school gate                                                                                                        | 3       | 2         | 4            | 16       |

| 9. Has there been any impact elsewhere as a result of vehicles being displaced due to the School Exclusion Zone? |         |           |              |          |
|------------------------------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                                                   | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                                              | 5       | 6         | 23           | 36       |
| No                                                                                                               | 5       | 2         | 17           | 16       |

| 10. Would you like advisory signs to let you know what time the School Exclusion Zone is active? |         |           |              |          |
|--------------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                                   | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                              | 7       | 2         | 28           | 26       |
| No                                                                                               | 3       | 4         | 6            | 15       |
| No opinion                                                                                       | 0       | 2         | 6            | 12       |

| 11. Would you like to see the School Exclusion Zone retained, expanded or extended? |         |           |              |          |
|-------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                      | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                 | 6       | 6         | 18           | 33       |
| No                                                                                  | 4       | 1         | 18           | 17       |
| No opinion                                                                          | 0       | 1         | 3            | 6        |

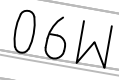
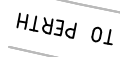
| 12. Would you recommend the School Exclusion Zone for other schools across Perth & Kinross? |         |           |              |          |
|---------------------------------------------------------------------------------------------|---------|-----------|--------------|----------|
| Primary School                                                                              | Arngask | Burrelton | Coupar Angus | Luncarty |
| Yes                                                                                         | 6       | 7         | 25           | 43       |
| No                                                                                          | 4       | 1         | 15           | 11       |

## Example of Possible Advisory Signs



Example of Advisory Sign  
Erected on Livingstone Place by The City of Edinburgh Council at Sciennes Primary School





THE AVENUE

# Current



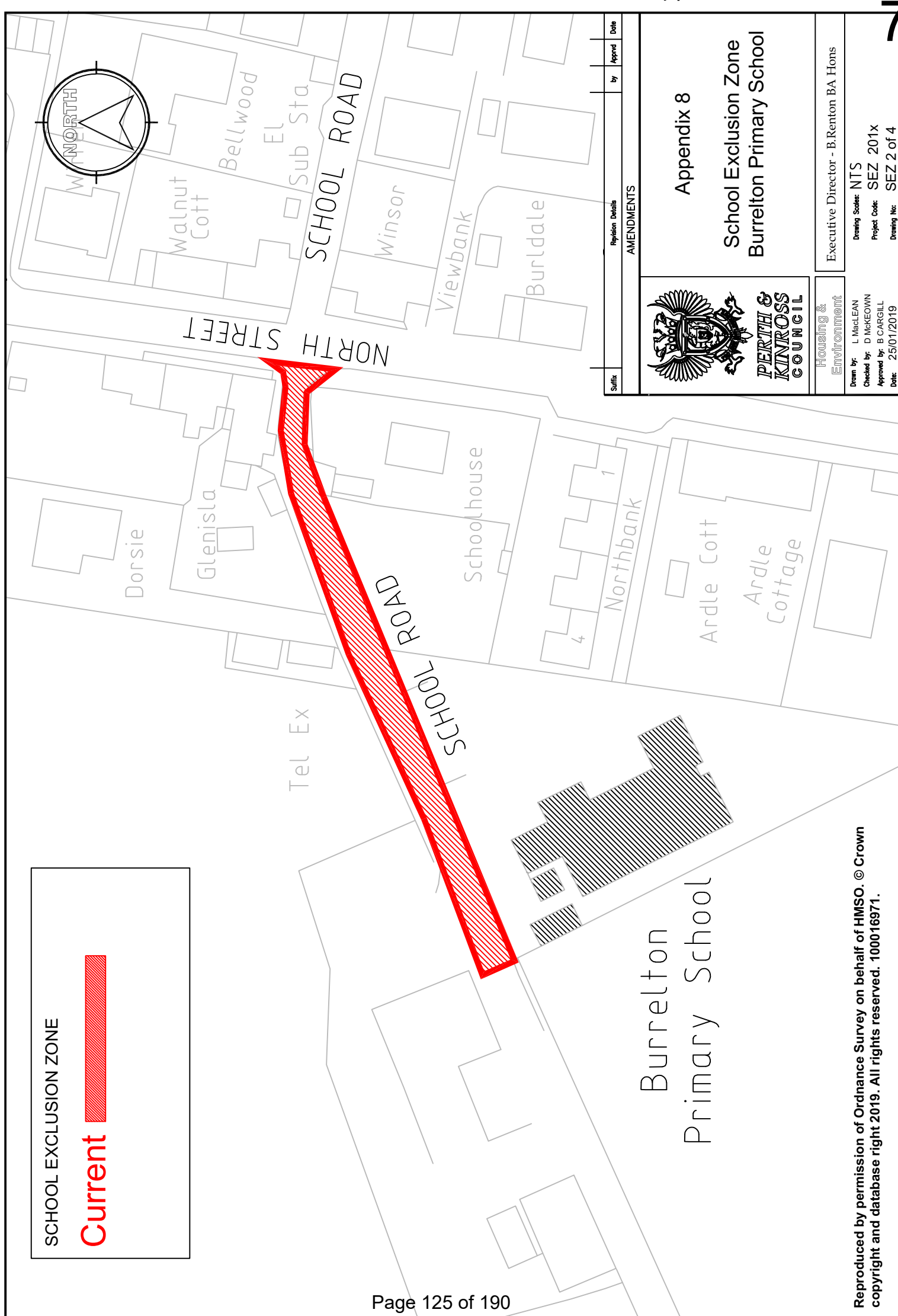
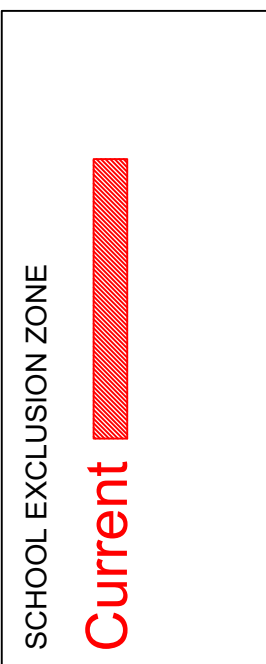
## AMENDMENTS



Housing &amp; Environment

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2019. All rights reserved. 100016971.





| Suffix | Revision Details | by | Approved | Date |
|--------|------------------|----|----------|------|
|--------|------------------|----|----------|------|

## AMENDMENTS



PERTH &  
KINROSS  
COUNCIL

## Appendix 8

School Exclusion Zone  
Burrelton Primary School

Housing &amp; Environment

Executive Director - B.Renton BA Hons

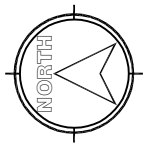
Drawn by: L MacLEAN  
Checked by: D McKEOWN  
Approved by: B CARGILL  
Date: 25/01/2019

Drawing Scales: NTS

**Project Code:** SEZ 201x

Drawing No: SEZ 2 of 4





LARGHAN PARK

A94 TO FORFAR

Coupar Angus  
Primary School

The Common

FORFAR ROAD

TOWNHEAD

PRINCELAND ROAD

SCHOOL ROAD

SCHOOL ROAD

BLAIRGOWRIE ROAD

A94

SCHOOL EXCLUSION ZONE

Current

| Suffix | Revision Details |      |      |
|--------|------------------|------|------|
|        | by               | Appr | Date |

AMENDMENTS



**PERTH & KINROSS COUNCIL**

Appendix 9

School Exclusion Zone  
Coupar Angus  
Primary School

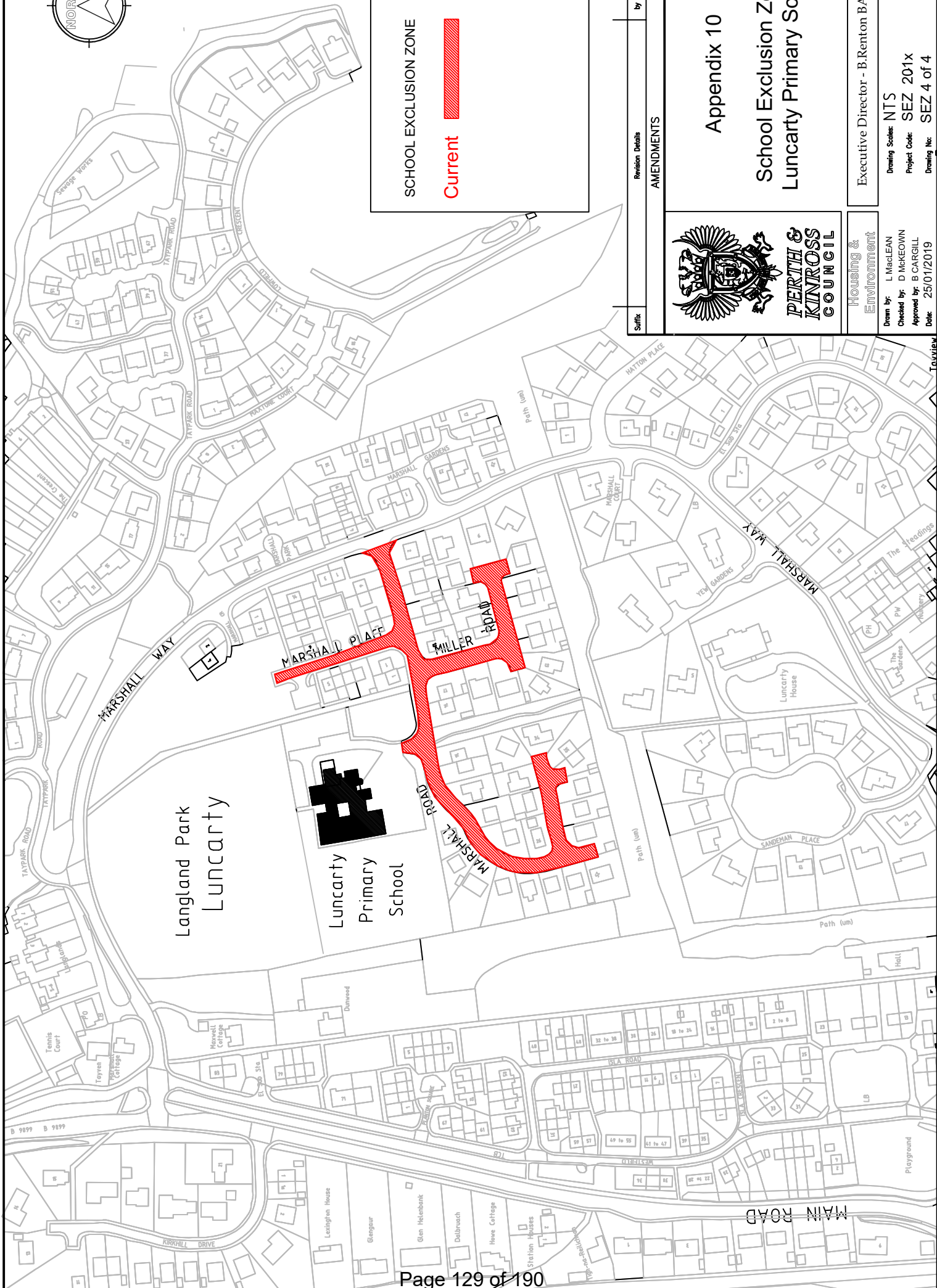
Housing & Environment

Executive Director - B. Renton BA Hons

Drawn by: L MacLEAN  
Checked by: D McKEOWN  
Approved by: B CARGILL  
Date: 25/01/2019

Drawing Scales: NTS  
Project Code: SEZ 201x  
Drawing No: SEZ 3 of 4





SCHOOL EXCLUSION ZONE

Current



| Suffix     | Revision Details | by | Date |
|------------|------------------|----|------|
| AMENDMENTS |                  |    |      |



PERTH & KINROSS COUNCIL

Housing & Environment

# Appendix 10

## School Exclusion Zone

### Luncarty Primary School

Executive Director - B.Renton BA Hons

Drawn by: NTS  
Checked by: L MacLEAN  
Approved by: D McKEOWN  
Date: 25/01/2019

Project Code: SEZ 201x  
Drawing No: SEZ 4 of 4



## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

20 March 2019

### Perth and Kinross 20mph Speed Limit Trial

#### Report by Depute Director (Housing & Environment) (Report No. 19/85)

Perth & Kinross Council has received many requests from elected members, community councils and members of the public about the introduction of 20mph speed limits across Perth and Kinross. This report sets out the trial sites that have been identified to help inform a refresh of the current 20mph Speed Limit Strategy.

