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Council Building
2 High Street
Perth
PH1 5PH

Thursday, 15 March 2018

A Meeting of the **Environment and Infrastructure Committee** will be held in the **Council Chamber, 2 High Street, Perth, PH1 5PH** on **Wednesday, 21 March 2018** at **10:00**.

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

BERNADETTE MALONE
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 Michael Barnacle (Vice-Convener)
Councillor Alasdair Bailey
Councillor Kathleen Baird
Councillor Stewart Donaldson
Councillor Dave Doogan
Councillor Anne Jarvis
Councillor Grant Laing
Councillor Roz McCall
Councillor Andrew Parrott
Councillor Callum Purves
Councillor Crawford Reid
Councillor Willie Robertson
Councillor Richard Watters
Councillor Mike Williamson

Environment and Infrastructure Committee

Wednesday, 21 March 2018

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/SUBSTITUTES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF MEETING OF THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE OF 31 JANUARY 2018 FOR APPROVAL AND SIGNATURE** **5 - 10**
- 4 ACTIVE TRAVEL STRATEGY FOR PERTH AND KINROSS** **11 - 44**
Report by Executive Director (Environment) (copy herewith 18/90)
- 5 PERTH WINTER FESTIVAL** **45 - 76**
Report by Executive Director (Environment) (copy herewith 18/91)
- 6 EVENT FUNDING APPLICATION - PERTH FESTIVAL OF THE ARTS** **77 - 86**
Report by Executive Director (Environment) (copy herewith 18/92)
- 7 ETAPE CALEDONIA EVENT** **87 - 96**
Report by Executive Director (Environment) (copy herewith 18/93)
- 8 TRAFFIC MANAGEMENT ARRANGEMENTS, FLORENCE PLACE, PERTH (WARD 12)** **97 - 106**
Report by Executive Director (Environment) (copy herewith 18/94)
- 9 PROPOSED PART TIME 20MPH SPEED LIMIT AT SPOUTWELLS ROAD, SCONE (WARD 2)** **107 - 114**
Report by Executive Director (Environment) (copy herewith 18/95)
- 10 PROPOSED 40MPH SPEED LIMIT AT EASTHILL ROAD (U20), AUCHTERARDER (WARD 7)** **115 - 122**
Report by Executive Director (Environment) (copy herewith 18/96)
- 11 PROPOSED 40MPH SPEED LIMIT AT DRUM (B9097) (WARD 8)** **123 - 130**
Report by Executive Director (Environment) (copy herewith 18/97)

12	PROPOSED 30MPH SPEED LIMIT AT ST MADDOES (C484) (WARD 1)	131 - 138
	Report by Executive Director (Environment) (copy herewith 18/98)	
13	PROPOSED VARIATION TO WAITING RESTRICTIONS, NORTH WILLIAM STREET, PERTH (WARD 12)	139 - 146
	Report by Executive Director (Environment) (copy herewith 18/99)	
14	PROPOSED VARIATION TO WAITING RESTRICTIONS, MILL ROAD, STANLEY MILLS, STANLEY (WARD 5)	147 - 154
	Report by Executive Director (Environment) (copy herewith 18/100)	
15	AMENDMENTS TO THE LIST OF PUBLIC ROADS	155 - 164
	Report by Executive Director (Environment) (copy herewith 18/101)	

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ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Minute of meeting of the Environment and Infrastructure Committee held in the Council Chamber, 2 High Street, Perth on Wednesday 31 January 2018 at 10.00am.

Present: Councillors C Stewart, C Purves, A Bailey, S Donaldson, D Doogan, A Forbes, D Illingworth (substituting for A Bailey), A Jarvis, G Laing, M Lyle, A Parrott, W Robertson, L Simpson (substituting for M Barnacle), R Watters and M Williamson.

In Attendance: B Renton, Executive Director (Environment); C Beattie, B Cargill, T Flanagan, P Marshall and W Young (all The Environment Service); C Flynn, L Potter and D Williams (all Corporate and Democratic Services).

Apology for Absence: Councillors A Bailey, M Barnacle and C Reid.

Councillor C Stewart, Convener, Presiding.

The Convener led discussion on Arts. 39, 42, 43, 44, 45, 46, 47 and 48 and Vice-Convener Purves led discussion on Arts. 38, 40 and 41.

35. WELCOME AND APOLOGIES/SUBSTITUTES

The Convener welcomed all those present to the meeting and apologies and substitutions were noted as above.

36. DECLARATIONS OF INTEREST

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

37. MINUTES OF PREVIOUS MEETINGS

- (i) The minute of meeting of the Environment, Enterprise and Infrastructure Committee of 8 November 2017 (Arts. 635-652) was submitted, approved as a correct record and authorised for signature.
- (ii) The minute of meeting of the Executive Sub-Committee of the Environment, Enterprise and Infrastructure Committee of 25 October 2017 was submitted and noted.

38. AUCHTERARDER COMMUNITY FACILITIES FUND

There was submitted a report by the Executive Director (Environment) (18/28) providing details of funding received and allocated in respect of the Auchterarder Community Facilities Fund from its inception to present date.

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Resolved:

- (i) The Executive Director (Environment) be requested to publish the annual report providing details of funding received and allocated.
- (ii) Any application for funding of more than £50,000 be brought forward to Committee for consideration.
- (iii) The Executive Director (Environment) be instructed to bring forward a second annual report on the operation of the fund in 12 months' time.

39. PUBLIC SECTOR CLIMATE CHANGE DUTIES – PROGRESS UPDATE

There was submitted a report by the Executive Director (Environment) (18/29) (1) highlighting progress made by the Council in accordance with the Scottish Government's public sector climate change reporting process; and (2) making recommendations for further action following submission of the second mandatory report in November 2017.

Resolved:

- (i) The key findings from the second Public Sector Climate Change Duties mandatory report be noted.
- (ii) The current position outlined in Sections 2.3 to 2.6 of Report 18/29, be noted.
- (iii) The Executive Director (Environment) be remitted to take forward the specific actions outlined in Sections 2.7 to 2.9 of Report 18/29, and:
 - instructs the Head of Planning to participate in developing a regional Sustainable Energy and Climate Action Plan (SECAP) with adjoining authorities, Sustainable Scotland Network and CoSLA as appropriate; and,
 - instruct the Head of Planning to develop an activity for Climate Action Week from 10 - 20 September 2018, to raise climate change awareness and promote the actions taken by the Council.
- (iv) The Executive Director (Environment) be requested to submit a further report to this Committee, following the mandatory climate change reporting deadline in November 2018.

40. PROPOSED ADDITIONAL GREEN ROUTES

There was submitted a report by the Executive Director (Environment) (18/30) (1) summarising an objection received on the proposal to introduce an additional four routes (Bridge of Earn/Glenfarg, Glenfarg/Milnathort, Rattray/Alyth and Kirkton Road/Old Mill Road to Ashgrove Road to West Mill Farm, Rattray) to be promoted as Green Routes; and (2) recommending the Committee set aside the objection and that the Order is made as advertised.

Resolved:

The objection received on the proposal to introduce an additional four routes to be promoted as Green Routes, as detailed in Appendices 2-5 of Report 18/30, be set aside, and the Traffic Regulation Order be made as advertised.

41. DISABLED PERSON'S PARKING PLACES (VARIATIONS) ORDER

There was submitted a report by the Executive Director (Environment) (18/31) considering all the requests during the last year for disabled parking bays which require to be added or removed from the Perth and Kinross Council (Disabled Persons' Parking Places) Order 2011.

Resolved:

The promotion of a variation to the Perth and Kinross Council (Disabled Persons' Parking Places) Order, as detailed in Appendix 1 to Report 18/31, be approved.

42. AMENDMENTS TO THE LIST OF PUBLIC ROADS

There was submitted a report by the Executive Director (Environment) (18/32) recommending that the List of Public Roads be updated to take account of the amendments detailed in this report.

Resolved:

The additions to the List of Public Roads, as detailed in Appendix 1 to Report 18/32, be approved.

43. PROPOSED 30MPH SPEED LIMITS AT CAPUTH (B9099)

There was submitted a report by the Executive Director (Environment) (18/33) (1) detailing a proposal to extend the 30mph speed limit at Caputh (B9099); and (2) recommending the start of varying the Traffic Regulation Order for the 30mph Speed Limits.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to extend the 30mph speed limit, at the location shown in Appendix 1 to Report 18/33, be approved.

44. PROPOSED 30MPH SPEED LIMITS AT INCHMAGRANNACHAN (B898)

There was submitted a report by the Executive Director (Environment) (18/34) (1) detailing a proposal to introduce a 30mph speed limit at Inchmagrannachan (B898); and (2) recommending the start of varying the Traffic Regulation Order for the 30mph Speed Limits.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to allow the introduction of a 30mph speed limit, at the location shown in Appendix 1 to Report 18/34, be approved.

45. PROPOSED VARIATION TO WAITING RESTRICTIONS, WICKS O' BAIGLIE ROAD, BRIDGE OF EARN

There was submitted a report by the Executive Director (Environment) (18/35) (1) outlining the problems experienced by local residents of Wicks O' Baiglie Road, Bridge of Earn due to indiscriminate parking; and (2) recommending a variation to the Bridge of Earn Traffic Management Order to vary the waiting restrictions on Wicks O' Baiglie Road and Kintillo Road, Bridge of Earn.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time waiting restrictions on Wicks O' Baiglie Road and Kintillo Road, as shown in Appendix 1 to Report 18/35, be approved.

46. PROPOSED VARIATION TO WAITING RESTRICTIONS, TOM-NA-MOAN ROAD, PITLOCHRY

There was submitted a report by the Executive Director (Environment) (18/36) (1) outlining concerns raised by local residents of Tom-Na-Moan Road, Pitlochry due to indiscriminate parking; and (2) recommending a variation to the Pitlochry Traffic Management Order to vary the waiting restrictions on Tom-Na-Moan Road, Pitlochry.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time waiting restrictions on Tom-Na-Moan Road, Pitlochry, as shown in Appendix 1 to Report 18/36, be approved.

47. PROPOSED VARIATION TO WAITING RESTRICTIONS, ABBOT STREET, PERTH

There was submitted a report by the Executive Director (Environment) (18/37) (1) outlining concerns raised by residents of Abbot Street, Perth due to indiscriminate parking; and (2) recommending a variation to the Perth Traffic Management Order to vary the waiting restrictions on Abbot Street, Wilson Street and Young Street, Perth.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time waiting restrictions on Abbot Street, Wilson Street and Young Street, as shown in Appendix 1 to Report 18/37, be approved.

48. PROPOSED VARIATION TO WAITING RESTRICTIONS, RUTHVENFIELD PLACE, PERTH

There was submitted a report by the Executive Director (Environment) (18/38) (1) outlining the problems experienced by businesses in Ruthvenfield Place, Perth due to indiscriminate parking; and (2) recommending a variation to the Perth Traffic Management Order to vary the waiting restrictions on Ruthvenfield Place, Perth.

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Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time waiting restrictions on Ruthvenfield Place, Perth, as shown in Appendix 1 to Report 18/38, be approved.

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**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****Wednesday 21 March 2018****ACTIVE TRAVEL STRATEGY FOR PERTH AND KINROSS****Report by Executive Director (Environment)**

Perth and Kinross Council has always taken a proactive approach to active travel. It has been identified that there are significant opportunities for Perth and Kinross to expand their Active Travel Network and promote active travel. The Scottish Government has directed large levels of funding towards active travel, with a doubling of funding to £80m from 2018-19. The funding is available to help make Scotland's towns and cities friendlier and safer spaces for pedestrians and cyclists.

Having an Active Travel Strategy for Perth and Kinross will help Perth & Kinross Council, and our partners, to access the available match funding. The improvements in infrastructure for walkers and cyclists will provide economic and environmental benefits to Perth and Kinross through a reduction in motorised vehicles, and improve air quality.

**1. BACKGROUND/MAIN ISSUES**

- 1.1 All local authorities in Scotland have been encouraged by the Scottish Government to develop an Active Travel Strategy, detailing their approach to increasing the number of active journeys.
- 1.2 Perth & Kinross Council and its partners have taken steps to reduce the number of motorised journeys, by encouraging residents and visitors to undertake journeys by foot or bike. Projects that have been undertaken in Perth and Kinross include the Safer routes to Schools projects by providing footway improvements, and Cycle Schemes which include improving access to Inveralmond Industrial Estate and the expansion of the Green Route Network.
- 1.3 It is recognised that not everyone is able to walk or cycle, but they will also benefit from the improved infrastructure for those that can. For many journeys, motorised methods will remain essential for the main part of the journey. However, there are opportunities to encourage the use of Park & Choose sites, where drivers can park their vehicle and then, stride or cycle the final leg of their journey.
- 1.4 The strategy, detailed in Appendix 1, seeks to identify where improvements and additional infrastructure can be provided to enhance and promote active travel within Perth and Kinross.

## 2. PROPOSALS

- 2.1 The Active Travel Strategy has been developed to encourage more people to travel more actively, more often, either for utility journeys or for leisure. The strategy seeks to promote active travel across all parts of Perth and Kinross, its city, towns, villages and rural areas for all people, whether they are residents of, or visitors to, Perth and Kinross, regardless of income or disability, and whatever other transport choices they have available to them. The purpose of the Strategy is to provide an aspirational direction for this area of work.
- 2.2 To encourage Active Travel, measures such as building infrastructure or other interventions that encourage a behavioural change are required. Improving information so that members of the public are aware of where the active travel infrastructure is located will be needed. This will include the erection of signage and providing maps.
- 2.3 To ensure that the Active Travel Network is Connected, Comfortable and Convenient, *Active Travel Strategy Guidance (Sustrans, July 2014)*, there may be a need to introduce traffic calming measures to reduce the speeds of motorised vehicles; so that residents and visitors feel safe using the network. Other measures such as segregating cyclists and motorised vehicles may help residents and visitors feel safe and encourage them to use the Active Travel Network, in areas where there are high numbers of motorised vehicles.
- 2.4 It is proposed that Perth & Kinross Council will work towards achieving Cycling Scotland's Cycle Friendly status, for Pullar House, 2 High Street and Friarton Depot. There is also an opportunity for schools to be encouraged to gain Cycling Scotland's Cycle Friendly status.
- 2.5 For the Active Travel Strategy to be successful, an Action Plan has been developed with short to long term action points to help focus the delivery of the Active Travel Strategy. The actions in the strategy range from undertaking audits of the existing infrastructure, to reviewing other strategy documents to ensure that their outcomes help achieve a more active travel within Perth and Kinross. Action Points have been developed include:
- The reallocation of road space to enable active travel
  - Development of the Gold Routes identified in the Perth City Plan to key locations such as the railway station, the river and the harbour, PH<sup>2</sup>O and Perth College UHI, creating attractive routes
  - Continue to promote walking and cycling through the Curriculum for Excellence
  - Continue to support the I Bike Officer in the promotion of cycling in Perth and Kinross
- 2.6 To enable Perth & Kinross Council to undertake the proposals identified in the Active Travel Strategy resources and funding will be required. The Scottish Government has directed record levels of funding towards active travel with a doubling of funding to £80m from 2018-19. The funding is available to help

make our towns and cities friendlier and safer spaces for pedestrians and cyclists. Perth & Kinross Council can make use of this by match funding projects with the capital that is available from the Scottish Government.

- 2.7 It is also recognised that there is a need for Perth & Kinross Council to undertake Travel Planning for elected members and staff, in line with the Active Travel Strategy. Actions points have been identified for Perth & Kinross Council to develop, update and implement both the Staff Travel Plan and Corporate Travel Plan. Having both of these plans will allow Perth & Kinross Council to continue to access funding to improve Air Quality.
- 2.8 Travelling actively can help improve air quality in Perth and Kinross. In Perth and Kinross, air quality monitoring is carried out to determine whether specific pollutants are likely to exceed air quality objectives. This has resulted in two Air Quality Management Areas being declared, one in Perth City, May 2006 and in Crieff, February 2014. By encouraging members of the public to switch from motorised vehicles to walking or cycling, the amount of pollutants can be reduced, thus helping improve air quality.
- 2.9 The actions identified in the Active Travel Strategy will take time to implement, but if funds are available sooner, then projects and initiatives can be delivered earlier. The actions identified have been given associated time sales from Short, Medium and Long term with a priority ranking from High, Medium and Low priority.
- 2.10 Having an Active Travel Strategy will allow Perth & Kinross Council to source match funding through sources such as Sustrans Community Links and Sustrans Community Links Plus.

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

- 3.1 Active travel can have a significant impact on the lives of local residents for public health, as well, reducing the impact of motorised travel methods on the road infrastructure.
- 3.2 There are great opportunities for Perth and Kinross to expand their Active Travel Network and promote active travel. The new Scottish Government funding is available to help make our towns and cities friendlier and safer spaces for pedestrians and cyclists.
- 3.3 It is recommended that Perth & Kinross Council adopt the Active Travel Strategy as attached in Appendix 1.

#### **Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>                  | <b>Date</b>   |
|----------------|-------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Environment) | 12 March 2018 |

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## 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 Active Travel Strategy relates to the delivery of the Perth and Kinross Community Plan/Single Outcome Agreement by helping to create a safe and sustainable place for the general public.
- 1.2 This Active Travel Strategy relates to Objective Numbers:
- (iv) Supporting people to lead independent, healthy and active lives
  - (v) Creating a safe and sustainable place for future generations

#### Corporate Plan

- 1.3 The Perth and Kinross Community Plan 2013-2023 and Perth & Kinross Council Corporate Plan 2013/2018 set out five strategic objectives.

The Active Travel Strategy relates to the Objective Numbers:

- (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 The Action Points from the Active Travel Strategy may identify projects that will require funding to progress towards achieving more walking and cycling within Perth and Kinross. Funding for these projects will come from within the current capital programme and where identified, match funding applications.

### Workforce

- 2.2 The Active Travel Strategy for Perth and Kinross will require the current workforce within Perth & Kinross Council departments to continue working on measures that will encourage Active Travel. It is not anticipated at this stage that any additional resources will be required to deliver this strategy.

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

- 2.3 There are no land and property, or information technology implications arising from the contents of the Active Travel Strategy.

## **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](#).

### 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.

### Sustainability

- 3.3 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

- 3.4 There are no Legal and Governance implications as a result of this Active Travel Strategy.

## Risk

- 3.5 There are no significant risks associated with the implementation of this strategy.

## **4. Consultation**

### Internal

- 4.1 Various Sections within the Environment and Education Service with Actions in the Active Travel Strategy have been consulted.

### External

- 4.2 Sustrans Scotland has been consulted on the Active Travel Strategy as they are co-ordinating the creation of the plans and have provided feedback.

## **5. Communication**

- 5.1 Stakeholder engagement undertaken with a number of parties including:

- TACTRAN
- Live Active Leisure
- Centre for Inclusive Living Perth & Kinross
- Sustrans Scotland
- Cycling Scotland
- ByCycle
- Coupar Angus Cycling Hub

## **2. BACKGROUND PAPERS**

Active Travel Strategy Guidance (Sustrans, July 2014)

<https://www.sustrans.org.uk/sites/default/files/images/files/scotland/policy/Active-Travel-Strategy-Guidance.pdf>

## **3. APPENDICES**

Appendix 1 - Active Travel Strategy

Appendix 2 – Active Travel Strategy Action Plan.



# Active Travel Strategy for Perth and Kinross

## 1. Background

The Active Travel Strategy for Perth and Kinross has been developed to encourage, enhance and monitor physical active travel modes rather than motorised methods. Active travel methods include walking, cycling, scooting or the use of self-propelled wheelchairs.

Active travel can have a significant impact on the lives of local residents. Travelling actively helps improve public health, reduce the maintenance impact of motorised travel methods on the road infrastructure and provide economic and environmental benefits through reduction in traffic congestion.

Data from Scotland's Census 2011 suggests that, in Perth and Kinross, there is a higher proportion of population walking to their destination when compared against the Scottish average. The proportion of the population cycling to work is lower than the Scottish average.

|                            | <b>Daytime Population</b> |                |
|----------------------------|---------------------------|----------------|
|                            | <b>Bicycle</b>            | <b>On foot</b> |
| <b>Scotland</b>            | 0.85%                     | 12.12%         |
| <b>Perth &amp; Kinross</b> | 0.67%                     | 12.85%         |

These statistics are encouraging for walking and identifies that there are opportunities to promote and encourage more of the population within Perth and Kinross to cycle to their destination.

Geographically, Perth and Kinross is the fifth largest Local Authority in Scotland, covering a largely rural area of 5,285km<sup>2</sup>, with a number of urbanised areas dispersed throughout. Data from Scotland's Census 2011 suggests that of all the journeys undertaken to a workplace or educational establishment in Perth and Kinross, 26.2% of journeys are less than 2km and 45.4% of journeys are less than 5km. Of the journeys that are shorter than 5km, 41.7% of the trips are being undertaken in a car or van.

Of the journeys less than 2km, 66.6% were undertaken by active travel methods and of these trips, 64.9% were undertaken on foot.

A vehicular based transport system is exclusive for many people. In Perth and Kinross, the 2011 Census identified that 21% of the population have no car or van availability within their household. For those without access to a car or van, other travel methods are essential. This may include travelling by public transport or by active travel options.

The majority of travel is likely to include an element of active travel, even if the main element of travel is undertaken by motorised vehicle. At a number of schools throughout Perth and Kinross, Park & Stride locations have been created to encourage parents who drive their children to school, to park a short distance from the school and make the final part of the journey by using active travel methods.

The focus of this Active Travel Strategy is to reduce travel by motorised vehicles and make improvements to infrastructure and raise awareness of routes for those with mobility issues. In making the routes suitable for those with mobility issues, benefits can be gained for those who are walking, cycling or scooting.

In developing an Active Travel Strategy, the infrastructure to support active travel can be enhanced to help create opportunities to bring about modal change in travel habits. It is recognised that action by many partners working in Perth and Kinross can help deliver the actions in the Active Travel Strategy.

## **Policy Context**

There is a strong national, regional and local policy context which supports the promotion of active travel within Perth and Kinross.

## **National Context**

The Scottish Government have published a number of documents that promote active travel, including:

- Let's get Scotland Walking - The National Walking Strategy, June 2014
- Cycling Action Plan for Scotland, June 2010, refreshed in 2013 and 2017
- A Long-term Vision for active travel in Scotland 2030, October 2014
- A nation with Ambition, The Government's Programme for Scotland 2017-2018, September 2017

These strategy documents set out the aims that will help achieve the goals identified.

The National Walking Strategy highlights that everyone can benefit from walking as part of their everyday journeys. To encourage walking in the outdoors; paths and routes should be well designed and connected. The three strategic aims are:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone
- Enable easy, convenient and safe independent mobility for everyone

The National Walking Strategy highlights that the biggest health and economic gains come from getting inactive people to become active. The easiest way for most will be to increase the distance and time spent walking. The National Walking Strategy recommends the promotion of walking to children through education, as well as encouraging them to walk to and from school.

The Cycling Action Plan for Scotland highlights that the Scottish Government's vision is "*By 2020, 10% of everyday journeys taken in Scotland will be by bike*". The Scottish Government is committed to developing more ambitious, innovative approaches underpinned by partnership working, to make Scotland a more active and safe nation. It sets out to achieve this under priority headings of:

- Leadership and Partnership
- Infrastructure, Integration and Road Safety
- Promotion and Behaviour Change
- Resourcing
- Monitoring and Reporting

A long term *Vision for Active Travel in Scotland 2030* aims to set out how Scotland will look in 2030 if more people are walking and cycling for short, everyday journeys. The vision sets out that active travel will improve the health and wellbeing of the community in a number of ways. The vision sets out a number of objectives:

- Better health and safer travel for all
- Reducing inequalities
- Cutting carbon emissions and other pollution
- Delivering liveable, more pleasant communities
- Supporting delivery of sustainable economic growth

*A Nation with Ambition, The Government's Programme for Scotland 2017-18* sets out how the Scottish Government will build an Active Nation, boosting investment in walking and cycling and putting active travel at the heart of transport planning. One of the ambitions of the programme is to continue the investment for walkers, cyclists and equestrians, and include connections to the A9 route with the wider National Cycle Network. The objectives relating to active travel include:

- Making our towns and cities friendlier and safer spaces for pedestrians and cyclists by increasing investment that supports active travel from £40 million to £80 million per year from 2018-19
- Stepping up promotion of the use of electric bicycles to ensure as many people as possible can benefit from active travel
- Delivering projects which help older people benefit from our network of walking and cycling routes

## Regional and Local Context

The Regional Transport Strategy for Perth and Kinross is promoted by TACTRAN, the Tayside and Central Scotland Transport Partnership covering Angus, Dundee City, Perth and Kinross and Stirling. TACTRAN's Regional Transport strategy for 2015-2036 Refresh sets out a vision and objectives for transport in the region recognising the importance of active travel in achieving those objectives. The Regional Active Travel Strategy, contained within TACTRAN's Regional Transport Strategy, aims to support the delivery of the Cycling Action Plan for Scotland (CAPS); implementation of the National Walking Strategy and the Long Term Vision for Active Travel in Scotland through four key strands:

- Strategic Integration
- High Quality Infrastructure
- Making Better Use of the Transport System
- Influencing Travel Behaviour

The TACTRAN Active Travel Strategy promotes the development of regional walking and cycling routes to connect with the expansion of the National Cycle Network, national long distance paths and local cycling and walking networks. These networks are to be complemented by good quality cycle parking at key destinations. These proposals influenced the proposed network improvements in the strategy.

Within Perth & Kinross Council's Local Development Plan, adopted in February 2014, Policy TA1: Transport Standards and Accessibility Requirements, sets out that "*Sustainable modes of walking, cycling and public transport should be considered, in addition to cars. The aim of all development should be to reduce travel demand by car, and ensure a realistic choice of access and travel modes is available*" to encourage and promote a shift to the more sustainable models of travel of walking, cycling and public transport.

Perth & Kinross Council has developed a strategy paper for Perth's Transport Future, approved in 2012, which summarises that the transport network in Perth is suffering from congestion at peak times. The study investigated the existing causes of transport problems, highlighting improvements that can be made to ensure that Perth can thrive as a modern, vibrant city. The paper identifies that walking and cycling is "*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*". One of the strategic objectives is to *Increase the proportion of short trips by more sustainable modes* setting out targets to achieve a:

- 5% increase in cycling.
- 20% increase in walking.
- 20% increase in Park and Ride.

Perth & Kinross Council has adopted The Perth City Plan, refreshed for 2015 to 2035, outlining the City Development Board's aspiration for Perth to be one of "*Europe's Great Small Cities*". The plan sets out the growth for the city, while preserving and enhancing the environment that people live and work in to create a prosperous, balanced community.

The Perth City Plan identifies that reducing car dependency can be achieved by offering attractive alternatives in terms of speed, convenience, comfort and safety; and in promoting active travel. The plan details a potential cycling and walking network for the City of Perth; identifying possible crossing points over the River Tay. The plan acknowledges that reducing car dependency can be achieved through active travel, by addressing the following action points:

- Continue to invest in the city's walking and cycling network
- Create a hierarchy of streets, public spaces and walking/cycling routes
- Promote integration accessibility, movement and active travel
- Ensure that walking and cycling routes are identified between attractions and are signed accordingly

The Perth and Kinross Community Planning Partnership has also developed the (Local Outcomes Improvement Plan) for 2017 to 2027, which focuses on improving the lives and experiences of everyone who lives, works and visits Perth and Kinross. There are a number of objectives which relate to active travel, these include:

- Giving Every Child the Best Start in Life – ensure our children and young people are physically, mentally and emotionally healthy
- Promoting a Prosperous, Inclusive and Sustainable Economy – improve public realm and infrastructure and transform our cultural offer to ensure that Perth and Kinross remains an attractive place to live, work and invest
- Supporting People to Lead Independent, Healthy and Active Lives – reduce inequalities and unequal health and social outcomes; provide opportunities and support people to live active and independent lives; reducing social isolation
- Creating a Safe and Sustainable Place for Future Generations – protecting our outstanding area, work with communities and local organisations to improve our public spaces ... and improving local air quality; building a sustainable future including promoting sustainable transport options such as cycling and walking to support people's health and wellbeing; and smarter connections to reduce social and rural isolation and improve accessibility by supporting ways of making people more mobile and better connected, including community transport schemes and working with communities to develop walking routes, cycle pathways, shared street space and infrastructure to support electric vehicles

The Community Plan identifies a number of steps that will make difference to local communities in Perth and Kinross, these have been identified that:

- By 2018/2019 there will be varied local initiatives to encourage physical activity and social interaction
- By 2020/2021 there will be improved cycling and walking routes into Perth City Centre, measures to reduce traffic and congestion related emissions and promotion of modal shift in transport from cars to active travel
- By 2027/2028 there will be members of the community with greater choice to change their transportation to more sustainable means and shared spaces developed through a collaborative approach with communities in order to create places that are multi use and to which people feel connected, with improved levels of cleanliness.

Any work to promote active travel should be supported by Perth & Kinross Council's Road Safety Plan. The main principle of the Road Safety Plan is to create a safe, secure and healthy environment for all who undertake journeys on the public road network.

## **2. More People Travelling More Actively More Often**

### **Aim**

The aim of this strategy is to encourage more people in Perth and Kinross to walk and cycle more often.

### **Objectives and Targets**

To achieve the aim of more people walking and cycling, Perth & Kinross Council and its partners will work to:

- Provide a more socially inclusive transport system
- Reduce the impacts of congestion, air pollution and severance of vehicular transport on Perth and Kinross Communities
- Improve public health
- Boost economic activity

Perth & Kinross Council and its partners will seek to:

- Increase the number of journeys made on foot across Perth and Kinross as recorded in the 2011 Census for Scotland
- Increase the number of journeys made by bike in Perth and Kinross as recorded in 2011 Census for Scotland
- Increase the proportion of residents of Perth and Kinross walking more than 30 minutes in one go per month by 5% by 2028 in comparison with a 2018 baseline
- Increase the proportion of residents cycling monthly or more often in Perth and Kinross by 50% by 2028 in comparison with a 2018 baseline

### **Strategy Overview**

The strategy recognises that across Perth and Kinross there has been a significant investment in walking and cycling infrastructure, along with behavioural change initiatives to encourage active travel. Each financial year, Perth & Kinross Council seeks to maintain and improve this infrastructure and training to increase the number of residents travelling more actively.

In Perth and Kinross, there has been significant investment in active travel infrastructure and training programmes, including the following projects:



- **Green Route Infrastructure** provides walking and cycling friendly road links between communities with reduced speed limits for example between Balado and Powmill via Coldrain and Aldie
- **Rural footway schemes** to provide key missing links for communities, including Woodside
- **Safer Routes to Schools** programme making use of School Travel Plans to help identify missing links to schools. This has resulted in a number of paths or widened footways being redetermined as Shared Use Paths, including links to the North Inch Community Campus, Blairgowrie High School and Longforgan Primary School.
- **School Exclusion Zones** have been promoted by Perth & Kinross Council at three trial period of 18 months since November 2016. The primary schools in the trial are Arngask Primary School, Burrelton Primary School and Luncarty Primary School. The School Exclusion Zones have been trialled to encourage active lifestyles to increase walking and cycling journeys, resulting in fewer car trips and improved road safety outside schools during peak periods due to less motor vehicle movements.
- **Bike and Scooter Parking** has been installed at key locations throughout Perth and Kinross within local communities and at various primary and secondary schools
- **WOW (Walk Once a Week) Travel Tracker** has been installed at a number of schools throughout Perth and Kinross in primary and secondary schools to allow pupils to record their travel journey to school using the classroom whiteboard. The data can then be analysed to establish travel trends
- **I Bike** programme helps embed a culture of active travel and create safer, happier and healthier school communities. The programme is a structured programme of practical activities for the school, including Hi-Viz days along with scooter and cycle sessions. The activities work to enable more pupils, parents/guardians/carers and teachers to travel actively by building their skills and confidence, encouraging greater road awareness and highlighting safer routes to school
- **Bikeability Scotland** programme is a cycle training scheme designed to give children the skills and confidence they need to cycle safely on the roads, and to encourage them to continue cycling into adulthood. Bikeability Scotland is promoted by Cycling Scotland and is delivered to children in three levels. As a guide, Level 1 is delivered to Primary 5, Level 2 in Primary 6 and Level 3 in Primary 7 to Secondary 2. Bikeability Scotland programme is available to all schools in Perth and Kinross and has been delivered to approximately 50% of all schools.
- **Breeze Perthshire & Angus** is a cycle training scheme promoted by British Cycling aimed at encouraging women to get out on their bikes all year round. The Breeze programme is delivered by volunteers, with regular rides taking place throughout Perth and Kinross
- **Perth on the Go and Crieff on the Go** are projects that have been developed to help local residents and visitors to reduce the amount of congestion and traffic pollution, by getting people in Perth and Crieff to be more active. The project highlights the cost of travelling by car and other alternatives for key residential settlements to try and encourage residents to travel by public transport or consider active travel methods
- **Controlled Crossing Facilities** request have been received by many local communities to assist pedestrian movements across the public road network. The sites identified will be assessed in collaboration with the Centre for Inclusive Living Perth & Kinross to ensure that the needs of the people with mobility, visual or hearing restrictions are taken into account.
- **Stride for Life** was launched by Live Active Leisure, a volunteer led walking initiative, to encourage inactive members of the public with less mobility confidence to undertake journeys themselves through a network of community based walking groups which provide support and are available across Perth and Kinross.

- **All Ability Cycling** is a partnership project led by Live Active Leisure. They have a range of accessible bikes based at Bells Sports Centre in Perth, and Perth & Kinross Council day opportunities have developed a stock in Crieff. Cycle leader training and led sessions are offered, and groups or individuals can use the bikes. The long term aim is to enable access to these bikes across Perth and Kinross to allow everyone to enjoy the benefits of cycling

There is an opportunity for Perth & Kinross Council and partners to continue the investment in active travel infrastructure and training to encourage more people to walk and cycle more often.

To increase the number of residents travelling more actively, more infrastructure improvements can be provided. This includes the expansion of the Green Route Networks as well as by increasing the number of shared use paths, safer crossing locations and cycle parking. Residents need to be informed of the facilities that are available and where they are located to help them to travel more actively.

The strategy seeks to improve access to support and training to foster a shift of travel culture so that many more people perceive active travel to be safe, relevant and normal for their journey choice.

Actions to achieve these outcomes are contained in the next section of this strategy. Perth & Kinross Council and its partners will provide support, where possible, to ensure the outcomes are delivered and ensure that good value investments are made in a co-ordinated manner.

## **Strategic Priorities**

The Active Travel Strategy has been developed to encourage more people to travel more actively more often, be that for utility journeys or for leisure. To encourage more active travel, the following initiatives will be progressed:

- Improve active travel networks
- Improve other active travel infrastructure (such as bike parking)
- Improve information on networks or opportunities to use them
- Enable more people to walk and cycle more often (such as by helping them get access to a bike)
- Encourage more people to walk and cycle more often (by promoting the benefits of doing so)

The initiatives that are most appropriate in any given circumstance will depend on existing facilities and programmes, and on the needs and aspirations of the target communities.

This strategy is seeking to influence both utility and leisure active travel modes throughout Perth and Kinross. It is recognised that not all measures can be implemented in the short term. As such, the strategy is aspirational in nature and dependent of funding being available.

This strategy seeks to promote active travel:

- Across Perth and Kinross; including in the City of Perth, its various towns, villages and rural areas
- For all people whether they are residents of, or visitors to, Perth and Kinross regardless of income or disability, and whatever other transport choices they have available to them.

Perth & Kinross Council, along with funding partners, will work to ensure that the strategy prioritises investment in active travel to achieve best value amongst diverse and sometimes conflicting needs.

## **Partnership**

In Perth and Kinross, it is recognised that the promotion of the Active Travel Strategy requires collaborative working between public, private and third sector agencies.

A number of partners were consulted in the development and delivery of this strategy, they include:

- Public Sector Partners
  - Neighbouring local authorities
  - TACTRAN
  - NHS Tayside
  - Live Active Leisure
  - Transport Scotland
- Private Sector Partners
  - Bike shops and other providers of commercial cycling-related services
  - Abellio
  - Major employers that encourage cycling
  - Visit Scotland
- Third Sector Partners
  - Local cycle advocates, clubs and interest groups including:
    - ByCycle
    - Coupar Angus Cycling Hub
    - Highland Perthshire
  - Sustrans
  - Cycling Scotland
  - CTC
  - Living Streets

### **3. Achieving the Strategy**

The Active Travel Strategy has been developed to encourage residents and visitors to travel more actively in the local area. By encouraging residents and visitors to be more active, it can help improve their health and wellbeing.

It is acknowledged that through encouraging more active travel residents and visitors are helping create a more pleasant community by cutting carbon emissions and other pollution.

To encourage active travel, measures such as building infrastructure or other interventions that would encourage a behavioural change are required. Perth & Kinross Council has constructed a number of shared use paths to encourage walking and cycling. There has also been a designation of a number of existing footways and footpaths to become shared use for both walking and cycling. It is proposed that Perth & Kinross Council will continue to expand the Active Travel Network throughout the local area.

It is important that the use of the Active Travel Network is encouraged through advertisement. To encourage the use of the network, improved information will be required which will include the erection of signage for infrastructure, along with electronic maps, interactive websites and social media, so that members of the public are aware of where the infrastructure is located.

A number of actions will be required to meet the objectives of the strategy to encourage more people in Perth and Kinross to walk and cycle more often.

#### **Leadership and Governance**

To ensure that the strategy objectives are met within the suggested dates, Perth & Kinross Council and responsible partners will:

- Take responsibility for leading the delivery of this strategy and updating it when required
- Establish and offer to chair an Active Travel Forum, comprising invited representatives of public, private and third sector organisations with an interest in promoting active travel, in order to co-ordinate investment and effort to meet shared objectives
- Actively track and respond to opportunities to secure third party funding or support for measures that encourage active travel
- Review relevant policy and practice across all its departments (including transport, planning, outdoor access, education and social care) to identify synergies with the promotion of active travel, or where they may discourage uptake of walking or cycling.

## Audit and Understanding

Perth & Kinross Council and responsible partners will undertake an audit of the Active Travel Network in both urban and rural locations to help understand where paths and routes can be expanded to provide links to key destinations. The audit should identify:

- The standard of the path
- How accessible is the path
- Are there suitable crossing points along and to/from the path
- Does the path require any maintenance, is there overgrown vegetation, litter or other matters that detract from the attractiveness of the route
- Is there suitable route signage

As part of the audit of the Active Travel Network, Perth & Kinross Council and responsible partners will:

- Review the existing network to identify key locations where there are missing links or better connections could be provided, helping to maximise the number of people who are travelling actively
- Develop an Active Travel Monitoring Plan, collecting qualitative data on active travel in Perth and Kinross
- Work in collaboration with the Centre for Inclusive Living will undertake a Street Audit of crossing locations to identify locations for dropped kerbs to prioritise the locations where work needs to be carried out.

## Route Network Development

Perth & Kinross Council and responsible partners will seek to improve the Active Travel Network in both urban and rural areas to encourage residents and visitors to walk and cycle more often. The infrastructure will be constructed where it has been identified by stakeholders that there are missing links in the Active Travel Network. To ensure Safer Routes to Schools, School Travel Plans will be used to identify missing links in the Active Travel Network to ensure that all age ranges are encouraged to walk and cycle.

It is important the Active Travel Network is:

- **Connected** – continue to construct paths and routes that connect with Homes, Schools, Shops and Employment
- **Comfortable** – continue to provide and maintain quality paths and routes, which avoid steep slopes
- **Convenient** – continue to seek paths and routes that connect directly between community assets

To ensure that the Active Travel Network is Connected, Comfortable and Convenient, there may be a need to introduce Traffic Calming Measures to reduce the speeds of motorised vehicles so that residents and visitors feel safe using the network. Other measures such as segregating cyclists and motorised vehicles may help residents and visitors feel safe and encourage them to use the Active Travel Network.

Due to the topography of the Perth and Kinross area, it should be acknowledged that routes identified may have steep inclines for short sections. The introduction of a Bike Hire Scheme with electric bikes could help residents or visitors overcome the steeper inclines.

## **Other Active Travel Infrastructure**

Perth & Kinross Council and responsible partners will work with other stakeholders to:

- Identify locations where other infrastructure is required to encourage active travel. This could include the provision of electric bikes, cycle parking or cycle lockers
- Seeking to ensure its facilities such as schools, libraries and Park & Ride sites are well connected to Active Travel Networks
- Engage with Rail Authorities to ensure that any rail station improvements will allow for the best access possible for people using active travel methods. As part of the improvements, highly visible secure cycle parking should be provided close to pedestrian entrances to the concourse
- Work in collaboration with Rail Authorities will aim to develop and promote the use of the Bike & Go cycle hire scheme at Perth Railway Station
- Support road safety initiatives and schemes where these can help improve perceptions of safe, and pleasant active travel.

## **Improving Information**

Perth & Kinross Council and responsible partners will continue:

- to maintain and actively disseminate:
- An up to date map of cycle and walking routes throughout Perth and Kinross, to be available online and in map print format. The map will include the locations of the Green Route Network
- provide locations of cycle racks installed throughout the area in an online format
- check that Active Travel Networks are accurately represented
- provide support to Sustrans Scotland to help them develop the Bike Life Report for the City of Perth.