## 1. BACKGROUND

- 1.1 Perth & Kinross Council receives many comments from elected members, community councils and local residents, about vehicles perceived to be travelling at inappropriate speeds through urban areas across Perth and Kinross. The complainants often ask Perth & Kinross Council to consider lowering the speeds that vehicles are travelling in urban areas, and to consider reducing speed limits from 30mph to 20mph.
- 1.2 A reduction in traffic speeds would result in shorter braking distances for vehicles, which could help reduce the risk of incidents. Also, any accidents which do occur at lower speeds are likely to be less severe than those which occur at higher speeds, (reference: [Global Status Report on Road Safety 2018 \(World Health Organisation, December 2018\)](#)).
- 1.3 Scotland's Road Safety Framework to 2020 has highlighted that there are a number of priority areas that need to be addressed to seek a reduction in the numbers of people killed and seriously injured on our roads. One of the target groups identified is vulnerable road users, in the form of pedestrians and cyclists. These modes of transport are being encouraged by the Scottish Government through the long term vision for the National Walking Strategy and Cycling Action Plan for Scotland. Reducing vehicle speeds in built up areas could help encourage local residents to travel more actively and lowering traffic speeds reduces the risk of injury to these vulnerable road users.
- 1.4 Transport Scotland has produced guidance for local authorities regarding the implementation of 20mph speed limits - [Good Practice Guide on 20mph Speed Restrictions, Version 2 \(Transport Scotland, June 2016\)](#). The guide recommends that local authorities should not introduce such limits on roads where there is no realistic expectation they will achieve decreases in traffic speeds. Schemes should aim for compliance with the new speed limit and speeds should be monitored after introduction, especially on streets where higher speeds might be expected. The guidance also recommends that following such monitoring, and where compliance levels are not at an

acceptable level, consideration should be given to the addition of traffic calming measures or reverting to a 30 mph limit, if necessary.

- 1.5 The current 20mph Speed Limit Strategy was approved by Committee on 9 November 2016 (Report number 16/501) [Enterprise and Infrastructure Committee, 20mph Speed Limit Strategy.](#)
- 1.6 Evidence suggests that signage for 20mph speed limits only produces a small reduction in the in speeds (reference: [Road Safety Factsheet, 20mph Zones and Speed Limits Factsheet \(RoSPA, November 2017\)](#) and [20 mph Research Study \(Atkins, November 2018\)](#)). As a result of the evidence presented in the papers referenced, Perth & Kinross Council are proposing to undertake a trial at a number of locations across the local authority area. This is to gather evidence on the effectiveness of 20mph speed limits. The results from these trials will inform the development of a potential refresh of strategy for 20mph limits in the future.
- 1.7 Currently, there are a number of 20mph speed limits across the local authority area. The locations and streets where the 20mph speed limits can be found have been detailed below. The speed limit may cover only a small part of the road and is only to be used as a reference to the locations where the 20mph speed limit can be found:
  - Aberfeldy – (A827) Dunkeld Street, The Square, Bridge End and Bank Street
  - Auchterarder – (A824) High Street
  - Burrelton – (A94) High Street
  - Blairgowrie – A93, A923, A925, Commercial Street, Mill Street, Wellmeadow
  - Cleish (C93)
  - Coupar Angus – School Road, C19 Coupar Angus Road, Largan View, Princeland Road
  - Crook of Devon – (U238) School Road
  - Dunkeld – A923, Brae Street, Bruce Gardens, Cathedral Street, High Street, (A984) Tay Terrace and The Cross
  - Errol – High Street
  - Glenlomond – Dryside Road
  - Kenmore – A827, (U183) Pier Road, Taymouth Drive, (C451) South Loch Tay Road
  - Kinross – (B996) High Street, Piper Row, Swansacre, Avenue Road, Burn's Begg Street, Millbridge, Mill Street, Nan Walker Wynd, Old Causeway, Pier Road, Sandport, Sandport Close, Sandport Gait, Talla Park, (B918) Station Road
  - Little Dunkeld – Kirkfield, School Lane, School Road
  - Milnathort – (A91) Stirling Road, (A911) New Road, (A922) South Street, Church Street
  - Perth – Rannoch Road
  - Perth – Gannochy - Annat Road, Burnside, Brands Brae, Comelybank Gardens, Comelybank Terrace, Dupplin Brae, Dupplin Road, Farm

Road, Gannochy Avenue, Gannochy Edge, Gannochy Green, Gannochy Road, Gannochy Walk, Haddon Road, Kinmond Court, Muirhall Terrace, Pitcullen Gardens, Pitcullen Terrace, Rosemount Place

- Perth – Muirton – To be reviewed due to new development in the area
- Perth – Tulloch Area – Gillespie Crescent, Gillespie Place, Nimmo Place, Primrose Crescent and School Close
- Stanley – Perth Road and Percy Street.

1.8 Whilst there are a number of locations where the 20 mph speed limits can be found across Perth and Kinross, they are not at the scale that we are looking to trial. For example, there are no settings where there are 20 mph limits in a whole town or village location, which will allow a greater information collection for the preparation of a refreshed strategy on 20 mph speed limits.

1.9 Outside schools across Perth and Kinross, there are 20 mph speed limits to reduce the speeds of vehicles.

## **2. PROPOSALS**

2.1 It is proposed that 20mph speed limit trials be carried out at five new locations across the Council area, each of which has different characteristics which will be a village, School site, town, residential core and village, including A class road. These different characteristics will allow comparisons of the trial's results to be made in order to gauge the suitability of a 20mph speed limit.

2.2 The trial will last up to 18 months and will be the first phase of helping to inform the development of a potential future 20 mph strategy for Perth and Kinross.

2.3 Extensive traffic surveys will be carried out before and after the 20 mph speed limits are introduced to determine what changes have taken place. Public opinion surveys will also be undertaken to assess what local residents think of the 20 mph speed limits. The exact locations of the surveys have been shown in the appendices.

2.4 Monitoring will also take place across a number of locations in Perth to assess their effectiveness, specifically in the Gannochy and Letham areas of the city. The cost of undertaking this monitoring is anticipated to be £6,000.

2.5 The locations proposed are:

- Errol – Village
- Rattray – School Site
- Aberfeldy – Town
- Dalginross, Comrie – Residential Core
- Kinnesswood – Village, including A Class Road

- 2.6 Each location is summarised in more detail below, with the areas covered shown in the appendices. Cost estimates for the introduction of the necessary signs and roadmarkings have been included for each location.

### **Village**

#### **Errol – Ward 1 – Appendix 1 – £7,500**

- 2.7 This will cover all of the public road network in the village from the existing gateway speed limit signs. The village has an existing permanent mandatory 20mph speed limit in the village core and a part time mandatory 20mph speed limit outside the primary school. The trial will allow three different gateway entrances to be trialled:
1. U155 Inchcoonans  
Vehicles will come from the National Speed Limit into the existing 40mph speed limit buffer before entering the area covered by the proposed 20mph speed limit in Errol.
  2. C484 St Madoes Road  
Vehicles will come from the National Speed Limit into the area covered by the proposed 20mph speed limit in Errol. The sharp right hand bend will act as an existing traffic calming measure.
  3. C484 Station Road  
Vehicles will come from the National Speed Limit into the area covered by the proposed 20mph speed limit in Errol.
- 2.8 Due to the road alignment in the village, it is likely that the 20mph speed limit will be self enforcing. The speeds will be monitored during the trial period.

### **School Site**

#### **Ratray – Ward 3 – Appendix 2 – £7,500**

- 2.9 This will cover all of the public road network on the A926 from the east of Sidlaw Road to the east of Schoolfield Road. This location will also cover Hatton Road from the south of Ferguson Park Road. The area will cover New Road, Honeyberry Road, Honeyberry Crescent and Rosebank Road. This area will cover the existing part time mandatory 20mph speed limit outside Ratray Primary School.

### **Town**

#### **Aberfeldy – Ward 4 – Appendix 3 – £18,000**

- 2.10 This will cover the entire public road network. This will involve changing the existing 30mph speed limit to a 20mph speed limit. This will abut the existing permanent mandatory 20mph speed limit within the town centre and include the part time mandatory 20mph speed limit on the Crieff Road outside

Breadalbane Academy. A number of traffic calming measures are proposed for Aberfeldy including:

- Vehicle Activated Speed signs on Dunkeld Road, Crieff Road and Kenmore Street
- Traffic build outs on Kenmore Street and Crieff Road
- Wade's Bridge will also act as a traffic calming measure on Poplar Avenue

- 2.11 It is proposed that monitoring will take place during the trial and buffers may be introduced to encourage vehicles to adhere to the 20mph speed limit.

### **Residential Core**

#### **Dalginross, Comrie – Ward 6 – Appendix 4 – £15,000**

- 2.12 This self-contained area will cover all the of the public road network south of the River Earn and north of the B827 Braco Road and C455 South Crieff Road. This will result in Strowan Road, B827 Bridge Street and B827 Dalginross acting as the gateway points into the area covered by the 20mph speed limit. This will mean that there is a 30mph buffer into the proposed 20mph speed limit.

### **Village, including A Class Road**

#### **Kinnesswood – Ward 8 – Appendix 5 – £7,500**

- 2.13 This will cover all of the public road network from the existing 30mph gateway on the A911. There is an existing 40mph speed limit buffer on entry to Kinnesswood on entry to the A911. There is currently traffic calming through the village on the A911, with a priority "Give and Take" system to slow vehicles on entry to the village. Vehicle Activated Speed Signs are installed on the A911 entrances and will need to be amended to reflect the proposed 20mph speed limit.
- 2.14 Other costs that will be incurred during the trial will include the changing of the speed detection speed limits on the Vehicle Activated Speed signs, the decommissioning of the Mandatory 20mph Part Time speed limit signs and the removal of any 30mph speed limit roundels that have been painted onto the road surface. It is estimated that these works will cost around £4,500.
- 2.15 All elected member in the wards in which the trials will take place have been consulted with. In addition, communications will be undertaken in each of the areas selected for the trial. This will involve statutory consultation.
- 2.16 A Traffic Regulation Order will be used for undertaking this trial. The trial will last for a period of 18 months, During this time period, Perth & Kinross Council must decide whether the locations should be made permanent or not. Some locations in this trial may not be deemed to be suitable for a 20mph

speed limit and may revert back to their original speed limit. All of these considerations will be subject to a future report to Committee.

- 2.17 In considering this trial, it is important to take cognisance of The Safer Streets Member's Bill ([Restricted Roads \(20 mph Speed Limit\) \(Scotland\) Bill](#)), which was introduced to the Scottish Parliament by Mark Ruskell MSP on Friday 21 September 2018. The Member's Bill considers making 20mph the default speed limit in urban areas. If this Member's Bill progresses, then the position regarding 20mph speed limits may be decided upon nationally. However, at this stage, it is recommended that this trial is started.

### 3. CONCLUSION AND RECOMMENDATIONS

3.1 It is recommended that the Committee :

- (i) requests the Depute Director (Housing and Environment) to bring a further report on completion of the 18 month trial.
- (ii) approves the proposal for Errol as outlined in paragraphs 2.7 and 2.8
- (iii) approves the proposal for Rattray as outlined in paragraph 2.9
- (iv) approves the proposal for Aberfeldy as outlined in paragraphs 2.10 and 2.11
- (v) approves the proposal for Dalginross, Comrie as outlined in paragraphs 2.12
- (vi) approves the proposal for Kinnesswood as outlined in paragraph 2.13
- (vii) approves the Traffic and Network team to start consulting with members of the public
- (viii) approves preparing the Traffic Regulation Order for the sites agreed for the trial

#### Author

| Name            | Designation      | Contact Details                                                                                  |
|-----------------|------------------|--------------------------------------------------------------------------------------------------|
| Lachlan MacLean | Project Engineer | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                                | Date             |
|----------------|--------------------------------------------|------------------|
| Keith McNamara | Depute Director<br>(Housing & Environment) | 18 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</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>None</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 is 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 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage lower traffic speeds.

## **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 involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £600 for this will be met from the Traffic & Road Network Revenue Budget in 2019/20.
- 2.3 The estimated costs of £66,000 for the implementation of the 20 mph speed limit trial which will be met from the Traffic & Road Network Revenue Budget 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

- 1.1 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 sustainable modes of travel.

### 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, and the Head of Finance have been consulted in the preparation of this report.

## **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to vary the 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.
- 5.2 Information about the trial has been provided to the ward members in each of the proposed areas.

## **2. BACKGROUND PAPERS**

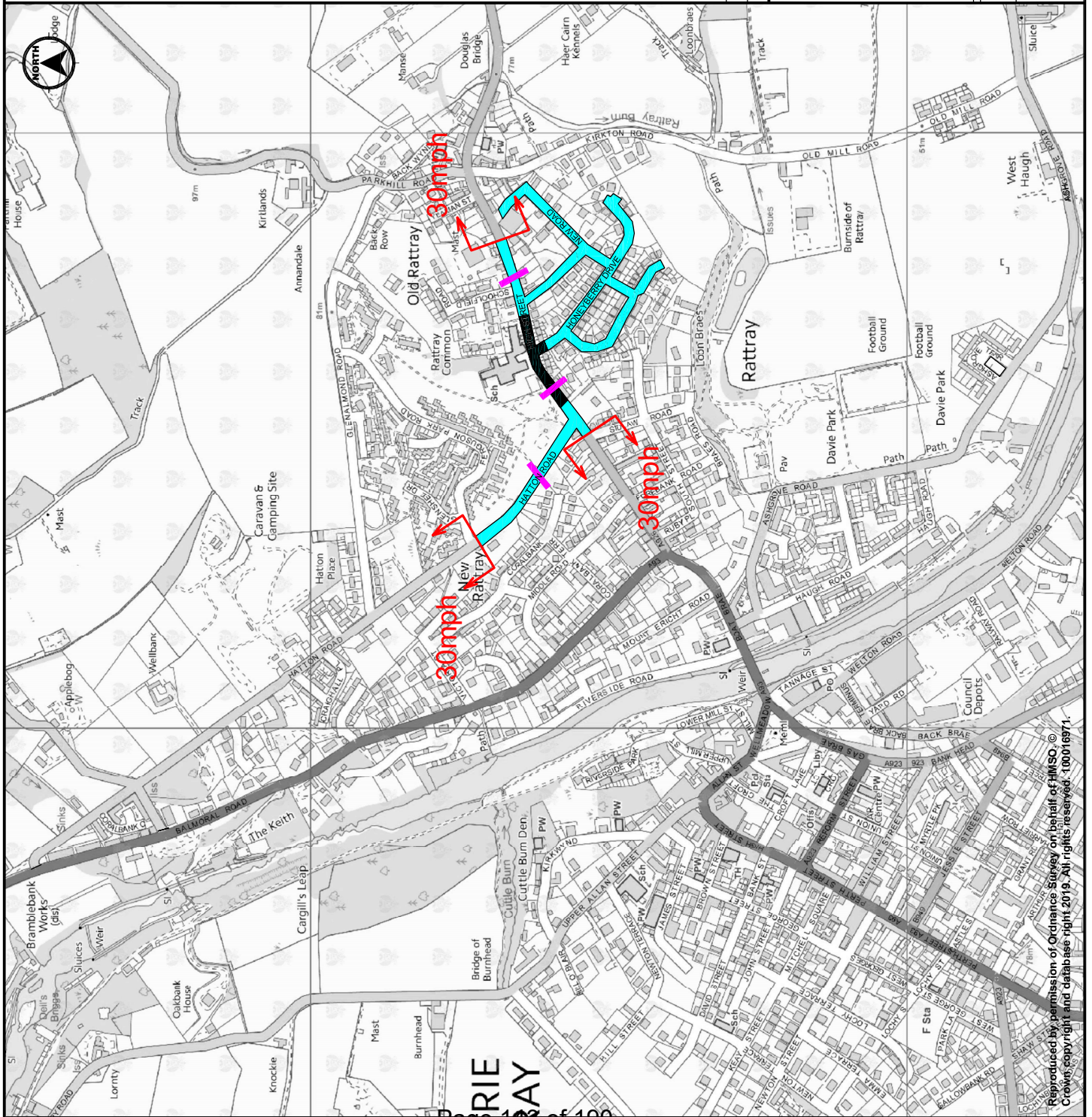
- 2.1 No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

### **3. APPENDICES**

|     |            |                    |        |
|-----|------------|--------------------|--------|
| 3.1 | Appendix 1 | Errol              | Ward 1 |
| 3.2 | Appendix 2 | Rattray            | Ward 3 |
| 3.3 | Appendix 3 | Aberfeldy          | Ward 4 |
| 3.4 | Appendix 4 | Dalginross, Comrie | Ward 6 |
| 3.5 | Appendix 5 | Kinnesswood        | Ward 8 |







# KEY:

Proposed 20mph

Speed Limit

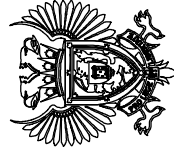
Part time 20mph

Traffic Survey

Location

| Suffix | Revision Details | by | Approved | Date |
|--------|------------------|----|----------|------|
|--------|------------------|----|----------|------|