## **Enabling Active Travel**

Perth & Kinross Council and responsible partners will continue to enable active travel and will:

- Work with schools to encourage them to have an up to date travel plan, and continue to provide support to schools for implementation of the actions within them
- Support and promote a toolkit for schools and Parent Public Council's to set-up and coordinate bike-trains and walking-buses easily and effectively
- Support the third sector and/or private sector partners to expand provision for and the promotion of cycle training (including safe on-road riding and bike maintenance) for older children and adults
- Continue to support the Bikeability Training Co-ordinator to deliver Bikeability schemes throughout the area:
  - ❖ Striving to provide Bikeability training to all P5 to P7 pupils
  - ❖ Striving to deliver Bikeability training level 3 in at least 50% of Perth and Kinross secondary schools
- Advertise health walks and other programmes to support people who are less confident about walking or cycling, and work with Live Active Leisure to support the projects they undertake in this area.

## Encouraging Active Travel

Perth & Kinross Council and responsible partners will promote active travel to:

- Encourage all secondary schools to promote active travel to their pupils and expand the role of *I Bike* or other similar projects, to facilitate cycling by secondary school children to and from school as well as for leisure
- Achieve Cycle Scotland's Cycle Friendly status and advocate that other employers in the area do the same
- Encourage primary and secondary schools in the area to achieve Cycle Scotland's Cycle Friendly status
- Promote a cycle awareness training scheme to its fleet drivers, through the Fleet Manager who will identify the relevant drivers for training
- Work with partners to promote where possible, high profile cycling or walking events that will encourage more people to travel actively
- Continue to engage with the initiatives that encourage school pupils to travel more actively and record their journeys
- Promote Park & Stride sites at schools and seek to encourage parents/guardians/carers to utilise these locations rather than parking at the school gate
- Work with bus operators and TACTRAN to promote the On the Go brand.
- develop an active travel plan for the Council, and support partners and businesses in developing their own.

## **4. Monitoring Plan**

In order to measure the effectiveness of the strategy Perth & Kinross Council will monitor walking and cycling across the area. There are a number of sources where data can be collected for monitoring how actively the residents of Perth and Kinross are travelling. These include:

- Automatic Walking and Cycling Counters
- Hands Up Scotland Survey
- WOW Travel Tracker
- Bike Life Surveys

It is acknowledged that many projects and initiatives undertaken throughout Perth and Kinross have had a positive impact on the quality of life by increasing activity levels. The success of these projects should be monitored, to ensure efforts are channelled to reach those individuals and communities that will benefit the most.

### **Automatic Walking and Cycling Counters**

Across Perth & Kinross Council, a number of cycling and walking counters have been installed, which record the number of users making use of the infrastructure provided. The counters are located in a mix of urban and rural locations at on road and off road points.

The counters will be used to help establish a baseline and monitor any changes from the baseline for walking and cycling within Perth and Kinross. A programme of installing additional counters will be implemented to supplement the existing counters.

### **Hands Up Scotland Survey**

Another opportunity to monitor active travel is from the Hands Up Scotland Survey carried out annually in September, sampling the method of transport used by pupils travelling to schools. The survey has been co-ordinated by Sustrans since 2008, being carried out on one day over the week's survey period, allowing schools to select the best day for them given weather conditions, or local events. The Hands Up Scotland Survey is seen as a robust and accurate source of data and can be used to provide a baseline value as well as to monitor progress.

### **WOW Travel Tracker**

WOW is a project that runs all year round encouraging schools to walk at least once a week. The WOW challenge has been running for a number of years in Perth and Kinross. Travel patterns are recorded using the Travel Tracker, an online tool that has been developed to enable pupils to record the journeys that the pupils took to school, using the classroom whiteboard. The Travel Tracker allows Perth & Kinross Council to monitor how many pupils travelled actively to school.

### **Bike Life Surveys**

Perth & Kinross Council was invited by Sustrans to participate in Bike Life, which is an assessment of cycling in cities across the United Kingdom and included Edinburgh. Bike Life was inspired by the Copenhagen Bicycle Account, and is an assessment of cycling development including cycling conditions, new initiatives, and satisfaction with various aspects of cycling.



The Scottish Government recognised the value of Bike Life for Edinburgh and as part of the Cycle Action Plan for Scotland set out an action point that all seven Scottish cities should participate in Bike Life. As a result, Sustrans have been provided with funding to undertake this project.

The information in the report will come from the collection of local data, including a representative survey of up to 1000 residents.

The Bike Life project will focus on the City of Perth, with Perth & Kinross Council providing various pieces of data that Sustrans require to undertake the report.

## **Actions**

In order to continue the monitoring of the plan, data will be collected from a number of sources to determine how actively people within Perth and Kinross are travelling.

The following actions will be undertaken to monitor active travel:

- Continue to regularly monitor the data from the Automatic Walking and Cycling Counters
- Seek new locations to install Automatic Walking and Cycling Counters on the existing network and new infrastructure
- Review the Hands Up Scotland Survey data when the data becomes available
- Review the WOW Travel Tracker Outputs to monitor how actively pupils are travelling to school

## 5. Walking and Cycling Network

The map, shown in Figure 1, shows the walking and cycling network that has been developed in Perth and Kinross over the last few years. The map shows the Green Route Network, Off Road Sections and the National Cycle Network.

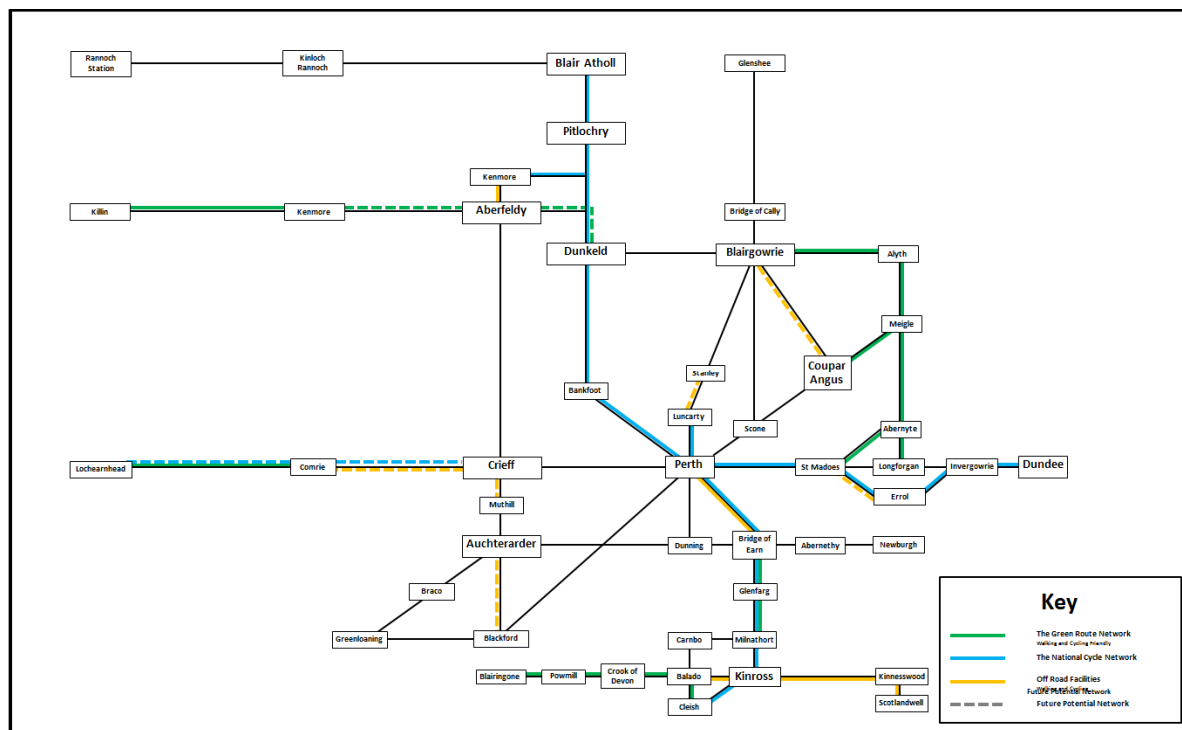


Figure 1:- Walking and Cycling Network in Perth and Kinross

The map shows that there are a number of locations where Perth and Kinross can provide links, through the work of local communities and the local authority. Future links have been added in dotted lines to show where there potential work to help improve links between communities.

Within Perth City Centre there are aspirations to improve walking and cycling links, which have were identified in the City Plan.

Perth & Kinross Council has been undertaking a cycling masterplan project which has been undertaken to identify key routes into Perth City Centre. The proposals are shown in Figure 2.

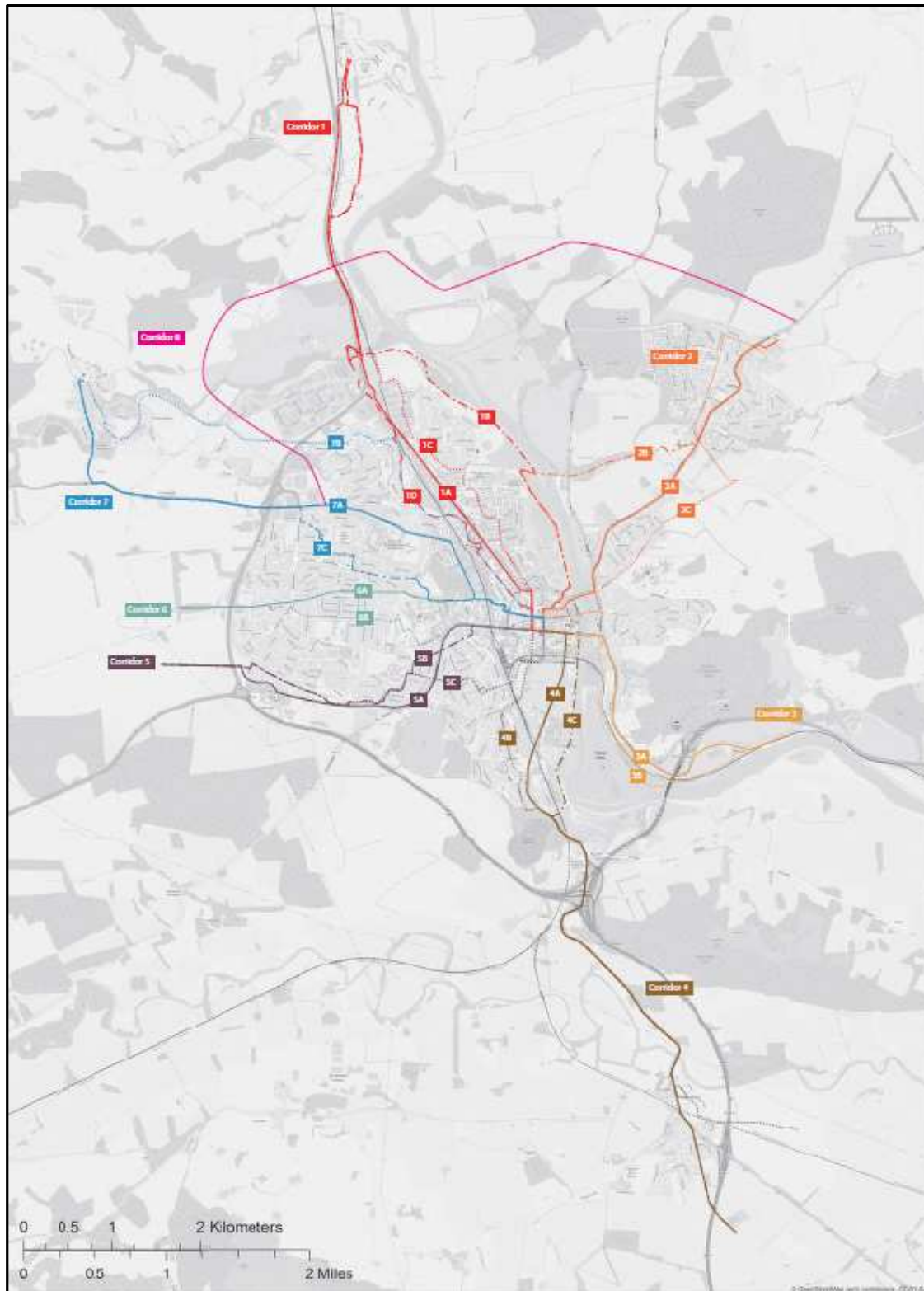


Figure 2:- Aspirations for Perth City Centre identified in Cycle Masterplan work

Figure 2, shows eight corridors that there is potentially a key link which will help encourage Active Travel.

Further work needs to be done to identify the potential of each of these corridors.

## **6. Action Plan**

The action plan sets out the approach that will be taken by Perth & Kinross Council and its partners to achieve an increase in active travel. The Action Plans are categorised under the following headings:

- Leadership and Governance
- Audit and understanding
- Route Network Development
- Other Active Travel Infrastructure
- Improving Information
- Enabling active travel
- Encouraging active travel

## **7. Thanks**

This strategy has been produced with input from various partners that are most involved currently in helping to promote walking and cycling in Perth and Kinross; their input is greatly appreciated.

## Active Travel Strategy for Perth and Kinross

### Action Plan

| Action Number                    | Sub Action | Action                                                                                                                                                                                                                                                                                       | Timescale (Short, Medium, Long) | Priority Action (Low, Medium, High) | Ownership                       |
|----------------------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|---------------------------------|
| <b>Leadership and Governance</b> |            |                                                                                                                                                                                                                                                                                              |                                 |                                     |                                 |
| 1                                |            | To ensure that the strategy objectives are met within the suggested dates, Perth & Kinross Council will take responsibility for leading the delivery of this strategy and updating it when required.                                                                                         | M                               | M                                   | Various Departments             |
| 2                                |            | Perth & Kinross Council will establish and chair an Active Travel Forum, comprising of invited representatives with an interest in promoting active travel, in order to co-ordinate investment and effort to meet shared objectives.                                                         | S                               | M                                   | Various Departments<br>Partners |
| 3                                |            | Perth & Kinross Council will actively track and respond to opportunities to secure in third party funding or support for measures to encourage active travel.                                                                                                                                | S                               | M                                   | Various Departments             |
| 4                                |            | Perth & Kinross Council will review relevant policy and practice across all its departments (including transport, planning, outdoor access, education and social care) to identify synergies with the promotion of active travel, or where they may discourage uptake of walking or cycling. | S                               | H                                   | Various Departments             |

| Action Number                  | Sub Action | Action                                                                                                                                                                                                                                    | Timescale (Short, Medium, Long) | Priority Action (Low, Medium, High) | Ownership                                                         |
|--------------------------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|-------------------------------------------------------------------|
| <b>Audit and Understanding</b> |            |                                                                                                                                                                                                                                           |                                 |                                     |                                                                   |
| 5                              |            | Perth & Kinross Council will undertake an audit of the Active Travel Network in both urban and rural locations to help understand where paths and routes can be expanded to provide links to key destinations. The audit should identify: | S                               | M                                   | Various Departments                                               |
|                                | A          | • Is the path of a reasonable standard                                                                                                                                                                                                    |                                 |                                     |                                                                   |
|                                | B          | • How accessible is the path                                                                                                                                                                                                              |                                 |                                     |                                                                   |
|                                | C          | • Are the crossing points suitable                                                                                                                                                                                                        |                                 |                                     |                                                                   |
|                                | D          | • Does the path require any maintenance, is their overgrown vegetation, litter or other matters that detract from the attractiveness of the route                                                                                         |                                 |                                     |                                                                   |
|                                | E          | • Does the path link to public destinations                                                                                                                                                                                               |                                 |                                     |                                                                   |
| 6                              |            | Perth & Kinross Council will review the existing network to identify key locations where there are missing links or better connections could be provided, helping maximise the number of people who are travelling actively               | M                               | M                                   | Traffic & Network                                                 |
| 7                              |            | Continue to monitor projects and initiatives undertaken throughout Perth and Kinross can have a positive impact on the quality of life by increasing activity levels                                                                      | M                               | M                                   | Various Departments                                               |
| 8                              |            | Perth & Kinross Council will seek to ensure that Path Network is suitability signed to encourage their usage                                                                                                                              | M                               | M                                   | Traffic & Network                                                 |
| 9                              |            | Perth & Kinross Council will develop an Active Travel Monitoring Plan, collecting qualitative data on Active Travel in Perth and Kinross                                                                                                  | S                               | H                                   | Various Departments                                               |
| 10                             |            | Perth & Kinross Council, in collaboration with appropriate organisations, will undertake a Street Audit of crossings to identify locations for new or improvements to existing dropped kerbs and tactile paving                           | S                               | M                                   | Traffic & Network / Centre for Inclusive Living Perth and Kinross |
| 11                             |            | Review the current walking and cycling routes from Perth Bus Station and Perth Railway Station to the City Centre and implement any improvements identified                                                                               | S                               | M                                   | Various Departments                                               |
| 12                             |            | Review the current walking and cycling routes to other railway stations throughout Perth and Kinross and implement any improvements identified                                                                                            | S                               | M                                   | Various Departments                                               |
| 13                             |            | Review the location of guardrails across Perth and Kinross to ensure that the guardrail is still required and if required is it in a good condition                                                                                       | S                               | M                                   | Traffic & Network                                                 |
| 14                             |            | Continue to update the School Travel Plans annually, with data from the Hands Up Survey Scotland undertaken annually in September                                                                                                         | S                               | M                                   | Education Services                                                |
| 15                             |            | Seek to create a standard format and layout for School Travel Plans                                                                                                                                                                       | M                               | M                                   | Traffic & Network                                                 |
| 16                             |            | Undertake an assessment of controlled crossing locations to ensure the location, signage and illumination of crossing site is suitable and high-friction surfacing is in place                                                            | S                               | M                                   | Traffic & Network                                                 |
| 17                             |            | Undertake an assessment of School Crossing Patroller locations, to ensure that the location, signage and dropped kerbs are in place                                                                                                       | S                               | H                                   | Traffic & Network / Education Services                            |

| Action Number                    | Sub Action | Action                                                                                                                                                                                                       | Timescale (Short, Medium, Long) | Priority Action (Low, Medium, High) | Ownership                             |
|----------------------------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|---------------------------------------|
| <b>Route Network Development</b> |            |                                                                                                                                                                                                              |                                 |                                     |                                       |
| 18                               |            | In response to path audits, we will implement the recommendations to make shared use paths accessible to all users                                                                                           | S                               | M                                   | Traffic & Network                     |
| 19                               |            | Perth & Kinross Council will seek to explore the expansion of the Green Route Network                                                                                                                        | S                               | M                                   | Traffic & Network                     |
| 20                               |            | Consider the reallocation of road space to enable active travel                                                                                                                                              | L                               | M                                   | Traffic & Network / Sustrans Scotland |
| 21                               |            | Develop the Gold Routes identified in the Perth City Plan to key locations such as the railway station, the river and the harbour, PH20 and Perth College UHI, creating attractive routes                    | L                               | M                                   | Traffic & Network / Sustrans Scotland |
| 22                               |            | Install advanced stop lines for cyclists at new signalised junctions and review existing signalised boxed junctions                                                                                          | M                               | M                                   | Traffic & Network                     |
| 23                               |            | Enforce compliance of the Streetworks Acts, ensuring that utilities reinstate lines, symbols and coloured surfaces where they are working on the road network                                                | S                               | M                                   | Traffic & Network                     |
| 24                               |            | Work with developers to ensure that new developments prioritise shared use paths for paths that link between key trip attractors, including schools, employment zones, housing and retail, wherever possible | S                               | M                                   | Planning Services                     |
| 25                               |            | Continue to install Toucan crossings at suitable locations where walking and cycling is encouraged                                                                                                           | M                               | M                                   | Traffic & Network                     |

| Action Number                      | Sub Action | Action                                                                                                                                                                                                                                                                                                                      | Timescale (Short, Medium, Long) | Priority Action (Low, Medium, High) | Ownership                              |
|------------------------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|----------------------------------------|
| Other Active Travel Infrastructure |            |                                                                                                                                                                                                                                                                                                                             |                                 |                                     |                                        |
| 26                                 |            | Perth & Kinross Council will work with other stakeholders to identify locations where other infrastructure is required to encourage Active Travel. Facilities that Perth & Kinross Council could provide include cycle parking or cycle lockers                                                                             | S                               | M                                   | Traffic & Network                      |
| 27                                 |            | Review and install cycle and scooter parking at suitable and convenient locations throughout Perth and Kinross. Seek to install infrastructure that is suitable for adult and child bikes at the following locations:                                                                                                       | M                               | M                                   | Traffic & Network and funding partners |
|                                    | A          | • Cinemas                                                                                                                                                                                                                                                                                                                   |                                 |                                     |                                        |
|                                    | B          | • Train Stations                                                                                                                                                                                                                                                                                                            |                                 |                                     |                                        |
|                                    | C          | • Libraries                                                                                                                                                                                                                                                                                                                 |                                 |                                     |                                        |
|                                    | D          | • Council Facilities                                                                                                                                                                                                                                                                                                        |                                 |                                     |                                        |
|                                    | E          | • Park & Ride Sites                                                                                                                                                                                                                                                                                                         |                                 |                                     |                                        |
|                                    | F          | • Retail Locations                                                                                                                                                                                                                                                                                                          |                                 |                                     |                                        |
| 28                                 |            | Perth & Kinross Council will engage with Rail Authorities, to ensure that any rail station improvements will allow for the best access possible for people using Active Travel methods. As part of the improvements, highly visible secure cycle parking should be provided close to pedestrian entrances to the concourse. | L                               | M                                   | Planning & Development                 |
| 27                                 |            | Perth & Kinross Council in collaboration with Rail Authorities will aim to develop and promote the use of the Bike & Go cycle hire scheme at Perth Railway Station.                                                                                                                                                         | M                               | M                                   | Planning & Development                 |
| 28                                 |            | Continue to ensure bike racks are clear of abandoned bikes and items stored on the racks and removed following the correct policy and procedures                                                                                                                                                                            | S                               | H                                   | Traffic & Network / Waste Services     |



| Action Number         | Sub Action | Action                                                                                                                                                                                                     | Timescale (Short, Medium, Long) | Priority Action (Low, Medium, High) | Ownership           |
|-----------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|---------------------|
| Improving Information |            |                                                                                                                                                                                                            |                                 |                                     |                     |
| 29                    |            | Perth & Kinross Council will continue to maintain and actively disseminate an up to date map of cycle and walking routes throughout Perth and Kinross . The map will include the locations of green routes | S                               | M                                   | Traffic & Network   |
| 30                    |            | Perth & Kinross Council will provide locations of cycle racks installed throughout the area in an online format                                                                                            | S                               | M                                   | Traffic & Network   |
| 31                    |            | Perth & Kinross Council will check that Active Travel networks are accurately represented                                                                                                                  | S                               | M                                   | Traffic & Network   |
| 32                    |            | Perth & Kinross Council will provide support to Sustrans Scotland to help them develop the Bike Life Report for completion by 2018                                                                         | S                               | H                                   | Traffic & Network   |
| 33                    |            | Perth & Kinross Council will continue to develop, update and implement the Corporate Travel Plan                                                                                                           | S                               | M                                   | Regulatory Services |
| 34                    |            | Perth & Kinross Council will continue to develop, update and implement the Staff Travel Plan                                                                                                               | S                               | M                                   | Regulatory Services |
| 35                    |            | Continue to monitor Automatic Travel Counters throughout Perth & Kinross and where possible expand the monitoring equipment                                                                                | S                               | M                                   | Traffic & Network   |

| Action Number                 | Sub Action | Action                                                                                                                                                                                | Timescale (Short, Medium, Long) | Priority Action (Low, Medium, High) | Ownership                              |
|-------------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|----------------------------------------|
| <b>Enabling Active Travel</b> |            |                                                                                                                                                                                       |                                 |                                     |                                        |
| 36                            |            | Review the 20mph Strategy for Perth & Kinross Council                                                                                                                                 | S                               | M                                   | Traffic & Network                      |
| 37                            |            | Support the expansion of the Bike & Go in Perth & Kinross                                                                                                                             | L                               | L                                   | Planning & Development                 |
| 38                            |            | Implement Park & Stride programme at schools where it is identified in the School Travel Plan that there are significant issues with vehicular movements at the school gates          | M                               | M                                   | Traffic & Network / Education Services |
| 39                            |            | Review the success of the School Exclusion Zone (SEZ) pilot and, if deemed to be successful, seek to identify schools that are suitable and could benefit from the provision of a SEZ | S                               | M                                   | Traffic & Network / Education Services |
| 40                            |            | Seek to find a suitable bus provider who will promote the carriage of non-folding bikes on rural services                                                                             | L                               | L                                   | Public Transport Unit                  |
| 41                            |            | Create a Low Carbon Hub at Broxden Park & Ride to encourage Active Travel into Perth City Centre                                                                                      | L                               | L                                   | Planning & Development                 |
| 42                            |            | Support the development of the All Ability Bikes at Bell's Sports Centre                                                                                                              | S                               | H                                   | Live Active Leisure                    |
| 43                            |            | Consider adding average walking times to signage from Perth Train and Bus Station to encourage Active Travel into the Perth City Centre                                               | M                               | M                                   | City Centre Management                 |
| 44                            |            | Develop the streetscape projects identified in the Perth City Plan                                                                                                                    | L                               | M                                   | City Centre Management                 |
| 45                            |            | Support the development and expansion of a Bike/eBike Hire scheme in Perth City Centre to link into the Low Carbon Hub at Broxden Park & Ride                                         | L                               | M                                   | Planning & Development                 |

| Action Number             | Sub Action | Action                                                                                                                                                   | Timescale (Short, Medium, Long) | Priority Action (Low, Medium, High) | Ownership                                             |
|---------------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|-------------------------------------------------------|
| Encouraging Active Travel |            |                                                                                                                                                          |                                 |                                     |                                                       |
| 46                        |            | Continue to support the I Bike Officer in the promotion of cycling in Perth and Kinross                                                                  | S                               | H                                   | Traffic & Network / Sustrans Scotland                 |
| 47                        |            | Implement Active Travel Marketing and Communications through social media, using On the Go brand, Facebook and Twitter                                   | S                               | M                                   | Planning & Development                                |
| 48                        |            | Continue to roll out Bikeability Training to primary and secondary schools to encourage safe cycling:                                                    | S                               | M                                   | Housing Community Care                                |
|                           | A          | • Make Bikeability training available to all P5 - 7 pupils                                                                                               |                                 |                                     |                                                       |
|                           | B          | • Make Bikeability Training available to all Secondary Schools                                                                                           |                                 |                                     |                                                       |
|                           | C          | • Make cycle training available to all children and adults that want to participate                                                                      |                                 |                                     |                                                       |
| 49                        |            | Continue to promote walking and cycling through the Curriculum for Excellence                                                                            | S                               | H                                   | Education Services                                    |
| 50                        |            | Continue the maintenance programme of shared use paths, including clearance of vegetation, and the cleaning and maintenance of signing                   | S                               | M                                   | Road Maintenance Partnership                          |
| 51                        |            | Support Police Scotland's bike theft prevention scheme, such as the bike register scheme, to help reduce bike theft                                      | S                               | M                                   | Various Departments                                   |
| 52                        |            | Perth & Kinross Council will continue to support and encourage events that results in more Active Travel                                                 | S                               | M                                   | City Centre Management                                |
| 53                        |            | Continue to provide driver awareness training for bikes for Council staff driving large or heavy goods vehicles                                          | M                               | M                                   | Waste Services                                        |
| 54                        |            | Increase the number of schools that have been awarded Cycle Friendly Schools status                                                                      | M                               | M                                   | Education Services / Cycling Scotland                 |
| 55                        |            | Seek to update Perth & Kinross Council's Staff Travel Plan for the main buildings in Perth, summarising the Journey to Work                              | M                               | M                                   | Traffic & Network                                     |
|                           | A          | • Pullar House                                                                                                                                           |                                 |                                     |                                                       |
|                           | B          | • 2 High Street                                                                                                                                          |                                 |                                     |                                                       |
|                           | C          | • 3 - 5 High Street                                                                                                                                      |                                 |                                     |                                                       |
|                           | D          | • Friarton Depot                                                                                                                                         |                                 |                                     |                                                       |
| 56                        |            | Review the parking charges regime to encourage Active Travel in Perth City Centre                                                                        | M                               | M                                   | Parking Services                                      |
| 57                        |            | Perth & Kinross Council will explore the implementation of Beat the Street programme to encourage Active Travel within local cities, towns and villages. | S                               | M                                   | Traffic & Network / Live Active Leisure / NHS Tayside |
| 58                        |            | Perth & Kinross Council will encourage schools who have access to the WOW Travel Tracker to continue using the project                                   | M                               | M                                   | Planning & Regeneration / Living Streets              |
| 59                        |            | Perth & Kinross Council will continue to encourage the expansion of Stride for Life and Community Led Walks                                              | S                               | M                                   | Live Active Leisure / Paths for All                   |
| 60                        |            | Perth & Kinross Council will encourage the use of Bike Trains and Walking Buses to and from schools                                                      | S                               | M                                   | Education Services                                    |



**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****PERTH WINTER FESTIVAL****Report by Executive Director (Environment)**

This report outlines the approach taken to the development and implementation of the 2017/18 Perth Winter Festival along with its estimated impacts.

**1. BACKGROUND**

- 1.1 At its meeting of 8 March 2017, the Enterprise and Infrastructure Committee considered a report on the development and performance of the Perth Winter Festival (Report No 17/97 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 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 2017/18 Festival to a future meeting of the Committee.
- 1.2 The purpose of this report is to outline the approach to the 2017/18 Winter Festival along with its key outputs and impacts.

**2. PROGRAMME DEVELOPMENT**

- 2.1 Since its establishment in 2013, the Winter Festival has evolved from a one day Christmas Lights event to an extensive programme which now extends from Hallowe'en to the new Perth Riverside Light Nights event. The Festival is, therefore, an overarching programming and marketing device for milestone events in the period from the end of October to mid-February. Although they are part of an overall programme, each of these events requires its own operational and management plans to ensure safe and effective delivery. In addition, their content is designed to appeal to the local catchment and visitor markets alike. It is also intended that, wherever possible, the events provide a platform for performers and artists from Perth and Kinross, with the programme including performances by dance troupes, bands and musicians of different genres, and poets. This includes the two day Christmas Lights event with local acts featuring on both the main stage and secondary stages on the first day of the weekend (Saturday). In addition, the Sunday of the Christmas Lights events remains a community focussed day. There is also a strong focus on the promotion of local food and drink offers at the events. Therefore, while there is a strong economic imperative to deliver an innovative programme to support the visitor economy, there are also softer benefits

derived from the festival in terms of cultural participation, community engagement, and civic well-being.

- 2.2 As in previous years, officers met with elected members in October 2017 to consider and discuss issues relating to the development and delivery of the programme of events for winter. The meeting had a particular focus on agreeing the scale and scope of the major feature of the Festival – the Christmas Lights event. Given the significant growth in audience numbers, it was agreed that, for 2017, Tay Street would continue to be the location of the main stage, with a series of other entertainment zones operating within the city centre throughout the day. The traditional Chocolate Festival was further developed for 2017 to become the first Chocolate and Gin Festival in Scotland, with participation from artisan producers from Perth and Kinross and elsewhere in Scotland. In view of the growth in visitor numbers in recent years and the anticipated audience, new measures were put in place around the Tay Street, High Street and George Street areas to mitigate congestion and ensure the safe movement of pedestrians, for the Christmas Light Switch on day itself.
- 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 2017, 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. The main events within the 2017/2018 Winter Festival were:
- Hallowe'en Parade and Fun Night – Saturday, 28 October 2017
  - Fireworks and Bonfire Night – Sunday, 5 November 2017
  - Christmas Lights event – Saturday, 18 November 2017 (Christmas Light Switch On)
  - Christmas Lights event – Sunday, 19 November 2017 (Festive Feast and Community Day)
  - St Andrew's Day celebrations – Sunday, 26 November 2017
  - Churches Lantern and Nativity Parade – Saturday, 2 December 2017
  - Santa Run – Saturday, 9 December 2017
  - Perth Riverside Light Nights – Saturday, 27 January to Wednesday, 14 February 2018
- 2.5 The Riverside Light Nights were first staged in 2017 at the Norie Miller Walk on Perth's riverside. Following its success in attracting large visitor numbers last year, this sound, lights and entertainment event was further developed for 2018 with the inclusion of additional themes, and enhanced entertainments and catering provision by local producers. The purpose of this event is to conclude the Winter Festival, encourage evening visits to the city and also demonstrate how feature lighting enhances the city scape. The event commenced with two themed evenings to mark Burns Night and the programme included Superheroes, Alice in Wonderland, LED LightNight, Wizard of Oz, Chinese New Year, and concluded with Valentine's Day.

The Burns Night events were supported by EventScotland as part of the Scotland's Winter Festivals initiative.

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 highlights the seasonal events that are 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     | £33,290                  | £150           | £33,140                |
| Christmas Lights event              | £217,203                 | £41,000        | £176,203               |
| Festive Feast                       | £17,206                  | 0              | £17,206                |
| St Andrew's Day celebrations        | £30,040                  | 0              | £30,040                |
| Churches Lantern and Nativity Event | £850                     | 0              | £850                   |
| Santa Run                           | £1,675                   | 0              | £1,675                 |
| Riverside Light Nights              | £93,236                  | £13,300        | £79,936                |
| <b>Total</b>                        | <b>£393,500</b>          | <b>£54,450</b> | <b>£339,050</b>        |

2.8 The key features of the Christmas Lights Switch On event included:

- Main stage acts including local bands as well as Mud, the Hunna, Boyzlife, Alesha Dixon, East 17
- Horsecross Plaza children's stage featuring tribute acts, clown shows
- Outdoor Ice Rink at Horsecross Plaza
- King Edward Street stage featuring a varied programme of acts
- Themed entertainment zones and street performers throughout the city (including funfair and outdoor ice rink at Horsecross Plaza)
- Scotland's Chocolate and Gin Festival in the High Street
- Ice sculptures & live ice carvings
- The switch on of the Christmas Lights by the Provost which featured a pyrotechnic display

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

|                                                        |                 |
|--------------------------------------------------------|-----------------|
| Staging and infrastructure                             | £68,866         |
| Marketing                                              | £8,508          |
| Health & Safety/stewarding                             | £18,625         |
| Entertainment (all stages and street entertainers etc) | £112,204        |
| Miscellaneous (signs, power charges, etc)              | £9,000          |
| <b>Total</b>                                           | <b>£217,203</b> |

### 3. EVALUATION

- 3.1 As outlined in the March 2017 report to the Enterprise and Infrastructure Committee (Report No 17/97 refers), an independent extensive programme of research and evaluation was undertaken of the Christmas Lights and St Andrew's Day events in the 2016/17 Winter Festival. This encompassed a series of visitor surveys which in turn provided the basis for impact assessments including estimates of the expenditure generated by the events. This estimated a net economic expenditure of £1.62 million and £144K respectively. In view of the extensive studies undertaken for the events in 2016 (and 2015 prior to that), an independent desk based appraisal of the economic impacts of key elements of the Winter Festival was undertaken for the 2017/18 events (Christmas Lights event; Christmas Feast; St Andrew's Day celebrations, Santa Run). This appraisal took account of estimated attendances and information from the previous evaluations in order to provide an estimated economic impact (Appendix 1).
- 3.2 The total number of visitors to Perth on the day of the Christmas Light event was estimated to be 80,000. This is derived from the estimated footfall count for the day of 120,000 and rounded down to 80,000 to take account of multiple counts and in recognition that not everyone in Perth that day would have been participating in the event or staying on to see the lights switched on. It is estimated that the attendance in the city centre at the time of the lights switch on was 45,000 (40,000 in 2016). In addition, it was estimated that attendances at the other events as part of the Winter Festival in the pre-Christmas period, totalled 37,000 giving a combined total of 117,000.
- 3.3 Based on the previous survey findings, it is estimated that 96% of visitors were day visitors and 4% overnight visitors. In calculating the estimated economic impact, the same methodology was used for 2017 as was used for the 2016 and 2015 reports. Taking account of daily expenditure assumptions and average length of stay for overnight visitors, the estimated economic impact of these events was calculated as follows:

|                            |            |
|----------------------------|------------|
| Visitor Numbers            | 117,000    |
| Gross expenditure          | £6,893,078 |
| Displaced expenditure      | £5,564,293 |
| Net direct expenditure     | £1,328,785 |
| Multipliers                | 1.32       |
| Net additional expenditure | £1,753,996 |

The total net additional economic impact generated is therefore estimated to be approximately £1.8 million.

- 3.4 An online survey was issued to 453 city businesses to gauge impacts and reactions to the Christmas Lights event. Replies were received from 39 businesses and of these responses:
- 56% indicated that the event had had a positive benefit on the business
  - 15% suggested that the event had had no impact on their business



- 18% felt that the event had had a negative impact on their business
- 10% provided written comments which included references to how busy the city was and the quality of the atmosphere

3.5 In 2017, businesses were also asked if they would like to see the Christmas Lights event return in 2018. Of these responses:

- 74% responded yes
- 5% were neutral
- 21% provided comments and suggestions which were generally favourable and related to timings and specific operational considerations

3.6 To provide an event focus for the early part of the year and act as a strong finale to the Winter Festival programme, the Perth Riverside Light Nights were repeated in 2018. This series of themed sound and light events attracted an estimated 53,518 visits over the 19 nights that it was held (an average of 2,817 visitors per evening). Visitors were surveyed on the two Burns Night themed evenings which opened this year's Light Nights programme. 469 responses were received and the key results from this survey are as follows:

- 5,315 unique visitors to the two Burns themed nights
- 70% of respondents were from Perth and Kinross
- 26% of respondents were from elsewhere in Scotland
- 3% of respondents were from the rest of the UK
- 1% of respondents were from overseas
- 49% of respondents stated the event was the only or the main reason for their visit to Perth
- 15% of respondents stayed overnight as part of their visit
- 90% of respondents rated their experience of the Burns Night Light Night evenings as either "very good" or "good"
- 83% of respondents would have stayed at home/gone to work if they had not attended the event
- Average visitor expenditure on food and drink was £13.60 per person
- Average visitor expenditure on leisure and entertainment was £8.50 per person
- Average visitor expenditure on shopping was £21 per person
- Those who stayed overnight to attend the event spent on average £75 on accommodation

3.7 Taking into account the unique visit numbers, expenditure levels and displacement factors, the estimated economic impact of these two Light Night events was calculated as follows:

|                            |          |
|----------------------------|----------|
| Visitor Numbers            | 5,315    |
| Gross expenditure          | £331,911 |
| Displaced expenditure      | £243,051 |
| Net direct expenditure     | £88,860  |
| Multipliers                | 1.32     |
| Net additional expenditure | £117,295 |

- 3.8 The total net additional economic impact generated from the two Burns themed Light Nights is therefore estimated to be approximately £117,000 (Appendix 2).

### **FREE FESTIVE PARKING**

- 3.9 In parallel with the Winter Festival programme and in a bid to boost visitation further, the Council has, for a number of years introduced periods of free parking in Council car parks for part of the festive season.
- 3.10 The “Free after 2” initiative has been run by Perth and Kinross Council for the past 5 years. Initially this scheme ran only in selected car parks but following feedback from consumers and businesses, “Free after 2” was changed to include all council car parks across the whole of Perth and Kinross in December 2015.
- 3.11 Each year, the City Development team consult with businesses to try to establish the economic benefits of the “Free after 2” scheme. Following a review of the impact of the scheme in 2016/17, feedback from the Perth Traders’ Association (PTA) was that while a discounted parking scheme was welcomed, the economic benefit of the scheme was difficult to quantify and was both fairly time limited and a difficult offer to promote.
- 3.12 The PTA asked the Council to consider changing the “Free after 2” scheme to a Free Saturday Scheme during December 2017 for all its car parks in Perth and Kinross. The primary reason was that changing trading patterns show that December is no longer the prime trading month for Christmas and Saturdays are no longer necessarily the key trading day. This request for Free Saturday Parking during December 2017 was approved by the Council’s Environment, Enterprise and Infrastructure Committee on 8 November 2017 (Report No. 17/370 refers).
- 3.13 Feedback on this new scheme was gathered from city centre businesses, with 26 responses received from businesses ranging from Debenhams and the St John’s Shopping centre to smaller independent retailers. A summary of the responses is provided below:
- 100% of businesses felt that the promotion encouraged people to stay longer in the city
  - 80% felt it was well advertised
  - 80% of customers had mentioned using the free parking
  - 84% felt it had a positive impact on their business
  - 68.4% felt it brought additional footfall to their businesses
  - 95% would be in favour of a similar promotion
- 3.14 Footfall for December decreased by 4.5% on the previous year – mirroring the national trend of a 4.7% decrease across Scotland and 3.5% across the UK as a whole. Evidence from the PTA to date shows that the lower footfall does not necessarily equate to lower sales - some businesses reported that they

had strong December trading. However, nationally, footfall figures show that November was the busier month supporting the Council's decision to support businesses in the key month of December.