## AMENDMENTS



### Appendix 2

Perth & Kinross Council  
20mph Speed Limit Trial

Rattray - Ward 3 - Blairgowrie and Glens

Executive Director - B.Renton BA Hons

Drawing Scales: N.T.S@A3

Project Code: \*\*\*\*\*

Drawing No: \*\*\*\*\*\_02

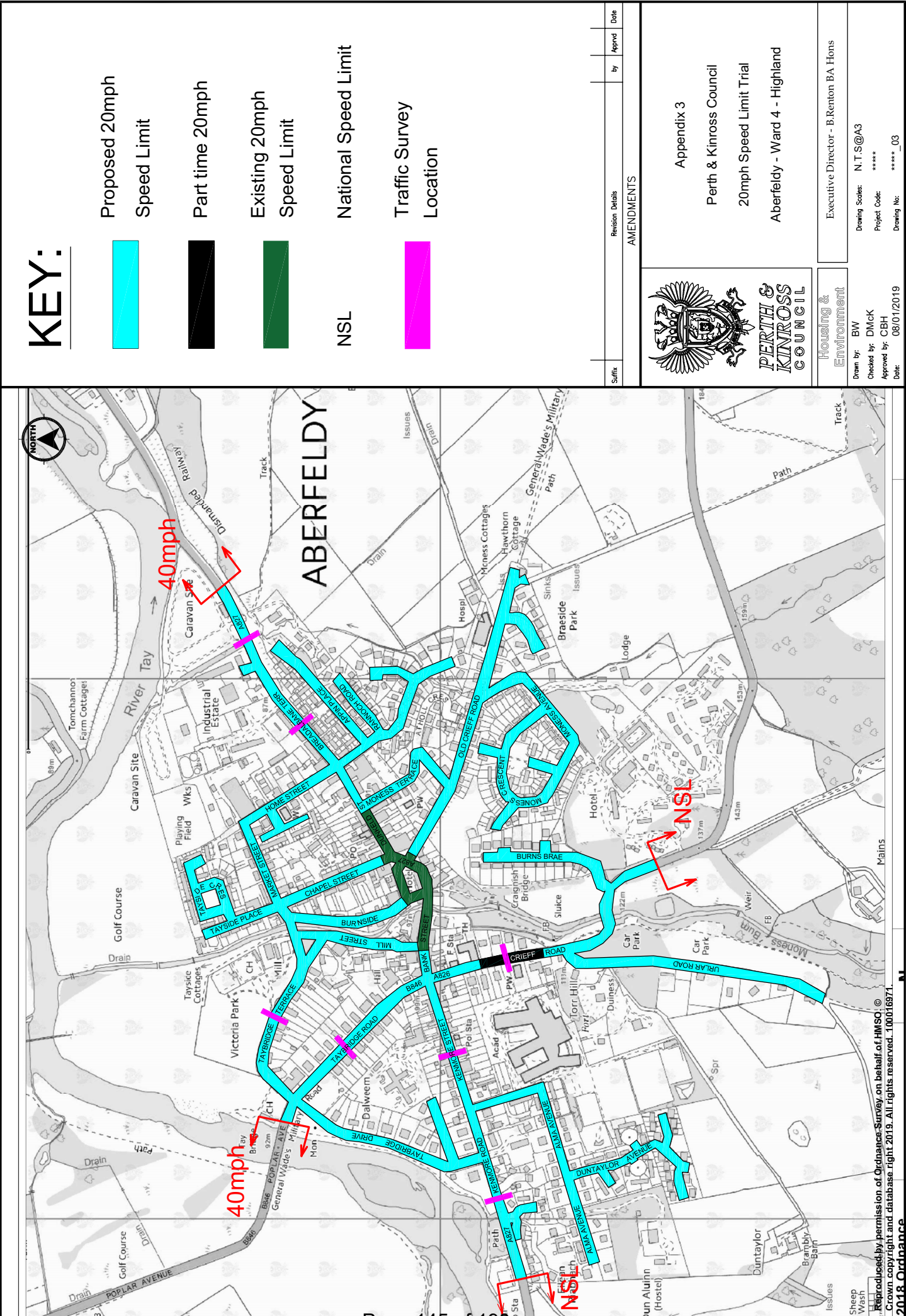
Drawn by: BW

Checked by: DMCK

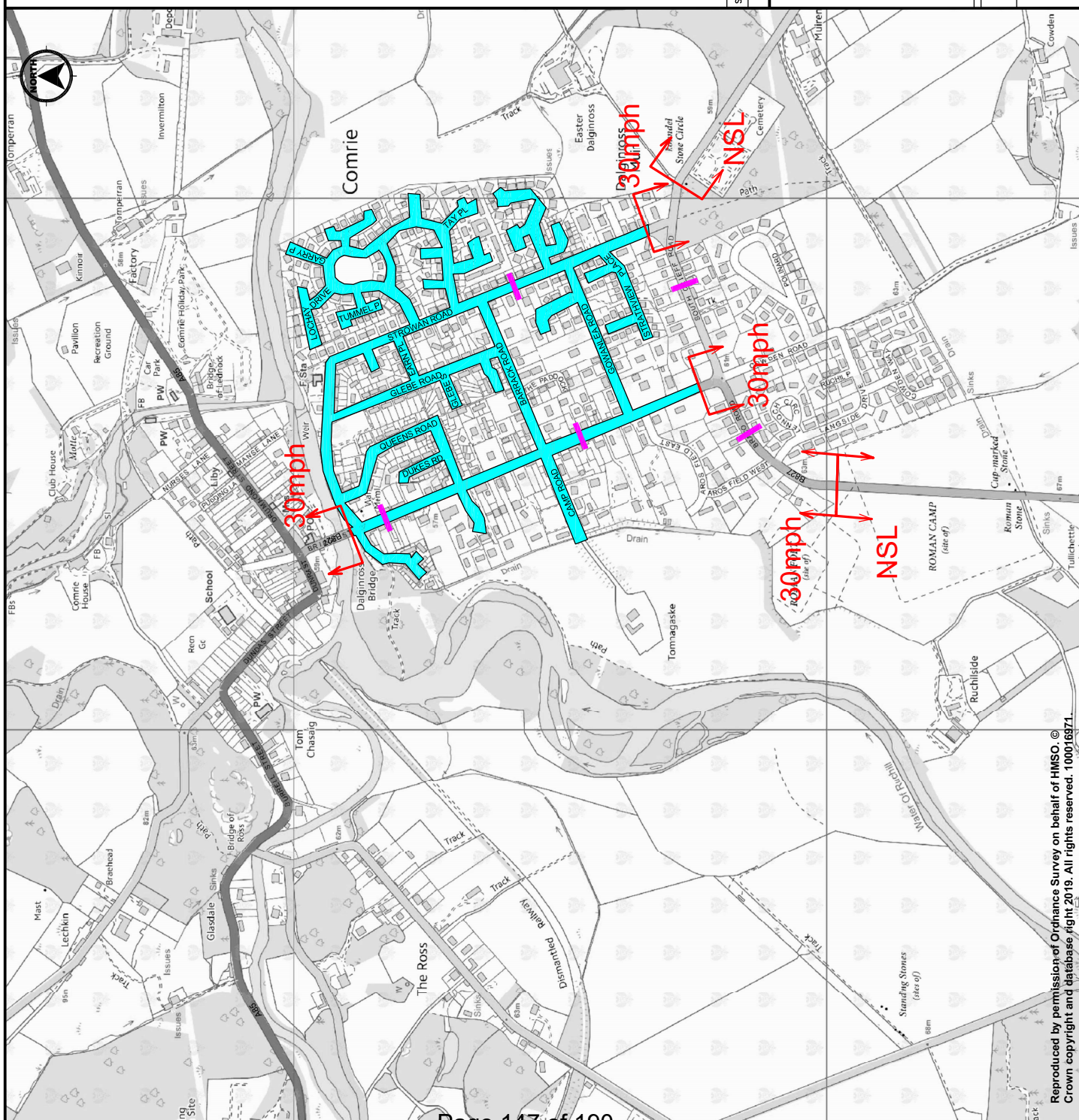
Approved by: CBH

Date: 08/01/2019

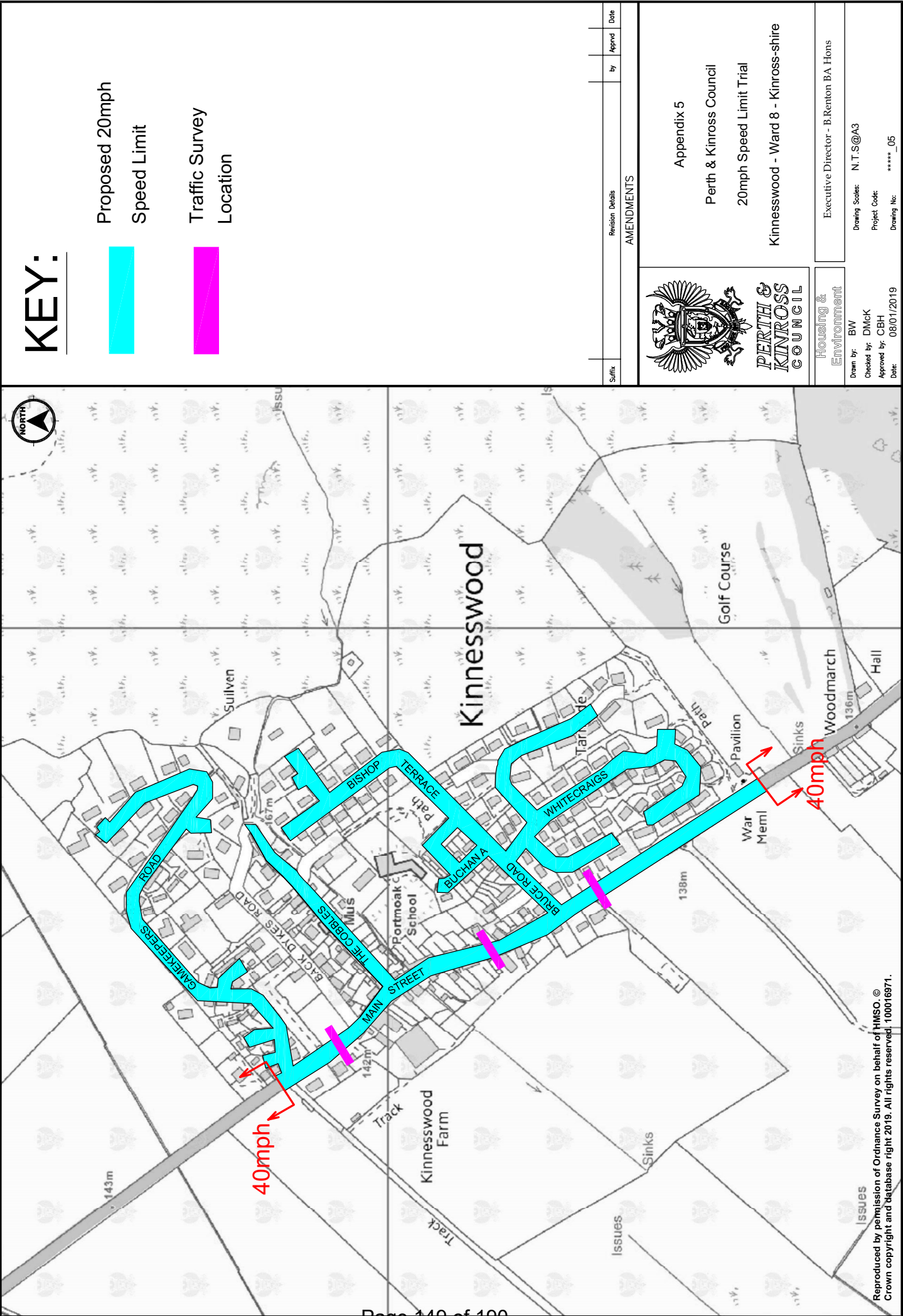













KEY:

- Proposed 20mph Speed Limit
- Traffic Survey Location

| Suffix                                                                                                         | Revision Details | by                                    | Approved         | Date                    |
|----------------------------------------------------------------------------------------------------------------|------------------|---------------------------------------|------------------|-------------------------|
| AMENDMENTS                                                                                                     |                  |                                       |                  |                         |
| Appendix 5                                                                                                     |                  |                                       |                  |                         |
| Perth & Kinross Council                                                                                        |                  |                                       |                  |                         |
| 20mph Speed Limit Trial                                                                                        |                  |                                       |                  |                         |
| Kinnesswood - Ward 8 - Kinross-shire                                                                           |                  |                                       |                  |                         |
| <br>PERTH & KINROSS COUNCIL |                  | Executive Director - B.Renton BA Hons |                  |                         |
| Housing & Environment                                                                                          |                  | Drawn by: BW                          | Checked by: DMCK | Drawing Scale: N.T.S@A3 |
|                                                                                                                |                  | Approved by: CBH                      | Date: 08/01/2019 | Project Code: *****_05  |

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and Database right 2019. All rights reserved. 100016971.



# **PERTH AND KINROSS COUNCIL**

## **Environment and Infrastructure Committee**

**20 March 2019**

### **City of Perth Winter Festival**

#### **Report by Depute Director (Housing & Environment) (Report No. 19/86)**

This report outlines the approach taken to the development and implementation of the 2018/19 City of Perth Winter Festival and its estimated impacts.

## **1. BACKGROUND**

- 1.1 At its meeting of 21 March 2018, the Environment and Infrastructure Committee considered a report on the development and performance of the City of Perth Winter Festival (Report No 18/91 refers). The Committee was apprised of the approach taken to the development of the Festival with the report also including an extensive outline of the approach and methodology taken to the evaluation of the events, together with details on the estimated economic impacts. The Committee approved the approach to the development of the Festival in the future (with particular reference to the Christmas Lights event), and requested a report on the performance of the 2018/19 Festival to a future meeting of the Committee.
- 1.2 The purpose of this report is to outline the approach to the 2018/19 City of Perth Winter Festival.

## **2. PROGRAMME DEVELOPMENT**

- 2.1 Now in its sixth season, the Winter Festival has evolved as an overarching programme of milestone events in the period from the end of October to mid-February embracing Hallowe'en, the Christmas Lights event and Riverside Light Nights. As such, each event requires its own programme, content plan and operational management arrangements. In devising the content, there is a focus on providing a platform for Perth and Kinross performers and enterprises including community based arts groups as well as food and drink producers.
- 2.2 A major feature of the Winter Festival programme is the Christmas Lights event which took place on Saturday 17 November 2018 (followed by the Perthshire Festive Feast on 18 November 2018). This event has been developed and refined over the years and requires significant planning to ensure the safe delivery of an event which attracts an audience of tens of thousands to the city centre. A number of entertainment zones were established and, given the visitor numbers to be accommodated, the principle focus for the switch on of the Christmas lights remained Tay Street which was the location of the Main Stage. Key changes in 2018 to the footprint of what is now a major festival was the accommodation of the funfair elements in a car

park in Mill Street, and the addition of a Santa's Grotto attraction in lieu of the ice rink in Horsecross Plaza. The first Chocolate and Gin Festival was established in 2017 and for 2018, this was relocated to George Street while the High Street contained the Christmas Market stalls.

- 2.3 Local businesses were consulted and informed of developments by the Council's City Development Team through the Perth City Traders' Association.
- 2.4 For 2018/19, the Winter Festival programme and marketing communications included Hallowe'en and the city's Bonfire Night, the latter being organised and hosted by the Perth Strathearn 200 Round Table as usual. The main events within the 2018/19 Winter Festival were:
- Hallowe'en Parade and Fun Night – Saturday, 27 October 2018
  - Fireworks and Bonfire Night (hosted by Perth and Strathearn Round Table) – Monday, 5 November 2018
  - Christmas Lights event – Saturday, 17 November 2018
  - Perthshire Festive Feast – Sunday, 18 November 2018
  - Churches Lantern and Nativity Parade – Saturday, 1 December 2018
  - St Andrew's Day celebrations – Sunday, 2 December 2018
  - Santa Run – Saturday 8 December 2018
  - Perth Riverside Light Nights – Saturday, 26 January to Sunday, 10 February 2019
- 2.5 The Riverside Light Nights were first staged in 2017 at the Norie Miller Walk on Perth's riverside and has quickly established itself as a major attraction in the Winter Festival Programme. For 2019, the event commenced with two themed evenings to mark Burns Night and the programme included Dinosaurs, Comic Con/Superheroes, Wizardry and Magic, Chinese New Year, and concluded with St Valentine's Day. The Burns Night events were supported by EventScotland as part of the Scotland's Winter Festivals initiative. The total attendance (as opposed to unique visits) for the 16 nights of the Riverside Light Nights Programme was 59,030.
- 2.6 The Council led programme for the Winter Festival is also complemented by a series of other events including Farmers' Markets, Craft Markets as well as the Perth Concert Hall and Theatre programme. Promotional material for the Winter Festival also highlighted the seasonal events that were taking place throughout Perth and Kinross.
- 2.7 The expenditure summary for the events which took place is as follows:

| <b>Event</b>                    | <b>Gross Expenditure</b> | <b>Income</b> | <b>Net Expenditure</b> |
|---------------------------------|--------------------------|---------------|------------------------|
| Hallowe'en Parade and Fun Night | £31,947                  | £300          | £31,647                |
| Christmas Lights event          | £227,482                 | £42,450       | £185,032               |
| Festive Feast                   | £19,236                  | £2,450        | £16,786                |
| St Andrew's Day celebrations    | £20,815                  | £612          | £20,203                |

|                                     |                 |                |                 |
|-------------------------------------|-----------------|----------------|-----------------|
| Churches Lantern and Nativity Event | £1,163          | -              | £1,163          |
| Santa Run                           | £1,025          | -              | £1,025          |
| Riverside Light Nights              | £129,440        | £22,300        | £107,140        |
| <b>Total</b>                        | <b>£431,108</b> | <b>£68,112</b> | <b>£362,996</b> |

2.8 The key features of the Christmas Lights event included:

- Main stage acts including local band “Last Orders” as well as Stephen Mulhern, James Arthur and Pixie Lott.
- Horsecross Plaza children’s stage featuring tribute acts, clown shows
- Santa’s Grotto at Horsecross Plaza
- King Edward Street stage featuring a varied programme of acts
- Themed entertainment zones and street performers throughout the city (including funfair in Mill Street)
- Scotland’s Chocolate and Gin Festival in George Street
- Christmas Market within the High Street
- Ice sculptures & live ice carvings
- The switch on of the Christmas Lights by the Provost which featured a pyrotechnic display

The cost breakdown for the Christmas Lights event is as follows:

|                                                        |                 |
|--------------------------------------------------------|-----------------|
| Staging and infrastructure                             | £68,908         |
| Marketing                                              | £8,250          |
| Health & Safety/stewarding                             | £16,913         |
| Entertainment (all stages and street entertainers etc) | £123,593        |
| Miscellaneous (signs, power charges, etc)              | £9,818          |
| <b>Total</b>                                           | <b>£227,482</b> |

### 3. EVALUATION

3.1 A survey was undertaken by Perth College UHI of 428 visitors to Perth on the day of Christmas Lights event with an economic impact assessment undertaken based on the results of this survey, grossed to the estimated overall attendance on the day. It was estimated that there were 91,000 visitors to the city on 17 November (80,000 in 2017), with 97% day visitors and 3% overnight visitors (which is consistent with the profile in previous years’ visitor surveys).

3.2 Taking account of daily and overnight expenditure levels and average length of stay for overnight visitors, the estimated economic impact of the event was calculated as follows:

|                                 |            |
|---------------------------------|------------|
| Day Visitor Numbers             | 88,270     |
| Overnight Visitor Numbers       | 2,730      |
| Gross expenditure: day visitors | £4,288,289 |

|                                       |            |
|---------------------------------------|------------|
| Gross expenditure: overnight visitors | £976,703   |
| Total Gross Expenditure               | £5,264,992 |
| Displaced expenditure                 | £3,778,510 |
| Net direct expenditure                | £1,486,482 |
| Multipliers                           | 1.32       |
| Net additional expenditure            | £1,962,156 |

- 3.3 Displacement is a measure to the extent to which the Christmas Lights event has simply moved expenditure from one part of the economy to another. Displacement levels have been assessed using information from the survey on:
- Visitor origin
  - Importance of the event in the decision to visit the area
  - Counterfactual i.e. what the visitor would have done in the absence of the Christmas Lights event
- 3.4 The displacement figure therefore accounts for the proportion of the visitors by origin reporting that they would have been in Perth and Kinross irrespective of the event and whose expenditure is therefore displaced i.e. not included in the net calculations. In relation to multipliers, the expenditure generated as a result of the Christmas Lights event will have two types of wider impact on the economy:
- Supplier effect: an increase in sales in a business will require it to purchase more supplies than it would have otherwise. A proportion of this “knock on” effect will benefit suppliers in the local and national economies.
  - Income effect: an increase in sales in a business will usually lead to either an increase in employment or an increase in incomes for those already employed. A proportion of these increased incomes will be re-spent in the local and national economies.
- 3.5 The Scottish Tourism Multiplier Study provides standard supplier and income multipliers for the tourism sector. This estimates that the combined supplier and income multiplier for Perth and Kinross is 1.32. The total net additional economic impact generated is therefore estimated to be approximately £1.96 million.
- 3.6 An online survey was issued to 453 city businesses to gauge impacts and reactions to the Christmas Lights event. Replies were received from 31 businesses and of these responses:
- 61% indicated that the event had had a positive benefit on the business
  - 13% suggested that the event had had no impact on their business
  - 26% felt that the event had had a negative impact on their business
  - 95% provided written comments which included references to how busy the city was and the quality of the atmosphere and mentioning the number of visitors. There were also some comments and suggestions which were

generally favourable and related to timings and specific operational considerations.

- 3.7 The Perth Riverside Light Nights were established in 2017 to provide an event focus for the early part of the year and act as a strong finale to the Winter Festival programme. This year the Riverside Light Nights ran from 26 January to 10 February in 2019. Sponsorship of £8,800 was secured from Stagecoach together with grant support of £10,000 from EventScotland for the two themed Burns Nights there was also additional income of £3,500 from trade concessions.
- 3.8 This series of themed sound and light events attracted an estimated 59,030 visits over the 16 nights that it was held (average 3,689 visits per night). There were 53,518 visits over 19 nights in 2018 – an average of 2,817 visits per night. Visitors were surveyed on the two Burns Night themed evenings which opened this year's Light Nights programme and which attracted an estimated 7,585 unique visitors. 364 survey responses were received and, as with the Christmas Lights event, an economic impact assessment was undertaken based on the survey findings.
- 3.9 Taking into account the visitor numbers, expenditure levels and displacement factors, the estimated economic impact of the two burns Light Night evenings was calculated as follows:

|                                       |          |
|---------------------------------------|----------|
| Day Visitor Numbers                   | 6,826    |
| Overnight Visitor Numbers             | 759      |
| Gross expenditure: day visitors       | £267,077 |
| Gross expenditure: overnight visitors | £115,194 |
| Total Gross Expenditure               | £382,271 |
| Displaced expenditure                 | £207,691 |
| Net direct expenditure                | £174,580 |
| Multipliers                           | 1.32     |
| Net additional expenditure            | £230,446 |

- 3.10 The total net additional economic impact generated from the two Burns themed Light Nights is therefore estimated to be over £230,000.

### **FREE FESTIVE PARKING**

- 3.11 In parallel with the Winter Festival programme the Council has, for a number of years, introduced periods of free parking in Council car parks for part of the festive season.
- 3.12 Each year, the City Development team consult with businesses to try to establish the economic benefits of the "Free Festive Parking" scheme. Following a review of the impact of the scheme in 2016/17, the Free Festive Parking on Saturdays in any Council run car park in Perth and Kinross was run across December 2018. This request for Free Saturday Parking during December 2018 was approved by the Council's Environment and Infrastructure Committee on 7 November 2018 (Report No.18/365 refers).

3.13 Feedback on the Free Festive Parking scheme was requested from city centre businesses as well as businesses across Perthshire and Kinross-shire. 17 responses were received from businesses (13 within Perth and 4 outwith) ranging the St John's Shopping Centre to smaller independent retailers. A summary of the responses is provided below:

- 86% of businesses felt that the promotion encouraged people to stay longer
- 82% felt it was well advertised
- 83% of customers had mentioned using the free parking
- 80% felt it had a positive impact on their business
- 67% felt it brought additional footfall to their businesses
- 100% would be in favour of a similar promotion

#### **4. PROPOSAL**

- 4.1 The audience numbers for the Christmas Lights event have grown enormously since 2012 and as has been previously reported to the Committee the city centre is effectively now at capacity in terms of visitor numbers at the peak of the event. The Perth Riverside Lights Nights have quickly become a major feature of the Winter Festival and is proving a popular attraction to the City. Events of this scale require significant planning with input from across the Housing and Environment service and from colleagues in the emergency services. All operational considerations are addressed through the multi-agency Safety Advisory Group process and it is acknowledged that these events would not be possible without the significant input from a range of colleagues.
- 4.2 The Events Strategy is being revised and in line with this, it is proposed that there is due consideration of the resourcing requirements and revenue opportunities for the Winter Festival programme, in line with the budget review process. In addition, it is proposed that there is continued engagement with elected members on the design and delivery of the Winter Festival programme. There will also be continued engagement with the business community through the appropriate channels including meetings, on-line and written communications.
- 4.3 The Winter Festival will be the subject of reports to future meetings of the Environment and Infrastructure Committee.
- 4.4 Free festive season parking proposals for 2019 will be developed and submitted for consideration to a future meeting of the Environment and Infrastructure Committee.

## 5. CONCLUSION AND RECOMMENDATIONS

- 5.1 This report gives information on 2018/19 Winter Festival programme and an outline of the impact of key events, the Christmas Lights event and Riverside Light Nights.
- 5.2 It is recommended that the Committee:
- (i) notes the approach to the development of the Perth Winter Festival in 2018/19 and its performance
  - (ii) approves ongoing engagement with elected members on the development of the future Winter Festival programmes
  - (iii) notes the feedback on the 2018 Free Festive Parking initiative
  - (iv) receives a future report on proposals for free parking in Perth and Kinross Council car parks for the festive season 2019.

### Author

| Name        | Designation                      | Contact Details                               |
|-------------|----------------------------------|-----------------------------------------------|
| Alan Graham | Business Development Team Leader | 01738 475000<br>HECommitteeReports@pkc.gov.uk |

### Approved

| Name           | Designation                             | Date             |
|----------------|-----------------------------------------|------------------|
| Keith McNamara | Depute Director (Housing & Environment) | 18 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

|                                                            |             |
|------------------------------------------------------------|-------------|
| <b>Strategic Implications</b>                              |             |
| Community Plan / Single Outcome Agreement /Perth City Plan | <b>Yes</b>  |
| Corporate Plan                                             | <b>Yes</b>  |
| <b>Resource Implications</b>                               |             |
| Financial                                                  | <b>None</b> |
| Workforce                                                  | <b>None</b> |
| Asset Management (land, property, IST)                     | <b>None</b> |
| <b>Assessments</b>                                         |             |
| Equality Impact Assessment                                 | <b>None</b> |
| Strategic Environmental Assessment                         | <b>None</b> |
| Sustainability (community, economic, environmental)        | <b>None</b> |
| Legal and Governance                                       | <b>None</b> |
| Risk                                                       | <b>Yes</b>  |
| <b>Consultation</b>                                        |             |
| Internal                                                   | <b>Yes</b>  |
| External                                                   | <b>None</b> |
| <b>Communication</b>                                       |             |
| Communications Plan                                        | <b>None</b> |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The activities contribute to the Community Plan's strategic objectives of 'Promoting a prosperous, inclusive and sustainable economy', and a 'Safe Welcoming Environment' and the outcomes of 'a thriving, expanding economy' and 'employment opportunities for all'.

#### Corporate Plan

- 1.2 Perth and Kinross Council Corporate Plan 2018/22 sets out five strategic objectives:
- (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; and
  - (v) Creating a safe and sustainable place for future generations.
- 1.3 This report relates to Objective No (iii) 'Promoting a prosperous, inclusive and sustainable economy' and the outcome of 'Thriving, expanding economy' by encouraging and supporting tourism.

## **2. Resource Implications**

### Financial

- 2.1 Costs associated with the Festival are outlined in the report.

### Workforce

- 2.2 There are no workforce implications as a result of this report.

### Asset Management

- 2.3 There are no asset management implications arising as a result 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 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals. 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. The activities in this report will contribute towards sustainable economic development in Perth and Kinross.

### Legal and Governance

- 3.5 The consideration of the report is in line with the Council's Scheme of Administration and specifically the role of the Enterprise and Infrastructure Committee in developing measures to support and promote economic activity and to plan key infrastructure. Legal Services has been consulted on these proposals.

### Risk

- 3.6 Risks and the controls required to mitigate any risks will be reported through the Council's risk management process.

## **4. Consultation**

### Internal

- 4.1 The Head of Legal Services and Finance has been consulted in preparation of this report.

## **5. Communication**

- 5.1 Any communications required will be undertaken by the Council.

## **2. BACKGROUND PAPERS**

- 2.1 Perth Winter Festival – Report to the Environment and Infrastructure Committee, 21 March 2018 (18/91); Free Festive Parking – Report to the Environment and Infrastructure Committee, 7 November 2018 (18/365).

**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**20 March 2019**

**ACTIVE TRAVEL STRATEGY -  
RE-DETERMINATION OF MONCUR ROAD, INCHTURE –  
FOOTWAY FOR SHARED USE  
(WARD 1)**

**Report by Depute Director (Housing & Environment) (Report No. 19/87)**

This report seeks approval to commence the legal process to propose to re-determine the footway at Moncur Road, Inchtute (Ward 1) to shared use for pedestrians and cyclists.