- 3.15 The parking income has been analysed and the information is shown below. The table below shows income for the off-street parking for Perth only.

| <b>Year</b> | <b>Income<br/>November</b> | <b>Income<br/>December</b> |
|-------------|----------------------------|----------------------------|
| 2013/14     | £121,754.21                | £123,373.42                |
| 2014/15     | £120,664.79                | £127,581.75                |
| 2015/16     | £134,528.50                | £116,478.63                |
| 2016/17     | £103,590.96                | £108,776.50                |
| 2017/18     | £146,074.85                | £116,522.05                |

- 3.16 The 2016/17 figures will also reflect the closure of Canal Street Car Park until 14 November along with the free period afterwards for this car park to allow for trials with the new payment system. The income was then further analysed for December in Perth alone and across the region.

| <b>Location/Type of parking</b>  | <b>December 2016</b> | <b>December 2017</b> |
|----------------------------------|----------------------|----------------------|
| <b><i>On Street Parking</i></b>  |                      |                      |
| Perth                            | £67,006.75           | £66,068.60           |
| Crieff                           | £2,282.85            | £2,065.05            |
| <b><i>Off Street Parking</i></b> |                      |                      |
| Perth                            | £108,776.50          | £116,522.05          |
| Rest of Perth and Kinross        | £8,189.50            | £16,867.15           |

#### **4. PROPOSAL**

- 4.1 The Winter Festival, and the Christmas Lights event in particular, highlights the ambition of Perth and Kinross Council and its capabilities in programming an extensive array of events and entertainments that contributes to the city region's cultural life and profile. The audience numbers for the Christmas Lights event have grown significantly since the inception. It is important to note that the city centre is effectively now at capacity in terms of visitor numbers at the peak of the event. As such, the event cannot grow much further. Crowd management remains a key issue and operational considerations regarding health, safety and welfare will continue to be prioritised and addressed in conjunction with emergency services through the Council's Safety Advisory Group processes and in line with emergency planning procedures. In just two years, the Riverside Light Nights have become a key feature of the Winter Festival's programme. Further development will be based on operational experience and feedback in order to offer as strong an event proposition as possible in the first quarter of the year.
- 4.2 It is proposed that there is ongoing engagement with elected members on the design and delivery of the Winter Festival programme for 2018/19, in line with the budget review process. It will also continue to engage 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 will also 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 2017/18 Winter Festival programme and an outline of the impact of the key events, in particular the Christmas Lights event.
- 5.2 It is recommended that the Committee:
- (i) Notes the approach to the development of the Perth Winter Festival in 2017/18 and its overall performance
  - (ii) Approves ongoing engagement with elected members on the development of the future Winter Festival programmes
  - (iii) Notes the impact and performance of the 2017/18 Free Festive Parking initiative
  - (iv) Requests the Executive Director (Environment) to bring forward a future report on the Winter Festival 2018/19.
  - (v) Requests the Executive Director (Environment) to bring forward a future report on proposals for free parking in Perth and Kinross Council car parks for the festive season 2018.

### **Author**

| <b>Name</b> | <b>Designation</b>               | <b>Contact Details</b>                                                                             |
|-------------|----------------------------------|----------------------------------------------------------------------------------------------------|
| Alan Graham | Business Development Team Leader | <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a><br>01738 475000 |

### **Approved**

| <b>Name</b>    | <b>Designation</b> | <b>Date</b>   |
|----------------|--------------------|---------------|
| Barbara Renton | Executive Director | 12 March 2018 |

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## 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 2013/2018 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 There are no financial resource implications as a result of this 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 and Governance, Democratic 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 Enterprise and Infrastructure Committee, 8 March 2017 (17/97)

## **3. APPENDICES**

Appendix 1 – Economic Impact Appraisal: Perth's Winter Festival 2017

Appendix 2 – Economic Impact Assessment: Burns Light Night 2018





# Bellerby Economics



## Economic Impact Appraisal: Perth's Winter Festival 2017

Report for Perth & Kinross Council

November 2017

# Bellerby Economics

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## 1. Introduction

### 1.1 Background

The Perth Winter Festival was established by Perth & Kinross Council (PKC) in 2013 as an overarching festival for a series of events taking place from November to February. Since 2012, the winter programme has been expanded and refined in order to ensure that it is a sufficiently appealing proposition that attracts visitors from outside Perth and Kinross. The Christmas Lights event has seen significant growth in attendance and PKC see the event as key to establishing Perth as a day visit and short break destination.

PKC has commissioned Bellerby Economics to prepare an economic impact appraisal of the main 2017 Winter Festival events.

### 1.2 The Events

The key events that will feature in the evaluation are those that will attract visitors from outwith Perth & Kinross - from elsewhere in Scotland, elsewhere in the UK and overseas. These events are:

- The Christmas Lights Switch On;
- The St Andrew's Day Festival;
- Santas' Run; and
- Perth's Outdoor Festival of Chocolate.

### 1.3 Study Objectives

The overall aim of this study is to provide PKC with an economic impact appraisal of the Winter Festival events, focusing on:

- net additional expenditure in the PKC economy;
- employment impacts in the PKC economy; and
- Gross Valued Added (GVA) to the PKC economy.

### 1.4 Structure of the Report

The remainder of this report is structured as follows:

- **Chapter 2** details our approach and method to the economic impact appraisal;
- **Chapter 3** presents the economic impact appraisal analysis; and
- **Chapter 4** presents a brief set of conclusions.

## 2. Method

### 2.1 Introduction

This report is an *appraisal* of the economic impact of events that are of significance in the 2017 Perth Winter Festival. Economic impact appraisal differs from economic impact evaluations in that they are primarily assumption driven; evaluations have a wealth of primary data upon which to draw in reaching decision on issues such as deadweight or displacement.

In preparing this appraisal we will draw on:

- previous evaluations by Bellerby Economics in 2015 and 2016 of some of the key events that make up the Perth Winter Festival; and
- our experience of conducting numerous studies into the economic impact of events and festivals.

### 2.2 Approach

The eventsIMPACT<sup>1</sup> Toolkit provides organisers and supporters of public events with some key guidance and good practice principles for evaluating the economic impacts associated with their event.

The approach adopted by Bellerby Economics is the *advanced impact* approach as this enables the analysis to reflect the full economic impact of the event.

We will follow the approach that we have adopted recently when evaluating a range of events that have taken place in PKC area over the recent past. In addition, we will also report, in an appendix, metrics that are in keeping with VisitScotland's *Economic Measurement Framework*, which adopts a slightly different approach.

## 2.3 Method

### 2.3.1 Gross Expenditure

The initial starting point will be to estimate the gross expenditure by visitors each of the events. Based on previous evaluations we estimate that in 2017 the total number of visitors to these events will be 117,000.

Gross expenditure impacts will be measured according to the following formulae:

$$GE = nds.deds.nds + nos.deos.lov$$

Where:

|      |                                         |
|------|-----------------------------------------|
| GE   | gross expenditure                       |
| nds  | number of day visitors                  |
| deds | daily expenditure of day visitors       |
| nds  | number of days visited                  |
| nos  | number of overnight visitors            |
| deos | daily expenditure of overnight visitors |
| los  | length of stay of overnight visitors.   |

---

<sup>1</sup> eventIMPACTS is the result of collaboration between Department for Culture, Media and Sport, EventScotland, London & Partners, Tourism Northern Ireland, UK Sport and the Welsh Government.

## 2.3.2 Gross to Net Impacts

The true measure of the economic impact of each event is the net impact. Moving from gross to net impacts will require estimation of deadweight, displacement, and multipliers, to give the **additional economic activity** directly resulting from the staging of the Winter Festival events.

### Deadweight and Displacement

**Deadweight** is an assessment of the extent to which the events will take place in the absence of public sector support. Our expectation is that deadweight will be **zero** i.e. without support from PKC the events will not take place.

**Displacement** is an assessment of the level of activity (impact) that has simply been moved from one part of the local/national economy to another. Our assumption, based on previous evaluations is that:

- for PKC residents displacement will be 100% i.e. at some point in time they would have made their expenditure elsewhere in the local economy; and
- for non-PKC area residents displacement will vary according to geography of their normal residence and whether day or overnight visitors:
  - day:
    - rest of Scotland - 0.37
    - rest of UK - 1.0
    - overseas - 0.5
  - overnight
    - rest of Scotland - 0.4
    - rest of UK - 0.67
    - overseas - 0.75.

### Multipliers

Multipliers are important as they measure the wider economic impact on the economy:

- **supplier effect:** an increase in sales in a business will require that business to purchase more supplies than it would have otherwise had to make. A proportion of this 'knock-on' effect will benefit suppliers in the local/national economy; and
- **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 economy.

Our traditional approach is to use the detailed multipliers outlined in the Scottish Tourism Multiplier Study (STMS) to measure the wider impact of the Winter Festival events. The multiplier for this appraisal will be **1.32**.

## 3. Economic Impact Appraisal

### 3.1 Visitor Numbers

Based on previous evaluations we conservatively estimate that the total number of visitors to the four Winter Festival events will be 117,000. Of these, 96% will be day visitors and 4% overnight visitors. Our assumption on their usual place of residence is outlined in **Table 3.1**.

**Table 3.1: Usual Place of Residence**

| Origin                | Total          | %           |
|-----------------------|----------------|-------------|
| PKC area              | 93,226         | 80%         |
| Elsewhere in Scotland | 21,434         | 18%         |
| Elsewhere in UK       | 1,170          | 1%          |
| Overseas              | 1,170          | 1%          |
| <b>Total</b>          | <b>117,000</b> | <b>100%</b> |

Our experience is that expenditure levels vary according to whether a visitor includes an overnight stay or whether they are day visitors. **Table 3.2** presents our assumptions, based on our previous evaluations, on the distribution of the 117,000 visitors by origin and whether they are day or overnight visitors.

**Table 3.2: Visitors by type and origin**

| Origin                | Day            |     | Overnight    |             |
|-----------------------|----------------|-----|--------------|-------------|
|                       | Number         | %   | Number       | %           |
| PKC area              | 93,226         | 83% | 0            | 0%          |
| Elsewhere in Scotland | 19,094         | 17% | 2,340        | 50%         |
| Elsewhere in UK       | 0              | 0%  | 1,170        | 25%         |
| Overseas              | 0              | 0%  | 1,170        | 25%         |
| <b>Total</b>          | <b>112,320</b> |     | <b>4,680</b> | <b>100%</b> |

### 3.2 Average Daily Expenditure Levels

Our average daily expenditures assumptions, based on our previous evaluations and uprated to take account of inflation, and rounded to the nearest pound are detailed in **Table 3.3**.

**Table 3.3: Average Daily Expenditure**

|                       | Average Daily Expenditure |           |
|-----------------------|---------------------------|-----------|
|                       | Day                       | Overnight |
| PKC area              | £50.00                    | £0.00     |
| Elsewhere in Scotland | £76.00                    | £207.00   |
| Elsewhere in UK       | £0.00                     | £142.00   |
| Overseas              | £0.00                     | £121.00   |

## 3.3 Gross Expenditure

Applying the gross expenditure formula detailed in Section 2.3.1 to the expenditure levels in **Table 3.3**, and assuming an average length of stay of 1 day/1.2 nights gives gross expenditure figures as detailed in **Table 3.4**.

**Table 3.4: Gross Expenditure**

| Gross Expenditure  |                   |
|--------------------|-------------------|
| Day Visitors       | £6,112,454        |
| Overnight Visitors | £780,624          |
| <b>Total</b>       | <b>£6,893,078</b> |

## 3.4 Net Expenditure

Applying displacement and multipliers gives net additional expenditure resulting from visitors, as set out in **Table 3.4**.

**Table 3.4: Net Additional Expenditure**

|                                   | Expenditure       |
|-----------------------------------|-------------------|
| Gross spend                       | £6,893,078        |
| Displaced Expenditure             | £5,564,293        |
| Net Direct Expenditure            | £1,328,785        |
| Multipliers                       | 1.32              |
| <b>Net Additional Expenditure</b> | <b>£1,753,996</b> |

The total net additional economic impact generated by the 2017 Perth Winter Festival will be **£1.8m**.

## 3.5 Net Additional Employment

Due to the short-term nature of the Winter Festival the employment impacts will not meet HM Treasury criteria of being full-time and of 10 year in duration.

It is, instead, likely that the employment impacts will be short-lived. We have, therefore, calculated annual equivalent jobs (aejs). We have applied output: employment factors derived from the STMS up rated for inflation and rounded to the nearest pound: £55,000. Applying the output: employment factors to the net additional expenditure figures in **Table 3.4** gives employment impacts generated by the Winter Festival of **32 aejs**.

## 3.6 GVA

Gross value added (GVA) provides a monetary value for the amount of goods and services that have been produced, less the cost of all inputs and raw materials that are directly attributable to that production.



# Bellerby Economics

We calculate direct GVA by multiplying the number of jobs supported by the visitor spend by the sectoral GVA per head - £20,205 at the PKC level. These values are estimated from data obtained from Scottish Annual Business Statistics 2014 - the latest data available - and relates to the accommodation and food service activities used as a proxy for tourism spend<sup>2</sup>. Given the components of the measure it is not possible to accurately up rate to 2017 levels.

This gives changes in GVA attributed to the 2017 Winter Festival events of **£646,560**.

---

<sup>2</sup> <http://www.gov.scot/Topics/Statistics/Browse/Business/SABS>



## 4. Conclusions

### 4.1 Introduction

This Chapter provides conclusions for the study centred on the key aims of the appraisal. The conclusions therefore cover:

- net additional expenditure in the Perth and Kinross economy;
- employment impacts in the Perth and Kinross economy; and
- Gross Valued Added (GVA) to the Perth and Kinross and Scottish economies.

### 4.2 Conclusions

Table 4.1 presents an overview of the economic impact of 2017 Winter Festival.

**Table 4.1: Summary of Economic Impacts**

| Impact                          |        |
|---------------------------------|--------|
| Net additional expenditure      | £1.8m  |
| Employment impact (annual jobs) | 32 aej |
| GVA                             | £0.6m  |

## Appendix 1: Christmas Lights

The main contributor to the economic impact of the 2017 Winter Festival will be the Christmas Lights Switch On event. Over the past two years it has brought a net additional economic impact into the City of £1.6m.

The analysis in the body of the report will underestimate the impact of the Christmas Lights Switch on event, as visitors to the other events:

- will typically spend less;
- attract higher levels of displacement; and
- overnight visitors' length of stay will be shorter.

In Appendix 1 we present, in tabular format, an appraisal of the 2017 Christmas Lights Switch on event. For consistency we adopt the same methodology used in 2015 and 2016 to estimate visitor numbers.

It has been estimated, that the footfall in Perth for the 2017 event was 120,000, based on 2014's full footfall count and then increased to take account of increased footfall count by the main shopping mall in Perth. As there could be double counting as people visit the mall on more than one occasion, the 120,00 figure is likely to overestimate the actual number of people in the City. As in the 2015 and 2016 evaluations we assume that on average an individual would walk past the footfall counter on 1.5 occasions. This gives a figure of 80,000. As in previous evaluations we assume day visitors represent 97% of all visitors, and overnight visitors stay 1.5 nights to attend the event.

### Visitor Numbers

**Table A1.1: Visitors by type and origin**

| Origin                | Day    |      | Overnight |      |
|-----------------------|--------|------|-----------|------|
|                       | Number | %    | Number    | %    |
| PKC area              | 62,080 | 80%  | 0         | 0%   |
| Elsewhere in Scotland | 14,744 | 19%  | 2,040     | 85%  |
| Elsewhere in UK       | 776    | 1%   |           | 0%   |
| Overseas              | 0      | 0%   | 360       | 15%  |
| Total                 | 77,600 | 100% | 2,400     | 100% |

### Average Daily Expenditure Levels

**Table A1.2: Average Daily Expenditure**

|                       | Average Daily Expenditure |           |
|-----------------------|---------------------------|-----------|
|                       | Day                       | Overnight |
| PKC area              | £45.24                    |           |
| Elsewhere in Scotland | £57.22                    | £238.57   |
| Elsewhere in UK       | £82.00                    |           |
| Overseas              |                           | £215.25   |

# Bellerby Economics

## Gross Expenditure

Table A1.3: Gross Expenditure

| Gross Expenditure  |                   |
|--------------------|-------------------|
| Day Visitors       | £3,715,783        |
| Overnight Visitors | £730,024          |
| <b>Total</b>       | <b>£4,445,807</b> |

## Net Expenditure

Table A1.4: Net Additional Expenditure

| Expenditure                       |                   |
|-----------------------------------|-------------------|
| Gross spend                       | £4,445,807        |
| Displaced Expenditure             | £3,218,340        |
| Net Direct Expenditure            | £1,227,467        |
| Multipliers                       | 1.32              |
| <b>Net Additional Expenditure</b> | <b>£1,620,257</b> |

## Net Additional Employment

Applying the output: employment factors to the net additional expenditure gives employment impacts generated by the 2017 Christmas Lights Switch On event of 29.5 aejs.

## GVA

The changes in GVA attributed to the 2017 Christmas Lights Switch On event will be £596,048.

## Summary of Economic Impacts

| Impact                          |          |
|---------------------------------|----------|
| Net additional expenditure      | £1.62m   |
| Employment impact (annual jobs) | 29.5 aej |
| GVA                             | £0.6m    |

## Appendix 2: Alternative Method Results

VisitScotland has recently produce updated guidance on its favoured approach to reporting economic impact metrics<sup>3</sup>. In particular this approach:

- does not apply multipliers to expenditure;
- uses data from Scottish Government to estimate spend levels required to support employment<sup>4</sup>; and
- applies Type II employment and GVA multipliers derived from the Scottish Government's Input/Output tables<sup>5</sup> to the employment and GVA impacts.

In **Table A2:1** below we present the key impact metrics using this method for the Winter Festival and Christmas Lights Switch On event.

**Table A2:1: Key Impact Metrics**

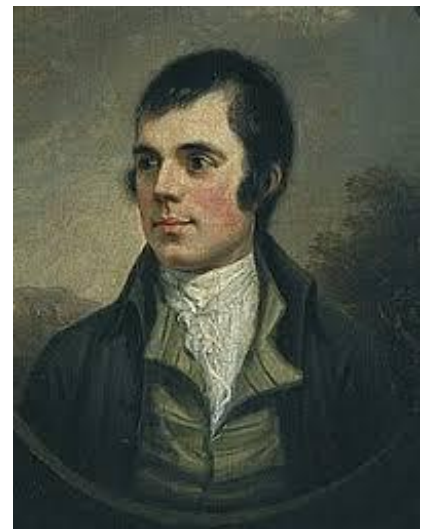
| Impact                          | Winter Festival | Christmas Lights |
|---------------------------------|-----------------|------------------|
| Gross expenditure               | £6.9m           | £4.4m            |
| Net economic impact             | £1.3m           | £1.22m           |
| Employment impact (annual jobs) | 38 aej          | 35 aej           |
| GVA                             | £0.95m          | £0.87m           |

<sup>3</sup> See <http://www.visitscotland.org/pdf/VS-Economic-Measurment-Framework.pdf>

<sup>4</sup> See <http://www.gov.scot/Topics/Statistics/Browse/Tourism>

<sup>5</sup> See <http://www.gov.scot/Topics/Statistics/Browse/Economy/Input-Output/Multipliers>.

# Bellerby Economics



## Economic Impact Assessment: Burns Light Night 2018

Report for Perth & Kinross Council

February 2018

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## 1. Introduction

### 1.1 Burns Light Night 2018

Burns Night is celebrated annually on Robert Burns' birthday, 25 January, which sees gatherings of Scots and Scots-at-heart around the world to pay tribute to the poet's life and works. These events typically include haggis eating, ceilidh dancing, songs, poetry and good company and lots of fun.

Burns Light Night, held on 27<sup>th</sup> and 28<sup>th</sup> January 2018 in Perth, told the story of how Robbie Burns started his life as a poor tenant farmer and through channelling his intellectual energy into poetry became one of the most famous characters of Scotland's cultural history. The event, through stunning lighting, music, street theatre, dance and folklore, told the story of the life and work of Robbie Burns.

### 1.2 Objectives

Bellerby Economics were commissioned by Perth & Kinross Council (PKC) to prepare an economic impact assessment of the event, using data gathered from a short visitor survey, which attracted 469 responses from an attendance of over 5,300 unique visitors. This level of response attracts a standard error of  $\pm 4.32\%$  - this suggests that the survey results are robust.

The specific objectives were to provide PKC with an understanding of the economic impact of the Burns Light Night event, focusing on the:

- net additional expenditure in the Perth and Kinross economy;
- employment impacts in the Perth and Kinross economy; and
- Gross Valued Added (GVA) to the Perth and Kinross economy.

## 2. Economic Impact Assessment

### 2.1 Visitor Numbers

The total number of visitors was 5,847, 66% attended on the Saturday and 35% the Sunday. The survey revealed that a number of visitors attended both nights - average number of visits was 1.1, which means that there were 5,315 unique visitors, and it is this number of visitors that will be used to estimate economic impact. The geography of origin is detailed in **Table 2.1**.

**Table 2.1: Visitors by Origin**

| Origin                | Number       | %           |
|-----------------------|--------------|-------------|
| PKC area              | 3,721        | 70%         |
| Elsewhere in Scotland | 1,382        | 26%         |
| Outside Scotland      | 159          | 3%          |
| Overseas              | 53           | 1%          |
| <b>Total</b>          | <b>5,315</b> | <b>100%</b> |

In **Table 2.2** we present estimates on the distribution of visitors by whether they were a day or overnight visitor.

**Table 2.2: Day or Night Visitor**

| Origin                | Day          | Overnight  |
|-----------------------|--------------|------------|
| PKC area              | 3,721        | 0          |
| Elsewhere in Scotland | 708          | 674        |
| Outside Scotland      | 89           | 70         |
| Overseas              | 0            | 53         |
| <b>Total</b>          | <b>4,518</b> | <b>797</b> |

### 2.2 Average Daily Expenditure Levels

The survey results as presented to us does not include cross tabulations to enable us to identify average daily spend by origin - we therefore assume spend does not vary by origin. **Table 2.3** presents details of expenditure by type.

**Table 2.3: Average Daily Expenditure**

| Item                  | Expenditure   |
|-----------------------|---------------|
| Food & Drink          | £13.60        |
| Leisure/Entertainment | £8.50         |
| Shopping              | £21.10        |
| Travel                | £8.00         |
| <b>Total</b>          | <b>£51.20</b> |

Those who stayed overnight to attend the event spent an average of £75.01 on accommodation.



## 2.3 Gross Expenditure

Gross expenditure impacts will be measured according to the following formulae:

$$GE = nds.deds.nds + nos.deos.lov$$

Where:

|      |                                         |
|------|-----------------------------------------|
| GE   | gross expenditure                       |
| ndv  | number of day visitors                  |
| dedv | daily expenditure of day visitors       |
| ndv  | number of days visited                  |
| nov  | number of overnight visitors            |
| deov | daily expenditure of overnight visitors |
| lov  | length of stay of overnight visitors.   |

Applying the gross expenditure formula to the expenditure levels in **Table 2.3**, and assuming an average length of stay of 1 day and 1 night to attend the event, gives gross expenditure figures as detailed in **Table 2.4**.

**Table 2.4: Gross Expenditure**

| Visitor Type       | Expenditure     |
|--------------------|-----------------|
| Day Visitors       | £231,322        |
| Overnight Visitors | £100,589        |
| <b>Total</b>       | <b>£331,911</b> |

## 2.4 Net Expenditure

Applying an average displacement factor of 39% (which means attending the event was the only or most important reason for 71% of non-P&K residents visiting Perth) and multipliers factors gives net additional expenditure resulting from visitors, as set out in **Table 2.5**.

**Table 2.5: Net Additional Expenditure**

|                                   | Expenditure     |
|-----------------------------------|-----------------|
| Gross spend                       | £331,911        |
| Displaced Expenditure             | £243,051        |
| Net Direct Expenditure            | £88,860         |
| Multipliers                       | 1.32            |
| <b>Net Additional Expenditure</b> | <b>£117,295</b> |

The total net additional economic impact to be generated by the Burns Light Night event is estimated to be **£0.12m**.

## 2.5 Net Additional Employment

Due to the short-term nature of the event the employment impacts will not meet HM Treasury criteria of being full-time and of 10 years in duration.

It is, instead, likely that the employment impacts will be short-lived. We have, therefore, calculated annual equivalent jobs (aejs). We have applied output: employment factors derived from the STMS<sup>1</sup> up rated for inflation and rounded to the nearest pound: £55,000 in 2018.

Applying the output: employment factors to the net additional expenditure figures in Table 2.5 gives employment impacts generated by the Burns Light Night event of 2 aejs.

## 2.6 GVA

Gross value added (GVA) provides a monetary value for the amount of goods and services that have been produced, less the cost of all inputs and raw materials that are directly attributable to that production.

We calculate GVA by multiplying the number of jobs supported by the visitor spend by the sectoral GVA per head - £19,724 at the PKC level. These values are estimated from data obtained from Scottish Annual Business Statistics 2015 - the latest data available - and relates to the accommodation and food service activities used as a proxy for tourism spend<sup>2</sup>. Given the components of the measure it is not possible to accurately up rate to 2018 levels.

This gives changes in GVA attributed to the Burns Light Night event of **£39,948**.

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<sup>1</sup> Scottish Tourism Multiplier Study

<sup>2</sup> <http://www.gov.scot/Topics/Statistics/Browse/Business/SABS>

## 3. Conclusions

### 3.1 Introduction

This Chapter provides conclusions for the study centred on the key aims of the appraisal. The conclusions therefore cover:

- net additional expenditure in the Perth and Kinross economy;
- employment impacts in the Perth and Kinross economy; and
- Gross Valued Added (GVA) to the Perth and Kinross and Scottish economies.

### 3.2 Summary of Economic Impacts

Table 3.1 presents an overview of the economic impact of the Burns Light Night event.

**Table 3.1: Summary of Economic Impacts**

| Impact                          |        |
|---------------------------------|--------|
| Net additional expenditure      | £0.12m |
| Employment impact (annual jobs) | 2      |
| GVA                             | £0.04m |

## Appendix 1: Alternative Results

VisitScotland has recently produce updated guidance on its favoured approach to reporting economic impact metrics<sup>3</sup>. In particular this approach:

- does not apply multipliers to expenditure;
- uses data from Scottish Government to estimate spend levels required to support employment<sup>4</sup>; and
- applies Type II employment and GVA multipliers derived from the Scottish Government's Input/Output tables<sup>5</sup> to the employment and GVA impacts.

In Table A1 below we present the key impact metrics using this method.

**Table A1: Key Impact Metrics**

| Impact                          |        |
|---------------------------------|--------|
| Gross expenditure               | £0.33m |
| Net economic impact             | £0.09m |
| Employment impact (annual jobs) | 2.5    |
| GVA                             | £0.06m |

<sup>3</sup> See <http://www.visitscotland.org/pdf/VS-Economic-Measurment-Framework.pdf>

<sup>4</sup> See <http://www.gov.scot/Topics/Statistics/Browse/Tourism>

<sup>5</sup> See <http://www.gov.scot/Topics/Statistics/Browse/Economy/Input-Output/Multipliers>.

## PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

21 March 2018

## EVENT FUNDING APPLICATION – PERTH FESTIVAL OF THE ARTS

## Report by Executive Director (Environment)

This report outlines the funding application received from Perth Festival of the Arts to support the 2018 Festival and recommends funding support, subject to the budget review process for both 2018 and 2019 Festivals.

**1. BACKGROUND/MAIN ISSUES**

- 1.1 Applications from event organisers for financial assistance over the value of £10,000 are subject to the approval of the Environment, Enterprise and Infrastructure Committee. Perth Festival of the Arts has been delivering high quality cultural programmes across a range of genres and the Council has provided annual financial support towards its programming, operational and marketing costs. Until 2012, the financial support from the Council's events budget was £23,500. This was reduced to £18,800 from 2013. This 20% reduction in funding was in line with the Council's approach at that time to funding external bodies. The former Enterprise and Infrastructure Committee on 20 January 2016 (Committee Report 16/4 refers) approved funding of £18,800 for both the 2016 and 2017 festivals. Perth Festival of the Arts has submitted a funding application for its 2018 Festival and is seeking a grant contribution from the Council of £18,800.

- 1.2 Total ticket sales performance for recent Festivals is as follows:

|                     | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>2017</b> |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Ticket Sales</b> | 7,617       | 8,879       | 8,760       | 8,815       | 8,076       | 8,515       |

- 1.3 In 2017, the Perth Festival of the Arts recorded ticket sales of 8,515 which was a slight increase on the previous year. There is a total audience estimate of 11,500 once free events and schools attendances are taken into account. With Perth Theatre re-open, the organiser is confident the Festival will scale up again.
- 1.4 In 2017 a broad Festival programme included 28 concerts and 1 art exhibition over the 12 days and nights of the Festival with performances by Nigel Kennedy, Nicola Benedetti, The View, Justin Currie, Moscow Philharmonic, English Touring Opera, Jools Holland, and Scottish Opera Pop-Up Opera Road Show. The Festival is particularly keen to encourage young people to participate and attend events. As such, it facilitated participation in schools' concerts, a performance by English Touring Opera at Fairview School, and attendance at concerts with free tickets. A total of 956 children attended events free of charge at the 2017 Festival.

- 1.5 Total income for the 2017 Festival was £371,701 of which the ticket sales accounted for £163,888 and with the balance from a range of trusts, sponsorships, donations, and public bodies including Perth & Kinross Council. Total expenditure amounted to £391,121 resulting in a net loss of £19,420. This loss was covered by a legacy fund and from a restricted reserve.

## **2. FESTIVAL IMPACTS**

- 2.1 The Festival calculated the economic impact based on estimated expenditure by attendees as well as the Festival's own expenditure in the local economy in order to stage the Festival in 2017. This estimated a direct economic impact of £427,400.
- 2.2 A media evaluation was last undertaken of the Festival in 2013 which assessed print, broadcast and on line coverage in terms of advertising value equivalent (the cost of purchasing advertising time or space equivalent to that denoted by the coverage). This estimated coverage equivalent to an advertising value of £223,294.

## **3. PROPOSAL**

- 3.1 For its 47th year, the Festival is scheduled to run from 17 to 26 May 2018 with a programme in the principle venues of Perth Concert Hall, Perth Theatre and St John's Kirk. Key events include:
- The Dresden Philharmonic Orchestra
  - English Touring Opera: "The Marriage of Figaro"; "This is My Bed" and "Shackleton's Cat" (2 operas for children to be performed at Fairview and North Muirton Schools)
  - Children's Classic Concerts: "Peter and the Wolf"
  - Ruby Wax "Frazzled"
  - Revd Richard Coles
  - Val McDermid in conversation with Fred MacAuley
  - Jools Holland and His Rhythm & Blues Orchestra (plus special guest Marc Almond)
  - The Royal Northern Sinfonia
  - Festival Service with Perth Youth Orchestra
  - The ArTay exhibition
- 3.2 In addition, the organiser is scheduling a return visit of the Scottish Opera Pop Up Roadshow which offers free access to short operatic performances in the Scottish Opera mobile unit in the city centre. There will also be a free science and arts event for young people, "Soapbox Art and Science", in the city centre. The Festival organiser is also engaged with the BBC regarding collaboration as this year's Festival coincides with the BBC "Biggest Weekend" event at Scone Palace which takes place on the Festival's final weekend (25 and 26 May).
- 3.3 The Festival's Executive Committee has produced a 5 year plan for the period 2018 – 2022 which sets out the priorities and strategic direction for the

Festival with particular reference to its 50<sup>th</sup> anniversary in 2021. This is supported by a marketing plan which outlines the approach to growing and diversifying the audience with a focus on younger people and those with less access to quality arts experiences. The committee is committed to growing the ticketed sales to approximately 12,000 by 2021. To do so, it recognises that there are challenges and the main driver is the number of high quality performances within the programme and the diversity of these. In terms of artistic direction, the “core” of the Festival will continue to be large, high profile concerts of different genres with Perth Concert Hall as the primary venue for these events. Around this “core”, the Festival intends to create an increasingly diverse programme to attract a broader range of attendees. Perth Theatre will become the “hub” of the Festival where the majority of events will be held. The Festival also intends to provide a platform for young local talent and will seek additional ways to encourage young people beyond local schools concerts.

- 3.4 In terms of management, the Festival’s Executive Committee has created a Business and Strategy Group to steer and progress all business and strategic aspects of running the Festival including overseeing implementation of the 5 year plan. In addition, a new Marketing Group has also been created to guide and manage sales and marketing activities. The Festival’s plan recognises the funding challenges and risks that it faces in the coming years, particularly in relation to its 50<sup>th</sup> anniversary year in 2021. A key objective is therefore to increase the ticketed audience and reduce the per event venue costs. After artists’ fees, venue hire is the second biggest area of expenditure. In relation to the 5 year financial plans, it has been assumed that funding from public, charitable and commercial sponsors will continue at least at current levels, but that other efforts will be needed including seeking new funding sources and increasing sales conversion (tickets available/tickets sold). It is a key aim of the Marketing Group to raise this conversion rate.
- 3.5 The foregoing indicates that the Festival is conscious of the need to evolve in terms of its strategic priorities and the structures required to support its future development. The 50<sup>th</sup> anniversary of the Festival provides a particular focus, however the need to develop new audiences while not alienating a loyal, core audience is recognised. The 5 year plan states that the Festival Committee is committed to exploring ways in which the Festival can help generate economic value. In addition while the Committee is delighted that the Festival brings commercial benefit to Perth that is not the primary purpose of the Festival. In recent years, the Festival has made efforts to increase its reach to audiences from outside Perth and Kinross – currently approximately 40% are from outside Perth and Kinross. The Marketing Plan states that there is scope to increase sales across the central belt of Scotland in particular. Nevertheless, the Festival has to achieve a balance between the provision of a high quality, leading edge artistic programme that appeals to a visitor market and targeting a local and, increasingly, a younger audience.

- 3.6 Continued support for the Festival of the Arts fits the objectives of the Council's Events and Festivals Strategy and the following identified priorities:
- We will build on our strengths and competitive advantage in relation to the great outdoors and our culture and heritage
  - We will promote our area's events and festivals offering to target audiences and visitor markets
- 3.7 The Festival is identified within the Strategy as a key feature of the area's annual calendar. It also complements the Perth City Plan's strategic themes "the Perth Experience - Big Move 6: Animating the City" and "the Visitor Economy – Big Move 7: Cultural Attractions".
- 3.8 For 2018, the Festival has requested funding support of £18,800 to the Festival. In addition to ticket sales, income is projected from the Gannochy Trust (£75,000), Creative Scotland (£10,000), trusts and donors (£52,700) and commercial sponsors (£10,000).
- 3.9 The projected budget for the 2018 Festival (with actual income and expenditure figures for 2017) is summarised below:

| Item/Description                                           | 2018 (Projected)<br>£ | 2017 (Actual)<br>£ |
|------------------------------------------------------------|-----------------------|--------------------|
| <b>Income</b>                                              |                       |                    |
| Ticket sales                                               | £192,500              | £163,888           |
| Grants, donations, sponsorships                            | £189,500              | £201,693           |
| Other income                                               | £3,730                | £6,120             |
| <b>Total Income</b>                                        | <b>£385,730</b>       | <b>£371,701</b>    |
|                                                            |                       |                    |
| <b>Expenditure</b>                                         |                       |                    |
| Artists fees, venues and production                        | £304,905              | £313,420           |
| Marketing                                                  | £27,300               | £27,135            |
| Administration                                             | £53,525               | £50,566            |
| <b>Total Expenditure</b>                                   | <b>£385,730</b>       | <b>£391,121</b>    |
| <b>Projected/Actual Surplus/(Deficit) for the Festival</b> | <b>£0</b>             | <b>(£19,420)</b>   |

- 3.10 In 2017, the Council contribution represented approximately 9% of all grants, donations and sponsorships income. The Festival is currently projecting a break even position for 2018. If a deficit arises, this would be met from the Festival's restricted reserve and legacy fund.
- 3.11 It is acknowledged that the landscape for funding high quality cultural programming remains challenging. The Festival organiser reports that it is faced with increasing fees for performers and venues as well as pressure to maintain high quality programming that is appealing to a wide audience, while also being accessible and affordable. Of the total expenditure of £313,420 on artists' fees, venues and production etc in 2017, £216,076 (69%) was for artists' fees and expenses. In view of the Festival's journey towards its 50<sup>th</sup> anniversary in 2021 and in line with the ambitions in its 5 year plan it is



proposed at this point that the Committee considers funding of up to £18,800 for the Festival for 2018.

It is also proposed that agreement is made in principle, and subject to the 2019/20 budget review process, for this level of funding to be considered also for the 2019 Festival.

- 3.12 It is acknowledged that the Perth Festival of the Arts has made efforts to adapt and refine its programming in line with audience trends. Over the years, it has featured comedy acts and has increased its popular music content, particularly to reach a younger and more diverse market while also offering free access to the arts for school children. It is clear that it still reaches a predominantly local market. The Executive Committee of the Festival is committed to evolving the Festival programme to appeal to an external audience as well as a younger one. This is clearly articulated in the Festival's five year plan and marketing plan. The Festival organiser has responded to feedback and support from Council officers. It is proposed that officers continue to work with the administrator and members of the Festival's Executive Committee along with its Business and Strategy and Marketing Groups to support and develop the Festival's offer as it approaches its 50<sup>th</sup> anniversary year.

#### **4. CONCLUSION AND RECOMMENDATION**

4.1 The Committee is asked to:

- i) Note the performance in recent years of the Perth Festival of the Arts
- ii) Approve that Council officers continue to work with the administrator and members of the Festival's Executive Committee to support and develop the Festival's offer.
- iii) Consider funding of up to £18,800 towards the 2018 Perth Festival of the Arts subject to the 2018/19 budget review process
- iv) Consider funding of up to £18,800 towards the 2019 Perth Festival of the Arts subject to the 2019/20 budget review process

##### **Author**

| <b>Name</b> | <b>Designation</b>                  | <b>Contact Details</b>                                                                                            |
|-------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------|
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##### **Approved**

| <b>Name</b>    | <b>Designation</b>                  | <b>Date</b>   |
|----------------|-------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Environment) | 12 March 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

|                                                     |             |
|-----------------------------------------------------|-------------|
| <b>Strategic Implications</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>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>None</b> |
| <b>Communication</b>                                |             |
| Communications Plan                                 | <b>None</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 strategy and related actions will contribute to the following objective: Promoting a prosperous, inclusive and sustainable economy.

#### Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five Objectives as those detailed above in the Community Plan. These objectives provide a clear

strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to objective (iii) outlined in paragraph 1.1 above.

## **2. Resource Implications**

### Financial

- 2.1 Subject to the budget review process the Council would provide financial support of up to £18,800 to the 2018 Perth Festival of the Arts and up to £18,800 to the 2019 Festival.

### Workforce

- 2.2 There are no staff resource issues for Perth and Kinross Council.

## **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:
- The needs of equality groups are addressed in the programming and venue arrangements undertaken by the Festival of the Arts

### 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. However, no further action is required as the proposals do not qualify as a PPS as defined by the act and are 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.

### 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 and promote tourism development activity.

### Risk

- 3.6 Risks and the controls required to mitigate any risks will be reported through the Council's risk management process where the Council is the lead on individual projects.

## **4. Consultation**

### Internal

- 4.1 The Head of Economic Development and the Head of Finance have been consulted in the development of the report.

## **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.
- Event Funding Application - Perth Festival of the Arts 2016 - Report by the Depute Director (Environment) to the Enterprise and Infrastructure Committee (ref: 16/4)



**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****ETAPE CALEDONIA EVENT****Report by Executive Director (Environment)**

This report outlines the position of the Etape Caledonia event and asks the Environment and Infrastructure Committee to consider the request by the event organiser to have a variation on the route to allow both a 4 miles extension to the existing 81 miles route as well as a shorter 40 miles route option to be offered to participants in 2018.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 In 2006, the then Enterprise and Infrastructure Committee of Perth and Kinross Council approved the staging of a major mass participation cycle event, the Etape Caledonia, to take place on closed roads in Highland Perthshire (Report No. 06/836 refers). The first event took place in June 2007 and for the first three years, the Council provided funding support to assist the rapid development of the Etape. Since then, the event, which is organised by IMG Challenger World, has been self-financing through sponsorships and entry fees. In March 2015, the Enterprise and Infrastructure Committee approved the principle of the roads network being used annually for the purposes of the Etape Caledonia up to and including 2020 (report no. 15/125 refers).
- 1.2 In October 2017, an Executive Sub Committee of the Environment, Enterprise and Infrastructure Committee considered the request from IMG Challenger World for an extension to the existing 81 mile route in order to provide a longer option to a limited number of participants (Report No. 17/352 refers). IMG had identified a "loop" extension through Glen Lyon to Bridge of Balgie, continuing to Lawers on Loch Tay side and via the A827 to Fearnan, which re-joined the main Etape Caledonia route at Dull. The company undertook initial consultations with the community councils in the areas affected by this extension and approached the Council to request that it approved the extension for 2018 onwards. As the Council's approval of 2015 related to the existing 81 mile route, this request meant a change to the route and accordingly the Council needed to consider this. The Executive Sub Committee did not approve this particular route extension option as it was apparent that there was significant local concern particularly in view of the closure of a trunk road. The Sub Committee requested that IMG investigate alternative options and undertake further community consultation on these, before coming back to the Council for a determination of any proposed variation to the established Etape Caledonia route.

- 1.3 The Etape Caledonia has taken place over an 81 mile route in Highland Perthshire with the start and finish in Pitlochry. In order for the Etape to take place, an application for a Temporary Traffic Restriction Order (TTRO) has to be made annually by the event organiser with the written authorisation of Police Scotland and the consent of Transport Scotland to the promotion of the Order also required. The cost of this Order, approximately £1,400, is met by the organiser. In addition, the organiser has to produce operational management plans which satisfy the Council and the emergency services.
- 1.4 In late 2016, the event organiser mooted the potential to offer an optional route extension to the event in order that a longer route could be offered to those participants who were looking for a longer circuit – typically in the region of 100 plus miles. IMG advised that although the event had endured well, there was now a need to consider refreshing the event. The introduction of this longer route option was seen by the organiser as a response to changing market expectations and help the event maintain its profile as a premier mass participation cycle event.
- 1.5 In 2017, there were 4,480 entries for Etape Caledonia with 3,408 starting the event and 3,329 completing it. These numbers were down slightly on 2016 (4,766 entries, 3,818 starters). In addition, it was estimated that there were approximately 2,400 spectators in 2017. Entries have decreased in recent years and IMG believed that the Etape Caledonia needs refreshed as the natural lifecycle of the event is on the decline. The company believes that if the event is to survive then alternative route options need to be considered.
- 1.6 In 2017, an economic impact assessment was undertaken by IMG which estimated a net additional impact to Perth and Kinross of £1,071,076. 96% of participants were from outside the Perth and Kinross area and 26% from outside Scotland. A total of 70% of participants and spectators stayed overnight.