**1. BACKGROUND**

- 1.1 Over a number of years, the Council has developed a network of cycle routes. By expanding these routes the Council is developing sustainable transport links between communities and points of interest such as schools. Some of this work has included the upgrading and widening of a number of existing paths.
- 1.2 In some places where this work has been undertaken, the footways have required to be re-determined for shared use by pedestrians and cyclists. This has required the promotion of a Redetermination Order.
- 1.3 Perth & Kinross Council has developed an Active Travel Strategy and the proposal detailed in this report will contribute to achieving the various aims identified in the strategy. Active travel can have a significant impact on the lives of local residents for public health, as well as reducing the impact of motorised travel methods on the road infrastructure.

**2. PROPOSALS**

- 2.1 It is proposed that the following footway at Moncur Road, Inchtute is re-determined as shared use for pedestrians and cyclists:

| <b>LOCATION</b>       | <b>DESCRIPTION</b>                                                                                                                                                                                                                                        |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Moncur Road, Inchtute | Footway on the southeast side of Moncur Road from a point 70 metres or thereby northeast of the junction with Main Street northeastwards to a point 15 metres or thereby southwest of the junction with Orchard Way, a distance of 180 metres or thereby. |

- 2.2 It is proposed to include the sections of footways listed in the above table in the Redetermination Order to allow for shared use, as shown in Appendix 1. This would then create a link from the Orchard Way housing development to Inchtute Primary School.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 The report outlines the background to the introduction of shared use footways for pedestrians and cyclists. It also proposes that part of the footway at Moncur Road, Inchtute is re-determined for this purpose.
- 3.2 It is recommended that the Committee approves the legal process for the promotion of a Redetermination Order under Section 152(2) of the Roads (Scotland) Act 1984 to allow the footway identified in Appendix 1 to be converted to shared use for pedestrians and cyclists.

#### Author

| Name            | Designation                 | Contact Details                                                                                  |
|-----------------|-----------------------------|--------------------------------------------------------------------------------------------------|
| Charles Haggart | Traffic and Network Manager | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                             | Date             |
|----------------|-----------------------------------------|------------------|
| Keith McNamara | Depute Director (Housing & Environment) | 15 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 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 1.2 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 one Order be promoted to cover the listed locations. 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 The estimated costs of £500 for all new posts and signs will be met from the Road Safety and Design budget 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.

#### Head of 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 and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, 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 vary the 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.

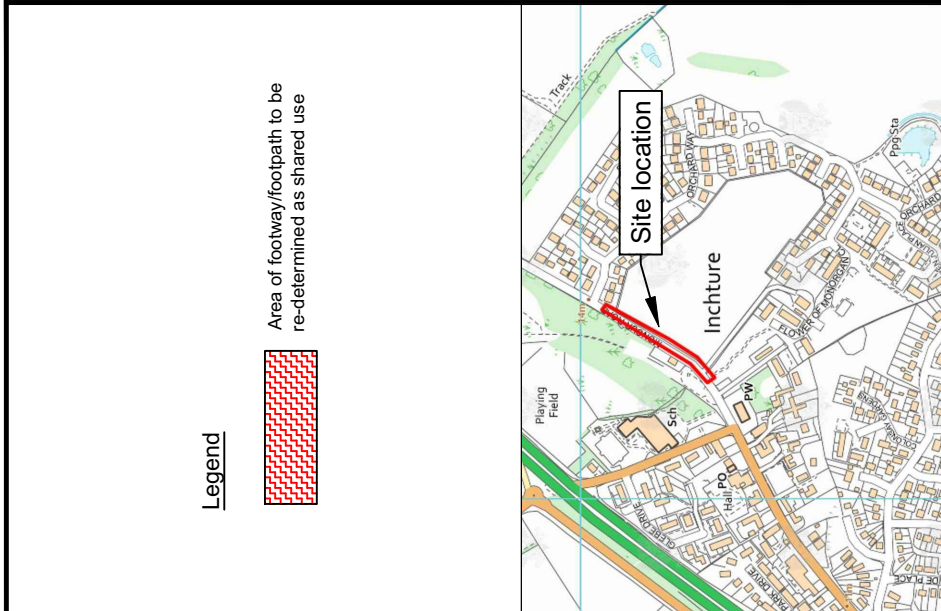
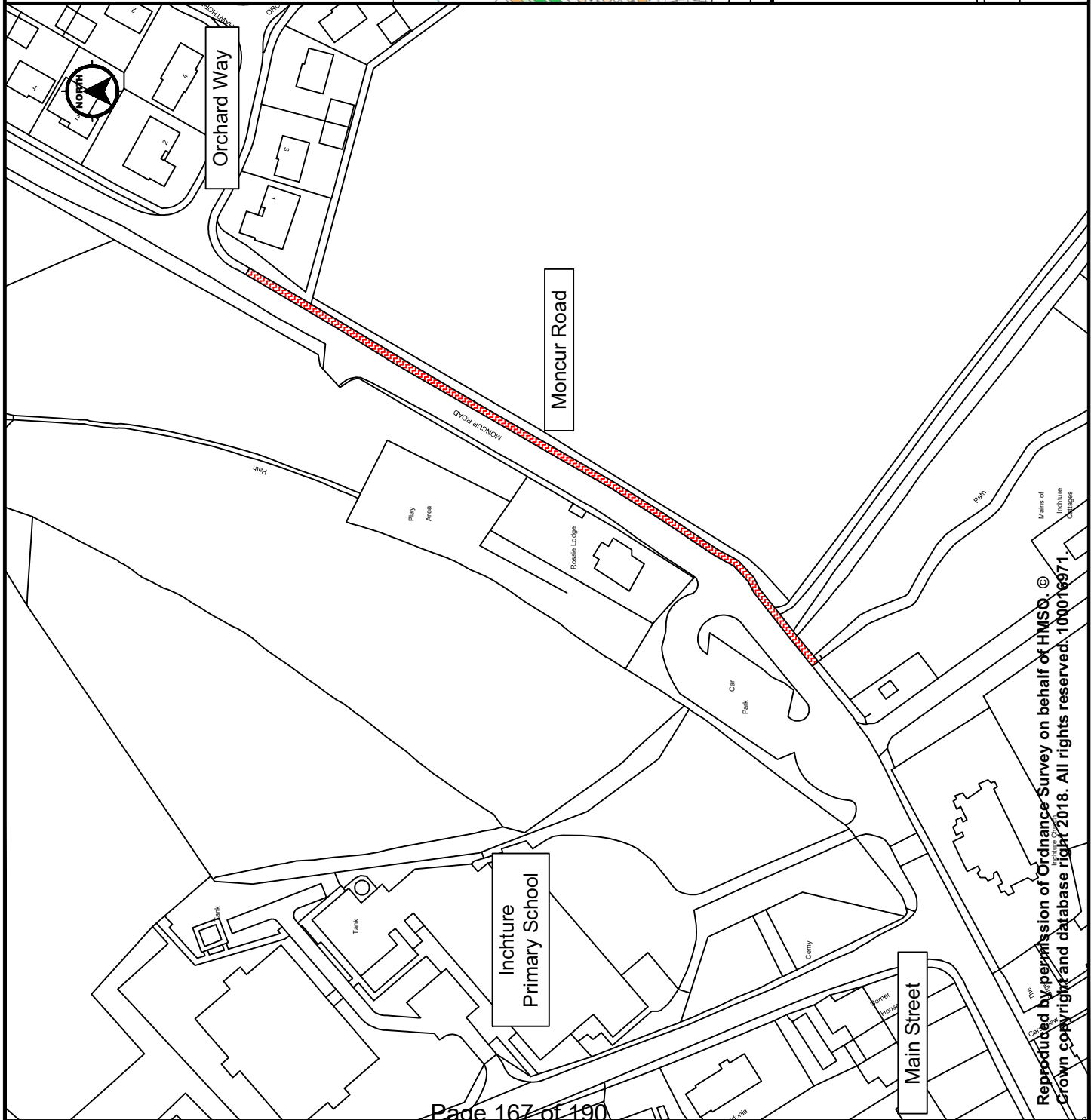
## **2. BACKGROUND PAPERS**

- 2.1 None.

## **3. APPENDICES**

- 3.1 The proposal is shown at Appendix 1.





**Legend**



Area of footway/footpath to be re-determined as shared use

| Suffix | Revision Details | by | Appr | Date |
|--------|------------------|----|------|------|
|        |                  |    |      |      |

**AMENDMENTS**



PERTH & KINROSS COUNCIL  
MONCUR ROAD, INCHTUTE  
(RE-DETERMINATION OF MEANS  
OF EXERCISE OF PUBLIC RIGHT  
OF PASSAGE) ORDER 201\*

Appendix 1

Housing & Environment

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D McKEOWN  
Approved by: B CARGILL  
Date: 21/11/2018

Drawing Scale: NTS  
Project Code: \*\*\*\*\*  
Drawing No: \*\*\*\*\*-01



# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

20 March 2019

### PROPOSED 30MPH & 40MPH SPEED LIMITS AT REDGORTON (B8063, B9099, U42 & MAIN STREET) (WARD 5)

Report by Depute Director (Housing & Environment) (Report No. 19/88)

This report details a proposal to introduce 30mph & 40mph speed limits at Redgorton (B8063, B9099, U42 and Main Street) (Ward 5). It recommends the start of varying the Traffic Regulation Order for the 30mph and 40mph Speed Limits.

#### 1. BACKGROUND

##### 30/40mph at Redgorton (B8063, B9099, U42 and Main Street)

- 1.1 Road safety concerns have been raised by local elected members.
- 1.2 As a result of these concerns, it is now proposed to start the process to introduce a 30mph speed limit on Main Street, Redgorton and introduce a 40mph speed limit at Redgorton (B8063, B9099 and U42).
- 1.3 Consultation was carried out with the local elected members, Community Council and Police Scotland who were all in agreement with the proposal. Local consultation was undertaken to gauge opinion and the results are shown below:

| <b><u>Name on file</u></b> | <b><u>Comment or objection</u></b>                                                                                                                                             | <b><u>Response</u></b>                                                                                                                                 |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            | Nine properties responded supporting the proposal                                                                                                                              |                                                                                                                                                        |
|                            | One property responded objecting to the proposal claiming that the proposal was unnecessary as there is no issues with speeding vehicles and a lack of road traffic collisions | The proposal would reduce the speed of vehicles and create a safer environment for pedestrians and all other road users between Redgorton and Luncarty |
| Elected Members            | All Supportive                                                                                                                                                                 |                                                                                                                                                        |

#### 2. PROPOSALS

- 2.1 It is proposed to start the process to introduce a 30mph speed limit on Main Street, Redgorton and to introduce a 40mph speed limit at Redgorton (B8063, B9099 and U42). The routes have been identified and shown in Appendix 1.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the location where it is proposed to introduce a 30mph and 40mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Orders (TRO). This procedure will involve statutory consultation, preparation of draft TROs and advertising in the press. It 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.
- 3.3 It is recommended that the Committee approve the promotion of a variation to the relevant TROs to allow the start of the process towards the introduction of a 30mph and 40mph speed limit.

#### Author

| Name            | Designation                 | Contact Details                               |
|-----------------|-----------------------------|-----------------------------------------------|
| Charles Haggart | Traffic and Network Manager | 01738 475000<br>HECommitteeReports@pkc.gov.uk |

#### Approved

| Name           | Designation                             | Date             |
|----------------|-----------------------------------------|------------------|
| Keith McNamara | Depute Director (Housing & Environment) | 15 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 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>None</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 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage lower traffic speeds.

## **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 involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £600 for this will be met from the Traffic & Road Network Revenue Budget in 2019/20.
- 2.3 The estimated costs of £2,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget 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 sustainable modes of travel.

### 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 and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and the Community Council for the area have been consulted and support the proposals.