## **2. PROPOSALS**

- 2.1 Since the Executive Sub Committee meeting, the company has been investigating other options for a 100 miles route by adding approximately 20 to 30 miles onto the existing circuit in order to offer a longer route. It has also developed a proposal for a shorter 40 miles route, largely contained within the existing route, in order to appeal to different customer segments. In addition, IMG has been looking at other aspects of the event in order to create more of a festival atmosphere and encourage longer stays in the area. It has introduced a range of measures to enhance the event as it stands. These include the Etape Talks series and enhancements to the events village, following feedback and consultation including discussion with local elected members.
- 2.2 While it has been investigating the feasibility of a new 100 miles route for 2019 onwards, it has developed proposals for a small extension to the current 81 miles route in order to extend the route to 85 miles in 2018. In addition, IMG also want to offer a 40 miles circuit option that could appeal to different



markets on the basis of gender, age and experience. IMG is now requesting that the Council considers this 85 miles route as well as the shorter 40 miles route option for 2018.

- 2.3 A map that includes the proposed route extension together with proposed start times and indicative road closure times is appended to this report.
- 2.4 IMG proposes that the 81 miles route is extended to 85 miles in 2018. This would entail using the current route and then “loop” towards Trinafour after Tummel Bridge with riders cycling towards Trinafour and then back on the B847 and joining the B846 towards Kinloch Rannoch. This stretch of road would be closed between 0630 and 0950. The rest of the circuit would remain the same.
- 2.5 With regards to the 40 miles route option, IMG has proposed containing this within the full circuit and using the B846 between Tummel Bridge and Loch Kinardochy where cyclists would re-join the main circuit. It is anticipated that this stretch of road would be closed between 0700 and 1000.
- 2.6 For 2019 onwards, IMG is investigating options for the full Etape Caledonia circuit to be extended to approximately 100 miles while retaining the shorter 40 miles circuit option. The current full 81 miles circuit would, therefore, be replaced by this longer route and a shorter route option also maintained.
- 2.7 Elected members and community councils have been consulted on the route proposals for 2018. A meeting of community representatives and IMG staff was held on 31 January where the 2018 route proposals were shared as well as other concerns with regards to the event. A further meeting was held on 26 February. There were no objections to the 2018 route proposals. Other comments on the Etape Caledonia were largely operational in nature. However, there was also discussion to the effect that the benefits from the event should accrue to as wide an area as possible. This was particularly from the viewpoint that there is now less community involvement in arrangements for the event of late compared with earlier years.
- 2.8 For its part, IMG is undertaking a range of measures including:-
  - engagement with the Birks Cinema regarding the opportunity to do cycling film screenings
  - enhancing the stewarding and management arrangements for the event village in Pitlochry and communication with nearby residents
  - promotion of the Aberfeldy Time Trial
  - increased advance warning signage of cyclists on local roads in the period leading up to the event, and
  - ongoing business engagement.
- 2.9 Emergency services have also been consulted on the 2018 route proposals and do not foresee any particular difficulties. The Council’s Network Management officers have also considered the proposals and do not have any objections to either the extension or the short route option.

- 2.10 For 2019, IMG is developing a proposal for a longer route of approximately 100 miles and is currently looking at an option for this and consulting on it. Once a firm proposal is received for this route variation, it will require to be considered by the Council at a future committee meeting.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report gives the background to the Etape Caledonia cycle event and the recent request from the event organiser IMG to Perth and Kinross Council to vary the route. IMG has now approached the Council for approval of an extension of the existing 81 miles to 85 miles for 2018 and the inclusion of a new 40 miles circuit largely within the established route. The company feels that there needs to be development of the event route to secure its future and sees these route variations as key to this.

- 3.2 It is recommended that the Committee:

- (i) Considers the request from IMG for an extension to the route of the Etape Caledonia from 81 miles to 85 miles in 2018 using the route outlined in the report.
- (ii) Considers the request from IMG for a new shorter 40 miles route option to be offered from 2018
- (iii) Notes that IMG is investigating the potential of a longer route of approximately 100 miles from 2019 and that this will be the subject of a report to a future meeting of the committee

#### Author(s)

| Name        | Designation                      | Contact Details                                |
|-------------|----------------------------------|------------------------------------------------|
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#### Approved

| Name           | Designation            | Date          |
|----------------|------------------------|---------------|
| Barbara Renton | Director (Environment) | 12 March 2018 |

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## 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 2013/2018 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 There are no financial resource implications as a result of this 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 Not applicable

### 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. No further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

### Sustainability

- 3.3 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

- 3.4 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

- 3.5 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 and Governance, Democratic Services, and Finance, the Traffic and Network Manager and local elected members have been consulted in the preparation of this report.

#### **5. Communication**

- 5.1 Any communications required will be undertaken by the Council

#### **2. BACKGROUND PAPERS**

Reports to the Enterprise and Infrastructure Committee 06/836, 5/125, 17/352

#### **3. APPENDICES**

Appendix 1 – Etape Caledonia Route Map including Proposed Route Extension

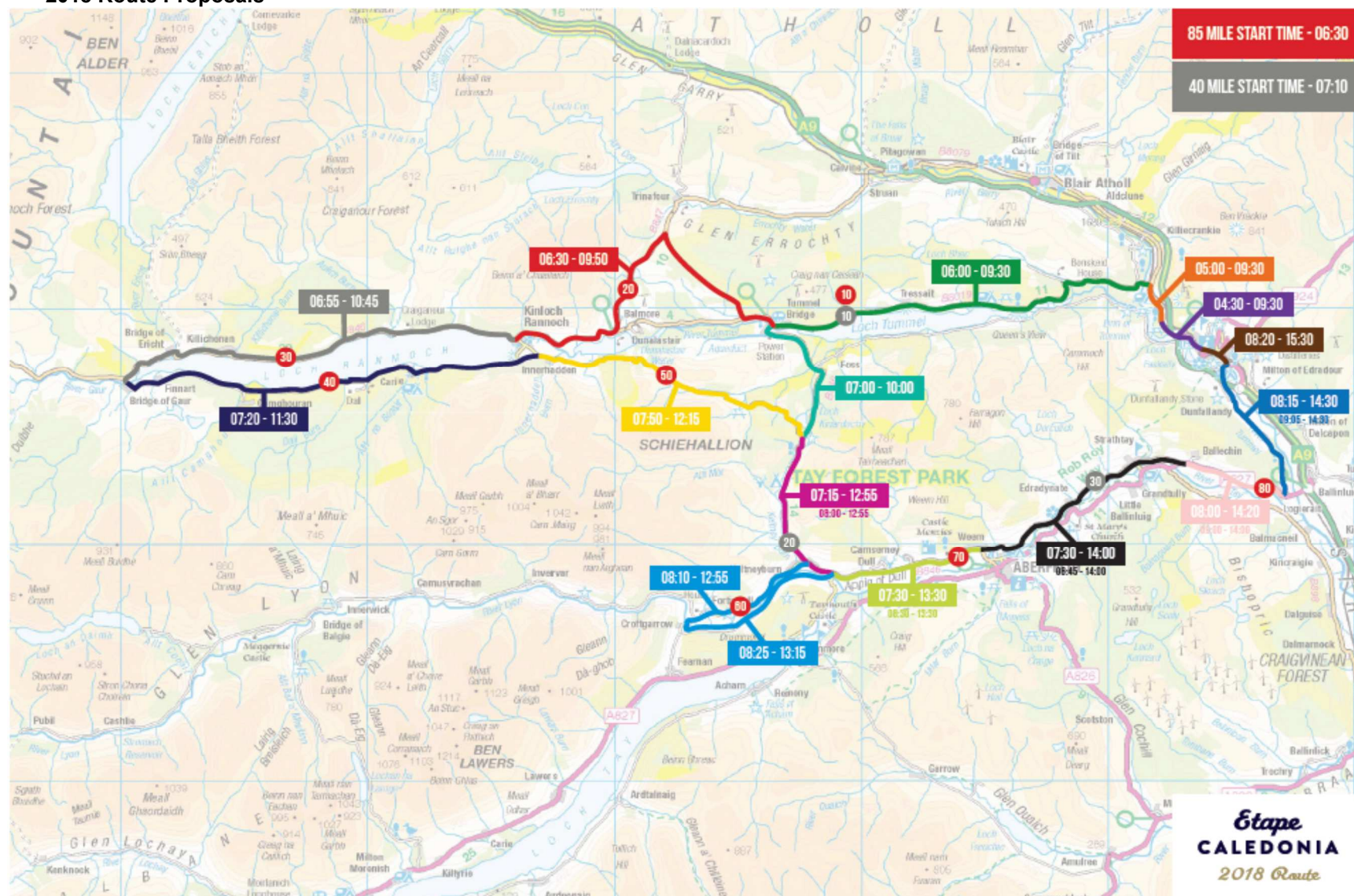


# 2017 Route





## 2018 Route Proposals





**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****TRAFFIC MANAGEMENT ARRANGEMENTS  
FLORENCE PLACE, PERTH  
(WARD 12)****Report by Executive Director (Environment)**

This report outlines the problems experienced by Perth and Kinross Council due to the continued misuse of the automatic bollard at this location. This report contains feedback from consultation within the local area and asks Committee to decide which option to proceed with.

**1. BACKGROUND**

- 1.1 Florence Place currently has an island and automatic bollard arrangement located approximately half way along it to allow traffic along Florence Place in one direction only. If travelling in the opposite direction, the road becomes a cul-de-sack with no through road access. The bollard was initially installed to reduce through traffic on Florence Place and stop Florence Place being used as a route to bypass any congestion on Dunkeld Road.
- 1.2 The bollard is controlled by a number of detector loops in the road that detect any approaching vehicles. The system uses a red and a green light to indicate when the bollard is in the lowered position and safe to drive over.
- 1.3 There has been an ongoing issue due to the bollard and traffic management system being abused on a regular basis. Damage is caused to the bollard and during the intervening period between the bollard being put out of action and being repaired, traffic freely flows in both directions along Florence Place. There are also costs incurred for these regular repairs as most responsible parties are not identified.
- 1.4 A report was put forward at the Enterprise and Infrastructure Committee on 14 June 2017 (Report No. 17/215 refers). This stated that 'It is proposed that the bollard is removed and the road be completely blocked by a permanent obstruction across the full width of the road. This will prevent through traffic completely, turning Florence Place into two cul-de-sacs being blocked approximately half way along by this obstruction. This will provide a more maintainable and cost effective solution to the current problem.' This option is shown in Appendix 1.
- 1.5 From the Committee, it was agreed that a more widespread consultation be carried out as per this extract from the minutes –

- (i) The Director (Environment) be requested to carry out as broad a consultation as possible on the following options for combatting the problems caused to the Council by the continued misuse of the automatic bollard at Florence Place, Perth;
- (ii) Following the conclusion of the consultation, the Director (Environment) be requested to submit a report to the Committee outlining the responses and suggested options for further consultation.'

## 2. CONSULTATION FINDINGS

2.1 Consultation was firstly carried out within the localised area of Florence Place (South of Balhousie Street) where any changes would strongly affect each resident. A questionnaire was sent to each resident along with a freepost envelope to return them once completed. Further consultation was then carried out with local groups recommended by the Service Manager for Public Service Reform, Culture and Community Development. These are detailed in table 1 below along with results.

|                                                       | Option 1 – Retain Automatic Bollard. | Option 2 – Block off road and create two cul-de-sacs. | Option 3 – remove the bollard and open the road up two-way. |
|-------------------------------------------------------|--------------------------------------|-------------------------------------------------------|-------------------------------------------------------------|
| Florence Place residents (South of Balhousie Street). | 12                                   | 8                                                     | 10                                                          |
| North Inch and Muirton Community Council.             | 0                                    | 9                                                     | 62*                                                         |
| North Inch Community Campus.                          | 1                                    | 0                                                     | 0                                                           |
| North Muirton Community Council.                      | 1                                    | 1                                                     | 8                                                           |
| Riverside Church, North Muirton.                      | 1**                                  | 0                                                     | 0                                                           |
| <b>TOTAL</b>                                          | <b>15</b>                            | <b>18</b>                                             | <b>80</b>                                                   |

*Table 1 – Votes from each consultation.*

\*The Community Council wanted to make it clear that 'not all 62 are immediate residents' and were taken from Facebook comments.

\*\*The respondent answered the consultation 'as a local resident and not in any work capacity' therefore does not represent a wide group.

## 3. CONCLUSION

3.1 From the consultation, it is evident that there is no majority for any option from the residents of Florence Place. Many of those that voted for Option 2 also commented that they were against Option 3. Also, many that did not vote for

Option 1 made it clear that this was due to the problems that have been encountered with the operation of the automatic bollard.

- 3.2 It is also evident that the majority of people outwith Florence Place (but within the local community) would rather make the road two-way.
- 3.3 It should be noted that the majority of these votes (from outwith Florence Place) are from people who will be less affected on a daily basis. The voting to make the road two-way would likely be due to convenience rather than an operational justification or consideration of any negative impacts on residents.
- 3.4 It is anticipated that Option 3 would lead to an increase in traffic on Balhousie Street and throughout Muirton to avoid congestion on Dunkeld Road. These are residential areas with nearby schools. It should be noted that North Inch Community Campus expressed road safety concerns for their pupils if option 3 was to be implemented
- 3.5 If Committee decides to retain the automatic bollard, Traffic & Network propose to meet with the maintenance contract provider to assess options for reducing the number of occasions that the bollard is out of order and to reduce the time periods that it is out of order for. This may be through reviewing the existing signage, and the configuration of the detector loops and the operation of the bollard.
- 3.6 It is recommended that Committee approve an option, based on the information contained within this report. Following that decision, more detailed work will be undertaken on design, if required.

#### Author

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

#### Approved

| Name           | Designation                      | Date          |
|----------------|----------------------------------|---------------|
| Barbara Renton | Executive Director (Environment) | 12 March 2018 |

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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>YES</b>    |
| Asset Management (land, property, IST)              | <b>YES</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 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 There are the following cost implications depending on which Option Committee decides upon:
- Option 1 - to retain the bollard has no immediate Capital cost implications, however, approximately £2,500 may be required to amend signage and detector loops depending on the outcome of discussions with the maintenance contract provider.
  - Option 2 would cost approximately £7,500 to implement
  - Option 3 would cost approximately £25,000 which would include removal of the bollard and traffic calming works.

#### Revenue

- 2.2 There will be no direct costs from the recommendation within this report. Although there may be revenue spend on future measures to improve compliance such as signs and cutting of loops.
- 2.3 It is estimated from previous three year's spend on bollard repairs there will be an annual cost of approximately £4000 to maintain the bollard. This is already included in the UTC revenue budget.

#### Workforce

- 2.4 Staff will spend time investigating and implementing measures which may improve compliance or the operation of the system if Option 1 is chosen. For Options 2 and 3, staff will spend time furthering designs and implementing the construction works required.

#### 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, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 This report details the results of the consultation with local residents and local community groups to allow the Elected Members to decide how to progress. If any changes to the layout are to be made then consultation will be undertaken with Police Scotland and other emergency services.

## **5. Communication**

- 5.1 Should Committee decide to progress with Option 2 or Option 3, this 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. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

## **6. Background Papers**

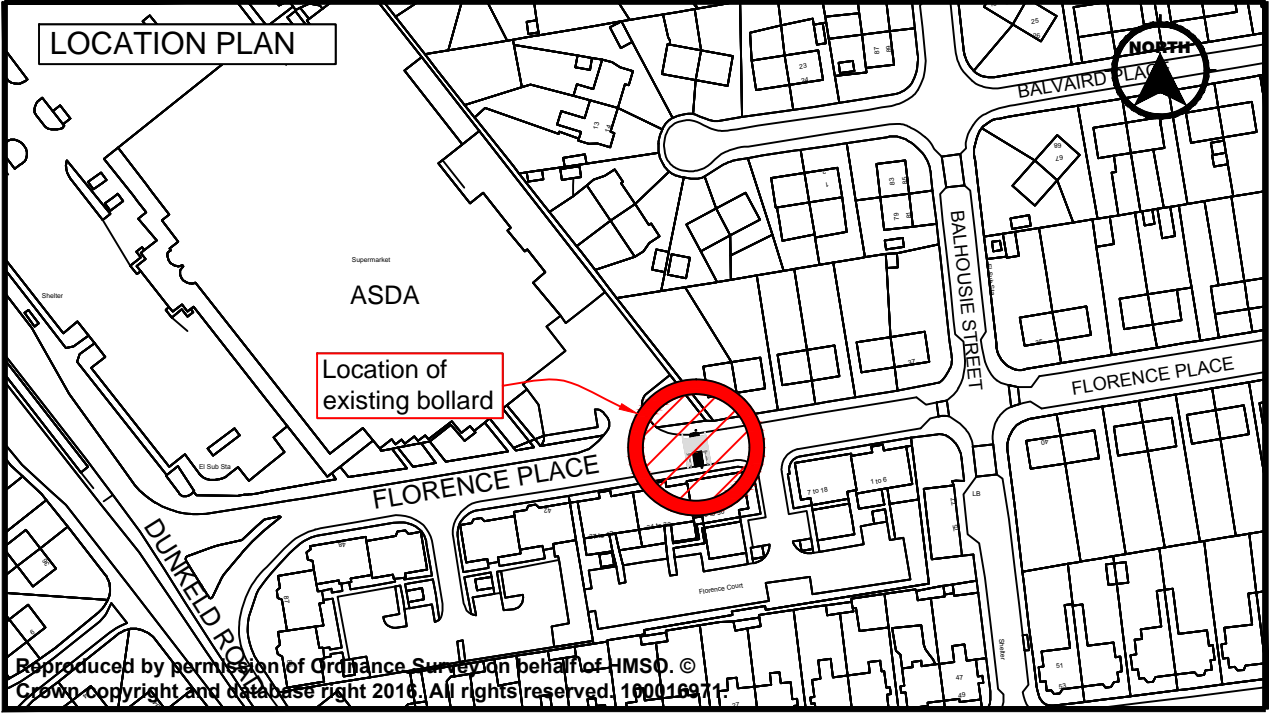
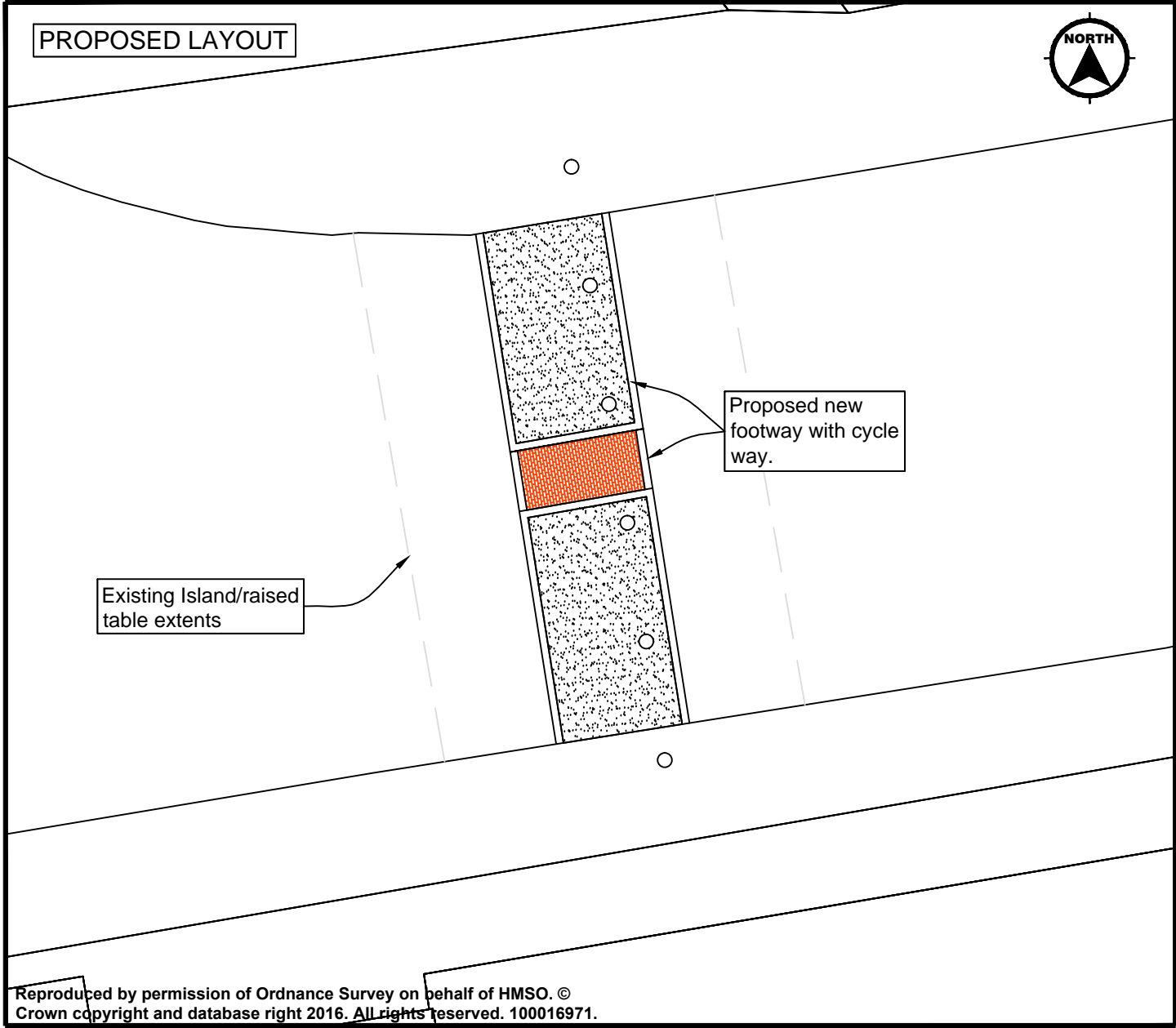
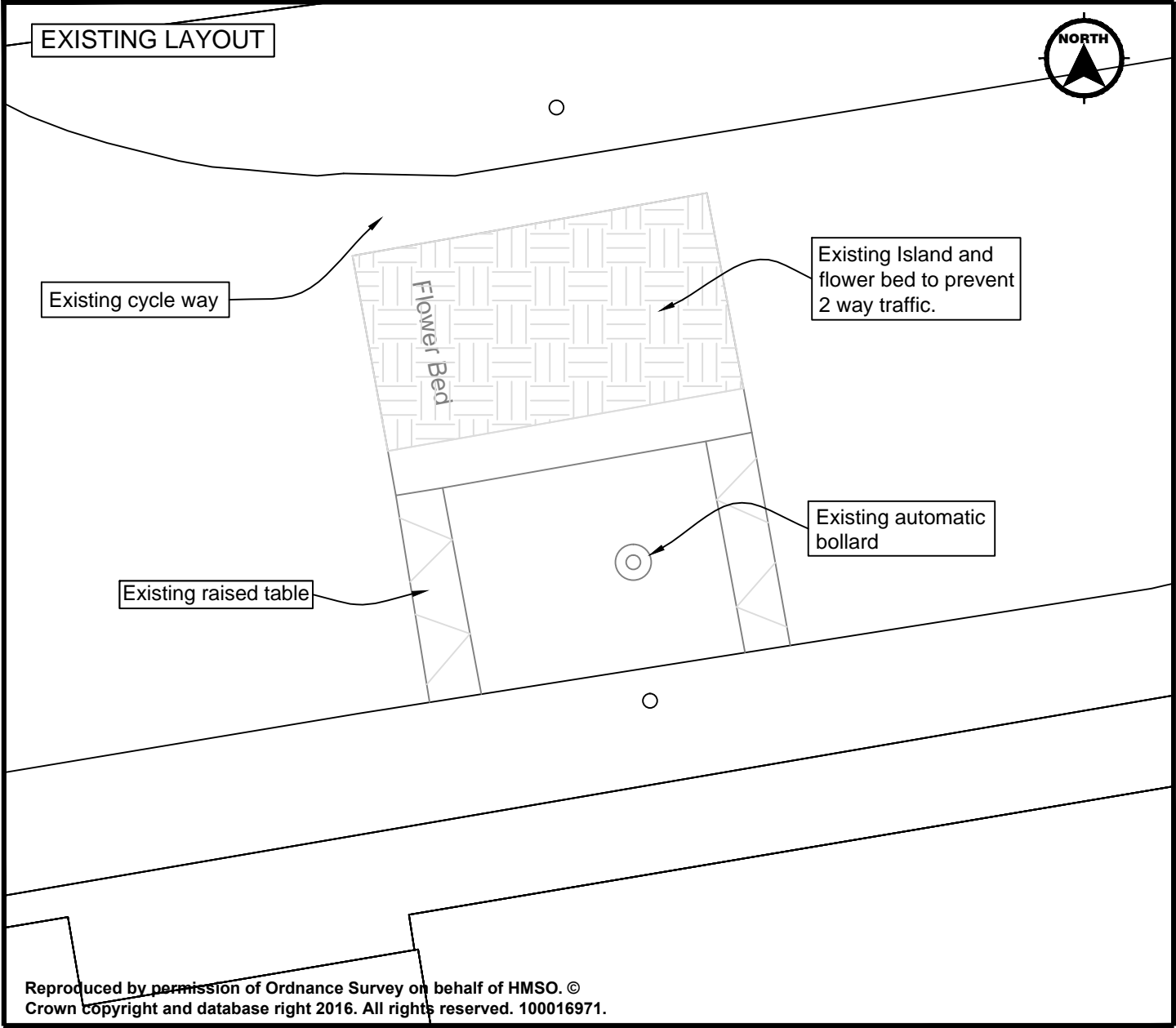
- 6.1 Enterprise and Infrastructure Committee on 14 June 2017 (Report No. 17/215)