## **5. Communication**

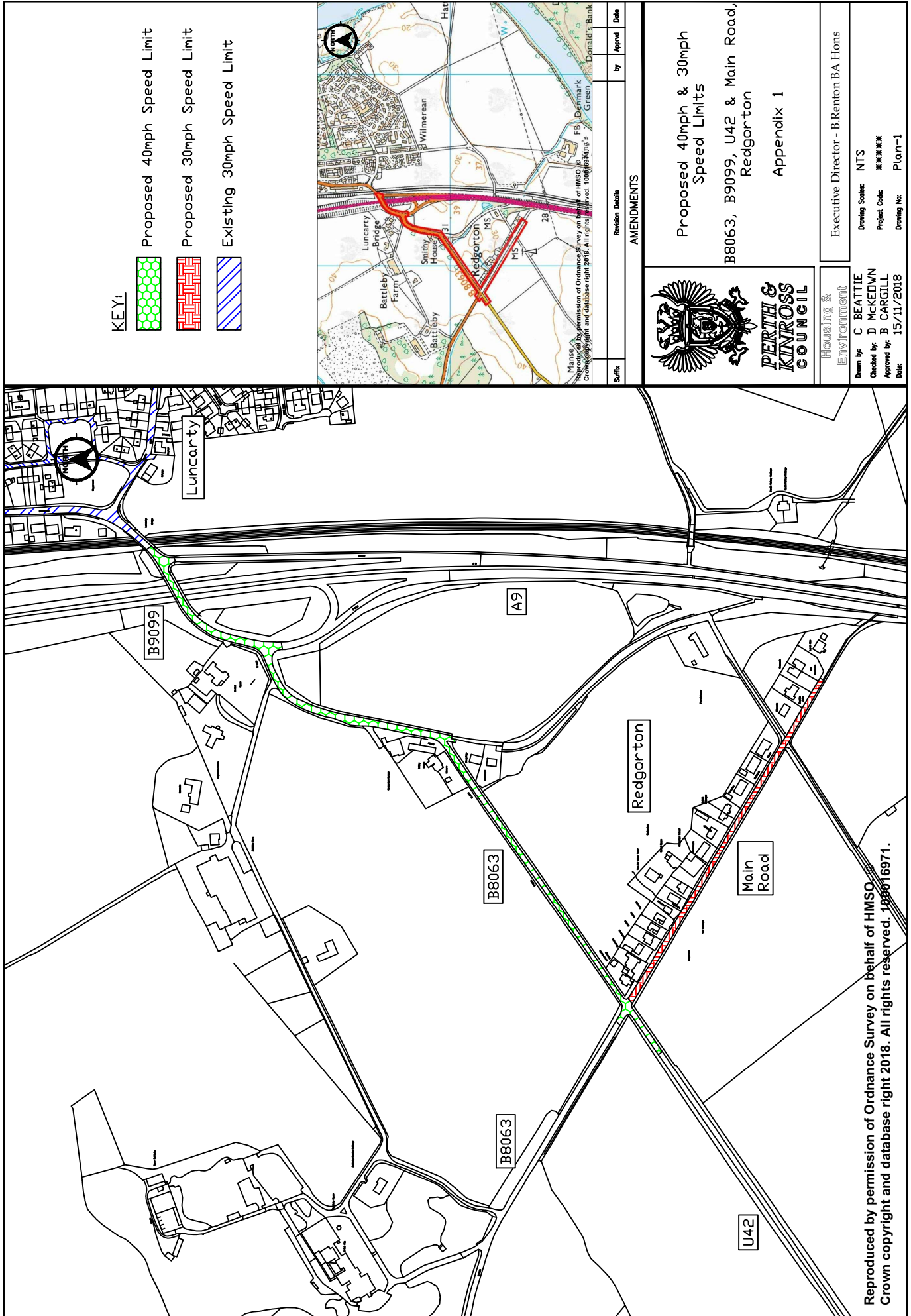
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations

## **2. BACKGROUND PAPERS**

- 2.1 No 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.

## **3 APPENDICES**

- 3.1 The proposals are as shown in Appendix 1.





**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**20 March 2019**

**PROPOSED TAXI RANK CLEARWAY MURRAY STREET, POMARIUM STREET  
& SOUTH STREET, PERTH AND WELLMEDOW CAR PARK, BLAIRGOWRIE  
(WARD 12 & 3)**

**Report by Depute Director (Housing & Environment) (Report No. 19/89)**

This report outlines the problems experienced at the various taxi ranks across Perth and Kinross. The report recommends the creation of a Taxi Rank Clearway Order to allow the existing taxi ranks to be enforced on Murray Street, Pomarium Street & South Street, Perth and Wellmeadow Car Park, Blairgowrie (Ward 12 & 3).

**1. BACKGROUND**

- 1.1 Concerns have been raised from the Taxi Forum that the taxi ranks in Perth and Blairgowrie are not being enforced which is causing issues for operators and conflict with other drivers.
- 1.2 It has subsequently been established that taxi ranks within Perth and Kinross are not included within any Traffic Regulation Order and, as such, are unenforceable by the Council's Parking Attendants. It is unclear why this is the case.
- 1.3 In order to address the issues at these locations, it is proposed to introduce a Taxi Rank Clearway Order to make the existing taxi ranks enforceable.
- 1.4 Consultation was carried out with the local elected members, Blairgowrie and Rattray Community Council and Police Scotland who were all in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from the Taxi Forum, it is now proposed to introduce Taxi Rank Clearway restrictions on Murray Street, Pomarium Street & South Street, Perth and Wellmeadow Car Park, Blairgowrie.
- 2.2 The proposals are shown on the plans at Appendix 1 - 4.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 This report details the locations where it is proposed to introduce Taxi Rank Clearway restrictions.

- 3.2 Approval will allow a start to be made to the formal procedure to create the 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.
- 3.3 It is recommended that the Committee approve the creation of the TRO to introduce Taxi Rank Clearway restrictions on Murray Street, Pomarium Street & South Street, Perth and Wellmeadow Car Park, Blairgowrie, as described.

#### Author

| Name            | Designation                 | Contact Details                                                                                  |
|-----------------|-----------------------------|--------------------------------------------------------------------------------------------------|
| Charles Haggart | Traffic and Network Manager | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                             | Date             |
|----------------|-----------------------------------------|------------------|
| Keith McNamara | Depute Director (Housing & Environment) | 15 February 2019 |

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 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 1.2 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. The indicative cost of advertising an Order is £150 and will be met from the Traffic & Road Network Revenue Account in 2019/20.
- 2.3 There will be no costs for the road markings or signs as these bays are already marking and signed as per the regulations.

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

## **5. Communication**

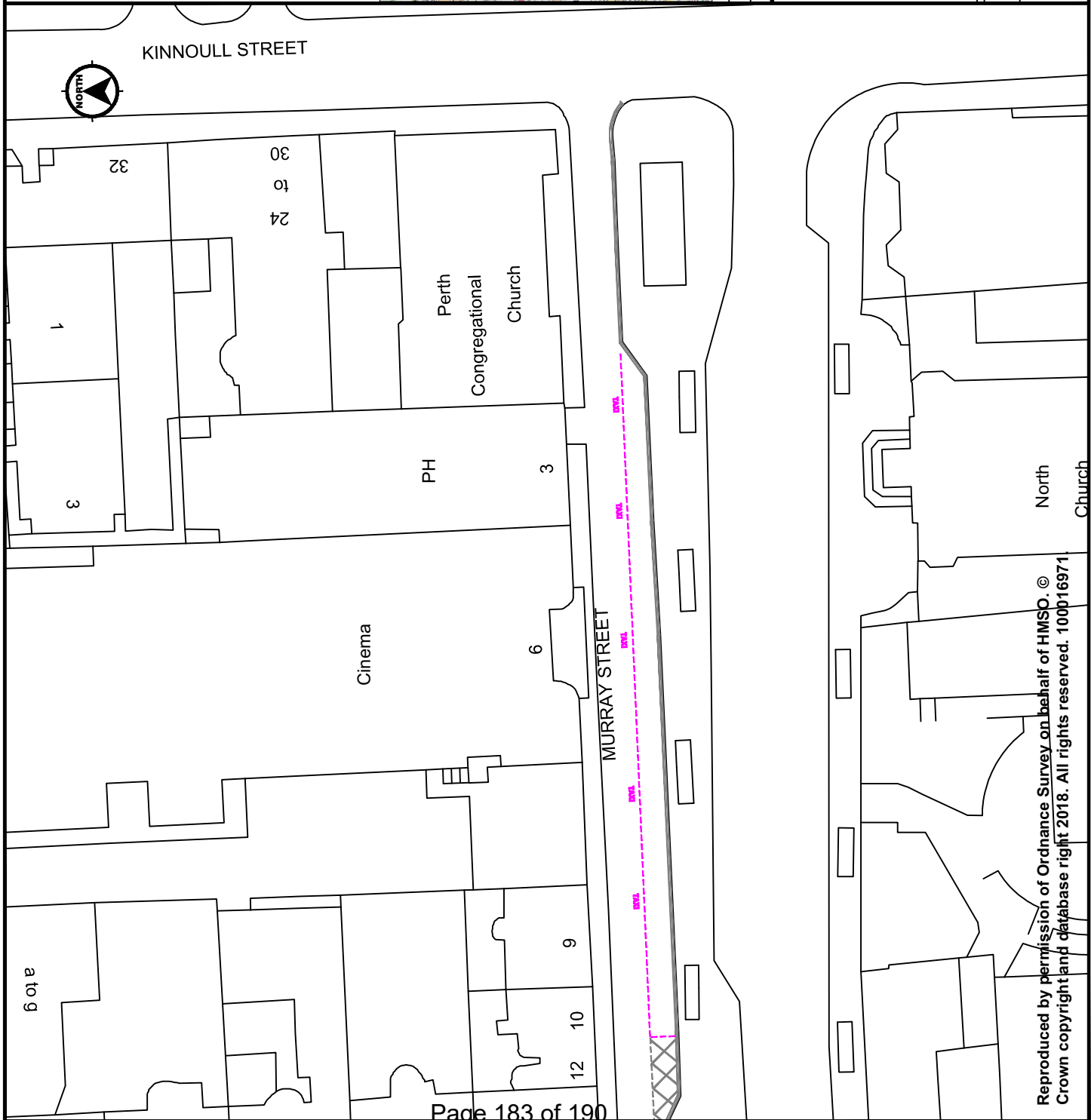
- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, Preparation of a draft TRO and advertising in the press. This will provide an Opportunity for additional comments to be made or objections to be raised. 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.

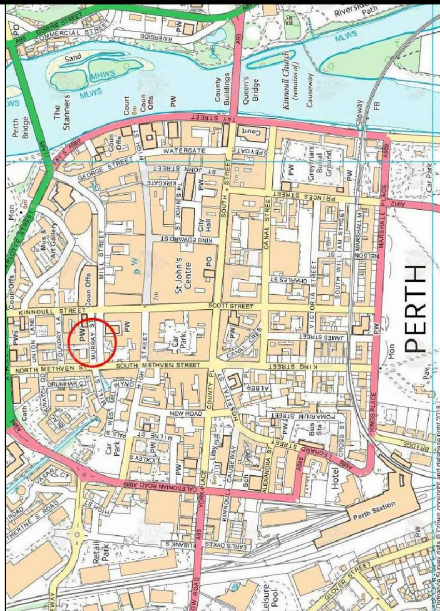
## **3. APPENDICES**


- 3.1 The proposal is shown in Appendix 1 - 4.



**Legend**

Proposed Taxi Rank Cleanway

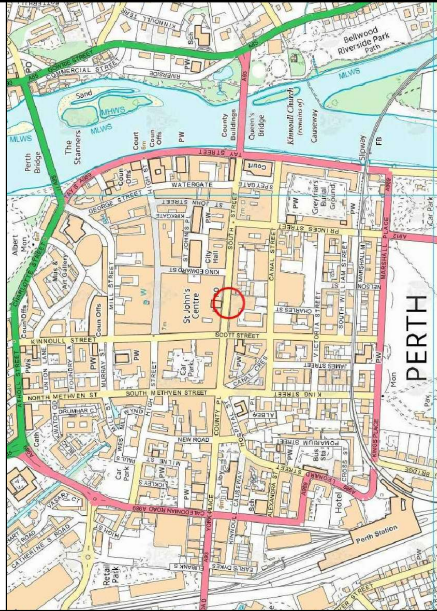
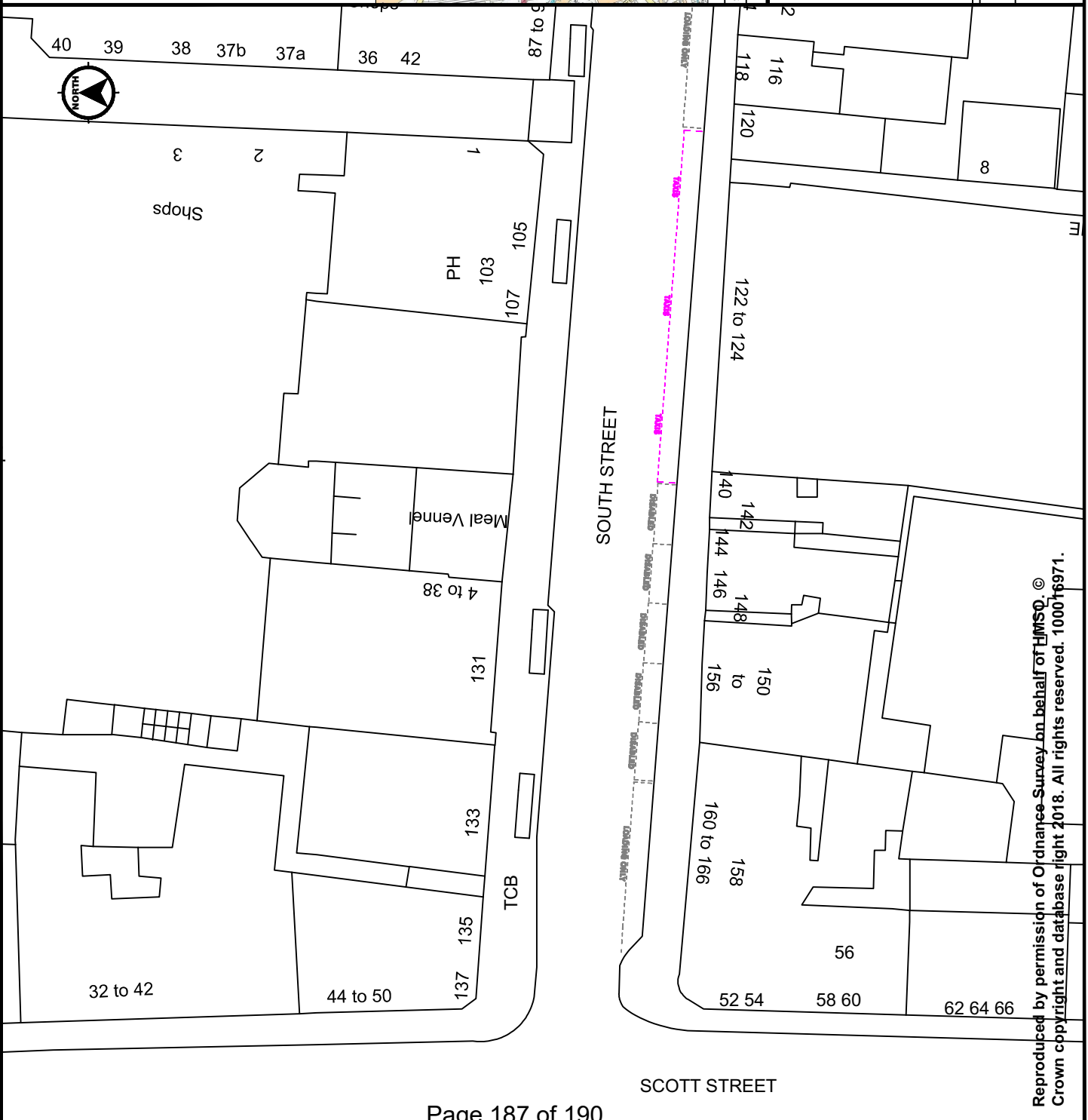


| Suffix                                                                                                                                                                                                                                                                                                                                                       | Revision Details | by                  | Appnd | Date |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------|-------|------|
| AMENDMENTS                                                                                                                                                                                                                                                                                                                                                   |                  |                     |       |      |
| <div><b>PERTH &amp; KINROSS COUNCIL</b><br/>Housing &amp;<br/>Environment</div> <div><b>PERTH &amp; KINROSS COUNCIL</b><br/>(TAXI RANK CLEARWAYS)<br/>ORDER 201X<br/><br/>Murray Street, Perth<br/><br/>Appendix 1</div> <div>Executive Director - B.Renton BA Hons</div> |                  |                     |       |      |
| Drawn by: C BEATTIE                                                                                                                                                                                                                                                                                                                                          |                  | Drawing Scale: NTS  |       |      |
| Checked by: D McKEOWN                                                                                                                                                                                                                                                                                                                                        |                  | Project Code: ***** |       |      |
| Approved by: B CARGILL                                                                                                                                                                                                                                                                                                                                       |                  | Drawing No: Plan-01 |       |      |
| Date: 20/11/2018                                                                                                                                                                                                                                                                                                                                             |                  |                     |       |      |









### Legend

## Proposed Taxi Rank Clearway



**PERTH &  
KINROSS  
COUNCIL**

Housing &amp; Environment

Drawn by: C BEATTIE  
Checked by: D McKEOWN  
Approved by: B CARGILL  
Date: 20/11/2018

Executive Director - B.Renton BA Hons

|                 |       |
|-----------------|-------|
| Drawing Scales: | NTS   |
| Project Code:   | ***** |
| Drawing No:     | Plan  |

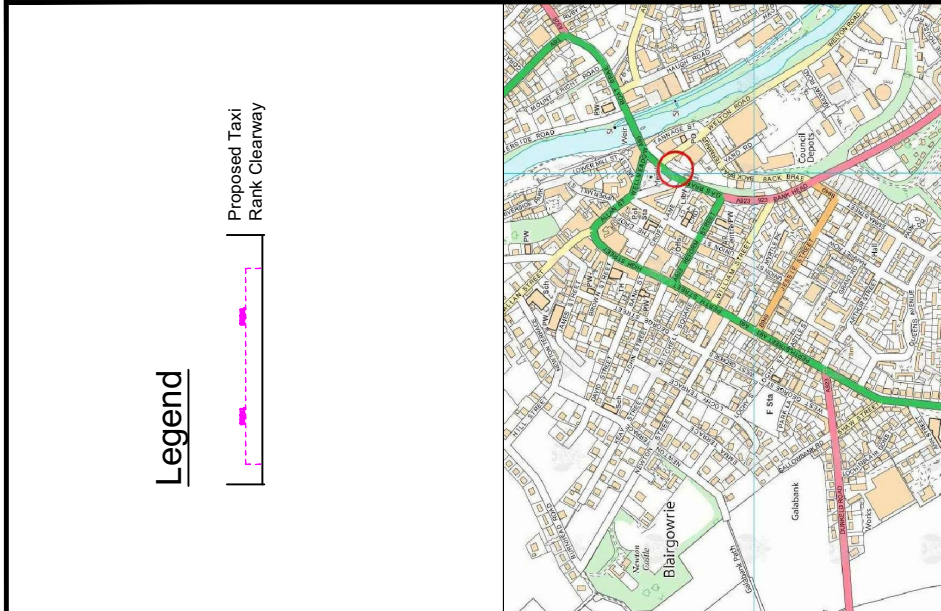
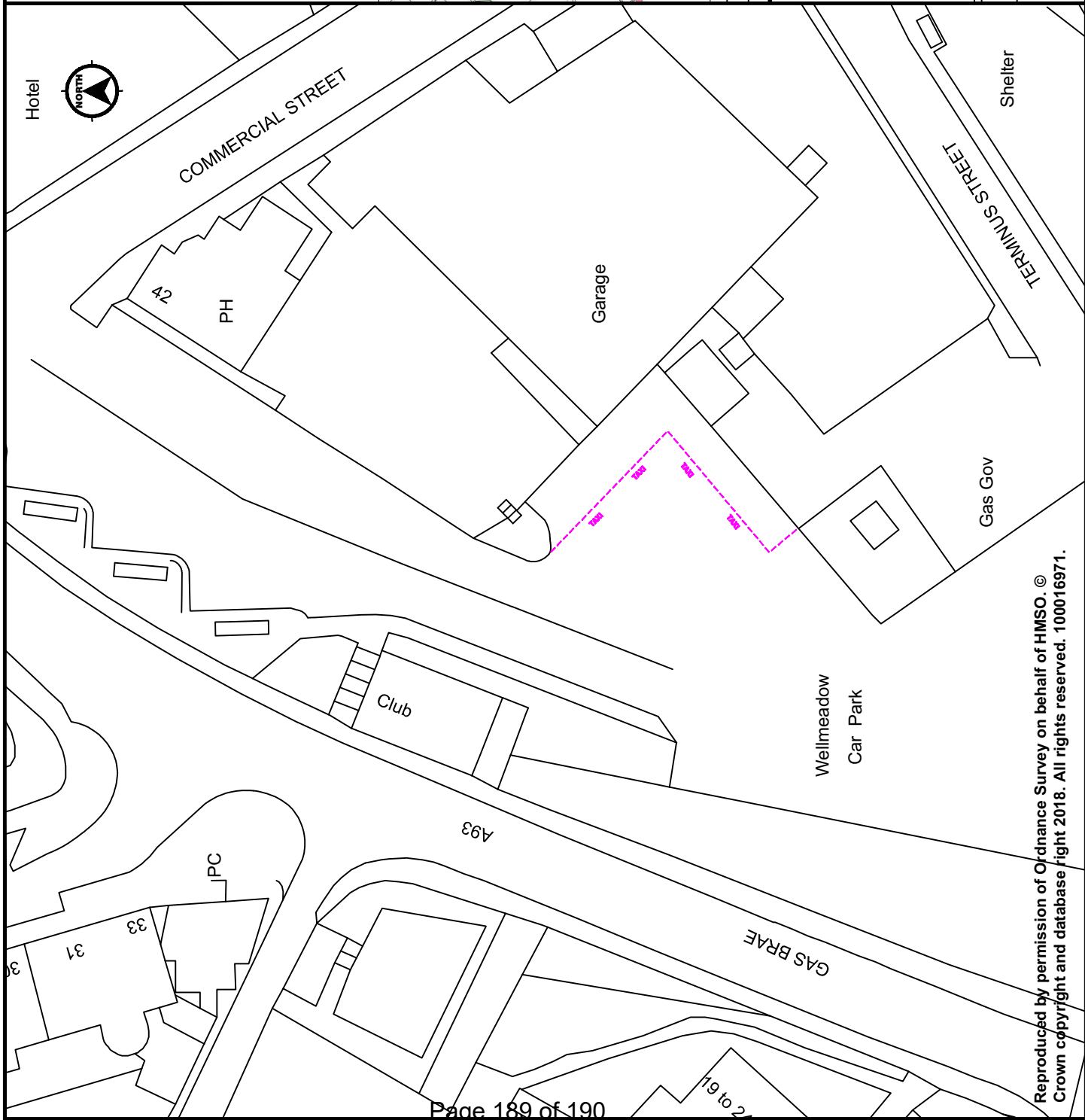
PERTH & KINROSS COUNCIL  
(TAXI RANK CLEARWAYS)  
ORDER 201X

South Street, Perth

## Appendix 3

| Surfix            | Revision Details | by | Approved | Date |
|-------------------|------------------|----|----------|------|
| <b>AMENDMENTS</b> |                  |    |          |      |





**Legend**

Proposed Taxi Rank Cleanway

| Suffix | Revision Details | by | Appnd | Date |
|--------|------------------|----|-------|------|
|        | AMENDMENTS       |    |       |      |



**PERTH & KINROSS COUNCIL**

PERTH & KINROSS COUNCIL  
(TAXI RANK CLEARWAYS)  
ORDER 201X

Wellmeadow Car Park, Blairgowrie

Appendix 4

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D McKEOWN  
Approved by: B CARGILL  
Date: 20/11/2018

Drawing Scale: NTS  
Project Code: \*\*\*\*\*  
Drawing No: Plan-04