## **7. Appendices**


- 7.1 Appendix 1 shows the Option 2 proposal







- NOTES:
1. All works shall be set out on site with the Engineer's representative.
  2. All dimensions in millimetres unless otherwise stated.

| Suffix                                                                                                                      | Revision Details | by                                                                         | Apprvd | Date |
|-----------------------------------------------------------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------|--------|------|
| AMENDMENTS                                                                                                                  |                  |                                                                            |        |      |
| <br><b>PERTH &amp; KINROSS COUNCIL</b> |                  | <b>FLORENCE PLACE<br/>AUTOMATIC BOLLARD<br/>PROPOSED LAYOUT AMENDMENTS</b> |        |      |
| The Environment Service                                                                                                     |                  | Director - B.Renton BA Hons                                                |        |      |
| Drawn by: M Findlay                                                                                                         |                  | Drawing Scales: Not to scale@A3                                            |        |      |
| Checked by: C Davidson                                                                                                      |                  | Project Code: 43561                                                        |        |      |
| Approved by: C Haggart                                                                                                      |                  | Drawing No: 43561_01                                                       |        |      |
| Date: 12/07/2016                                                                                                            |                  |                                                                            |        |      |



**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****PROPOSED PART TIME 20MPH SPEED LIMIT AT SPOUTWELLS ROAD,  
SCONE (WARD 2)****Report by Executive Director (Environment)**

This report details a proposal to extend the part time 20mph speed limit at Spoutwells Road, Scone. The report recommends the start of varying the Traffic Regulation Order for the 20mph Speed Limit.

**1. BACKGROUND****Part time 20mph at Spoutwells Road, Scone**

- 1.1 Road safety concerns have been raised by a local elected member that the part time speed limit does not extend to cover the new pedestrian entrance to the Robert Douglas Memorial School on Spoutwells Road, Scone.
- 1.2 As a result of these concerns, it is now proposed to extend the existing part time 20mph speed limit at Spoutwells Road, Scone northwards and then westwards onto Spoutwells Drive, Scone.
- 1.3 The proposed extents of the limit would cover the new entrance to the school and the school keep clear restrictions already in place.
- 1.4 Consultation was carried out with the local elected members, Community Council and Police Scotland who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to extend the existing part time 20mph speed limit at Spoutwells Road, Scone northwards and then westwards onto Spoutwells Drive, Scone. The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 This report details the location where it is proposed to extend the existing part time 20mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of the 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 promotion of a variation to the relevant TRO to allow the start of the process towards the introduction of a part time 20mph speed limit.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>               | <b>Date</b>   |
|----------------|----------------------------------|---------------|
| Barbara Renton | Executive Director (Environment) | 12 March 2018 |

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## 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 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage healthy sustainable travel.

## **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 £300 for this will be met from the Road Safety and Design Budget in 2018/19.
- 2.3 The estimated costs of £1,000 for the new posts and signs will be met from the Road Safety and Design Budget in 2018/19.

### 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, the Head of Democratic Services 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 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. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

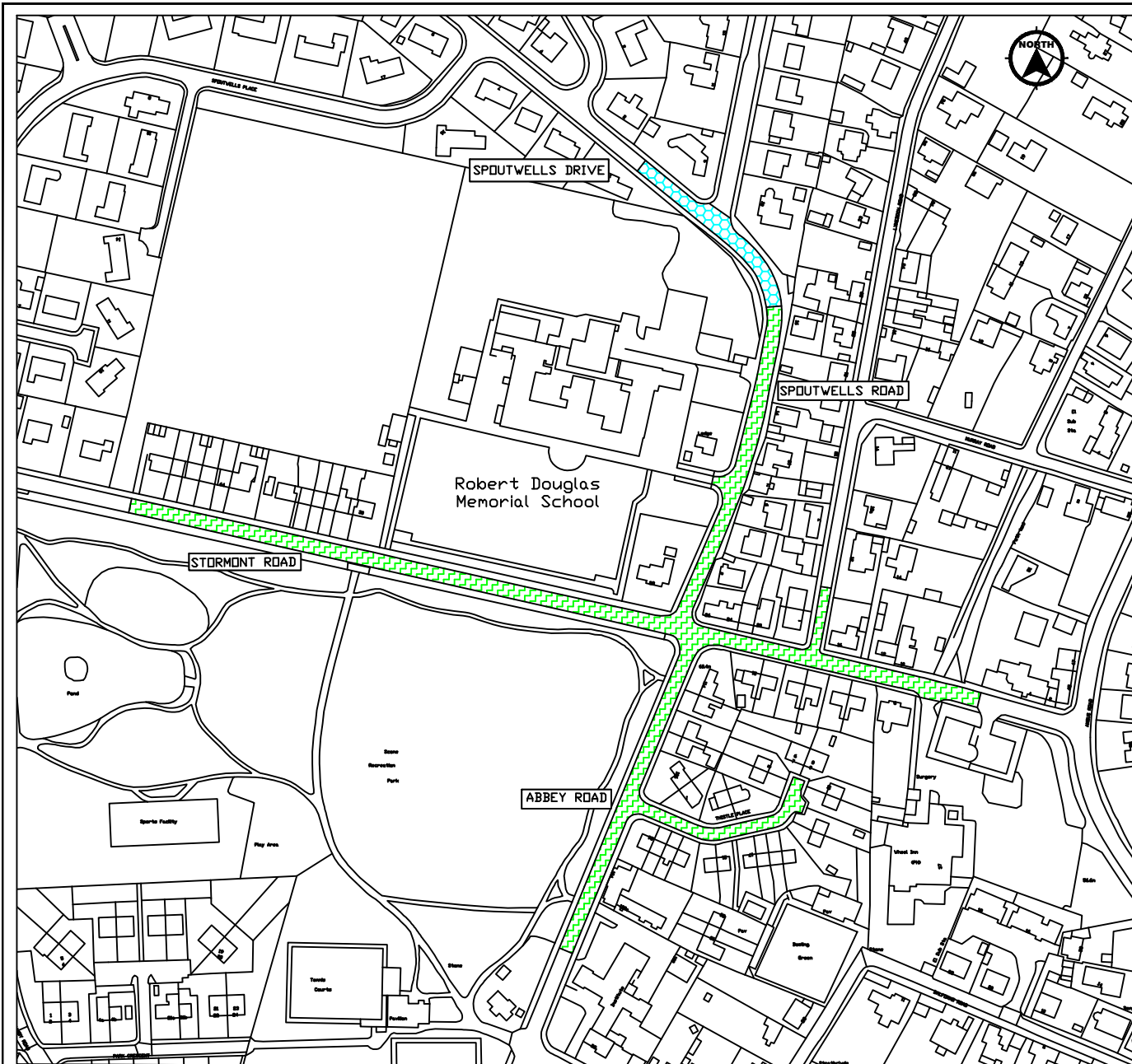
## **2. BACKGROUND PAPERS**

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.





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#### KEY:

-  Existing Part Time 20mph Speed Limit
-  Proposed Part Time 20mph Speed Limit Extension



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|--------|------------------|----|--------|------|
|--------|------------------|----|--------|------|

#### AMENDMENTS



**PERTH & KINROSS COUNCIL**

Proposed extension of part time 20mph Speed Limit

Spoutwells Road/Spoutwells Drive, Scone

Appendix 1

The Environment  
Service

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D McKEDOWN  
Approved by: B CARGILL  
Date: 11/01/2018

Drawing Scales: NTS  
Project Code: \*\*\*\*  
Drawing No: Plan-1



**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****PROPOSED 40MPH SPEED LIMIT AT EASTHILL ROAD (U20),  
AUCHTERARDER (WARD 7)****Report by Executive Director (Environment)**

This report details a proposal to introduce a 40mph speed limit on Easthill Road (U20), Auchterarder. The report recommends the start of varying the Traffic Regulation Order for the 40mph Speed Limit.

**1. BACKGROUND**

- 1.1 40mph at Easthill Road (U20), Auchterarder**
- 1.2 Road safety concerns have been raised by a local elected member.
- 1.3 As a result of these concerns, it is now proposed to introduce a 40mph speed limit on Easthill Road (U20), Auchterarder.
- 1.4 Consultation was carried out with the residents, local elected members, the Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to introduce a 40mph speed limit on Easthill Road (U20), Auchterarder. The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 This report details the location where it is proposed to introduce a 40mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of the 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 promotion of a variation to the relevant TRO to allow the start of the process towards the introduction of a 40mph speed limit.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>               | <b>Date</b>   |
|----------------|----------------------------------|---------------|
| Barbara Renton | Executive Director (Environment) | 12 March 2018 |

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## 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 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety 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 £300 for this will be met from the Traffic & Road Network Revenue Budget in 2018/19.
- 2.3 The estimated costs of £1,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2018/19.

### 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, the Head of Democratic Services 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. Should objections be raised, these will be reported back to Committee, with appropriate recommendations

## **2. BACKGROUND PAPERS**

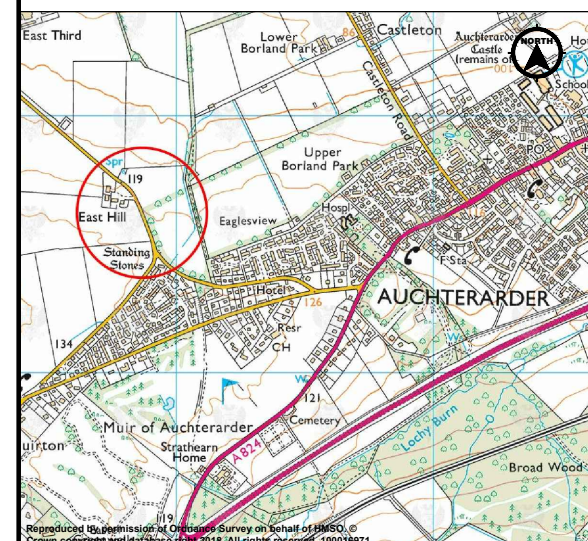
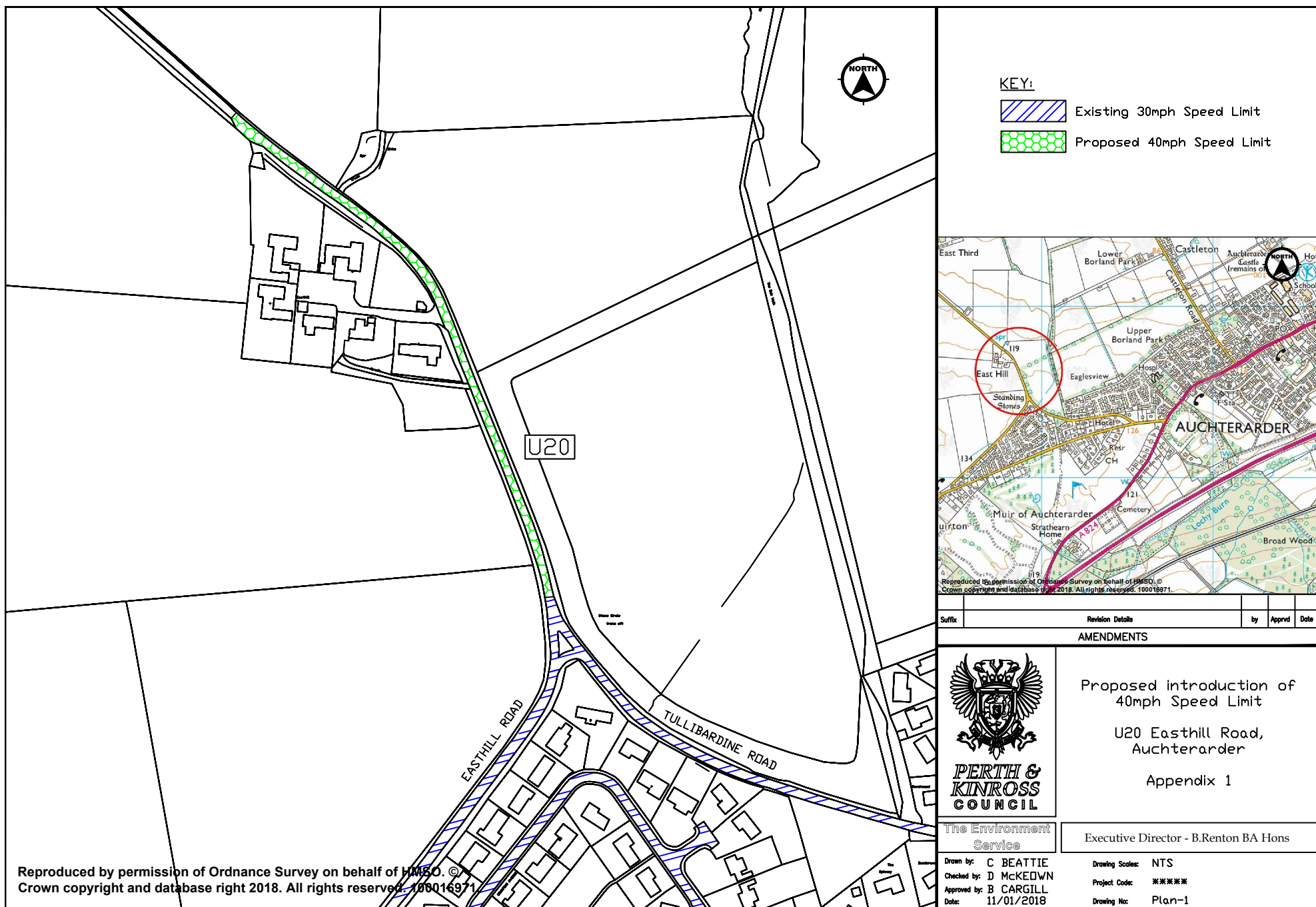
No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:


## **3. APPENDICES**

- 3.1 The proposals are as shown in Appendix 1.







|                                                                                       |                  |                                                                                                                    |    |          |      |
|---------------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------|----|----------|------|
|                                                                                       | Revision Details |                                                                                                                    | by | Approved | Date |
| AMENDMENTS                                                                            |                  |                                                                                                                    |    |          |      |
|  |                  | <p>Proposed introduction of<br/>40mph Speed Limit</p> <p>U20 Easthill Road,<br/>Auchterarder</p> <p>Appendix 1</p> |    |          |      |
| <b>PERTH &amp;<br/>KINROSS<br/>COUNCIL</b>                                            |                  |                                                                                                                    |    |          |      |
| <b>The Environment<br/>Service</b>                                                    |                  | <b>Executive Director - B.Renton BA Hons</b>                                                                       |    |          |      |
| Drawn by: C BEATTIE                                                                   |                  | Drawing Scales: NTS                                                                                                |    |          |      |
| Checked by: D MCKEDOWN                                                                |                  | Project Code: ****                                                                                                 |    |          |      |
| Approved by: B CARGILL                                                                |                  | Drawing No: Plan-1                                                                                                 |    |          |      |
| Date: 11/01/2018                                                                      |                  |                                                                                                                    |    |          |      |



**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****PROPOSED 40MPH SPEED LIMIT AT DRUM (B9097) (WARD 8)****Report by Executive Director (Environment)**

This report details a proposal to introduce a 40mph speed limit at Drum (B9097). The report recommends the start of varying the Traffic Regulation Order for the 40mph Speed Limit.

**1. BACKGROUND****40mph at Drum (B9097)**

- 1.1 Road safety concerns have been raised by a local elected member.
- 1.2 As a result of these concerns, it is now proposed to introduce a 40mph speed limit at Drum (B9097).
- 1.3 Consultation was carried out with the residents, local elected members, the Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to introduce a 40mph speed limit at Drum (B9097). The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 This report details the location where it is proposed to introduce a 40mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of the 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 promotion of a variation to the relevant TRO to allow the start of the process towards the introduction of a 40mph speed limit.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>               | <b>Date</b>   |
|----------------|----------------------------------|---------------|
| Barbara Renton | Executive Director (Environment) | 12 March 2018 |

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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 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety 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 £300 for this will be met from the Traffic & Road Network Revenue Budget in 2018/19.
- 2.3 The estimated costs of £1,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2018/19.

### 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, the Head of Democratic Services 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. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

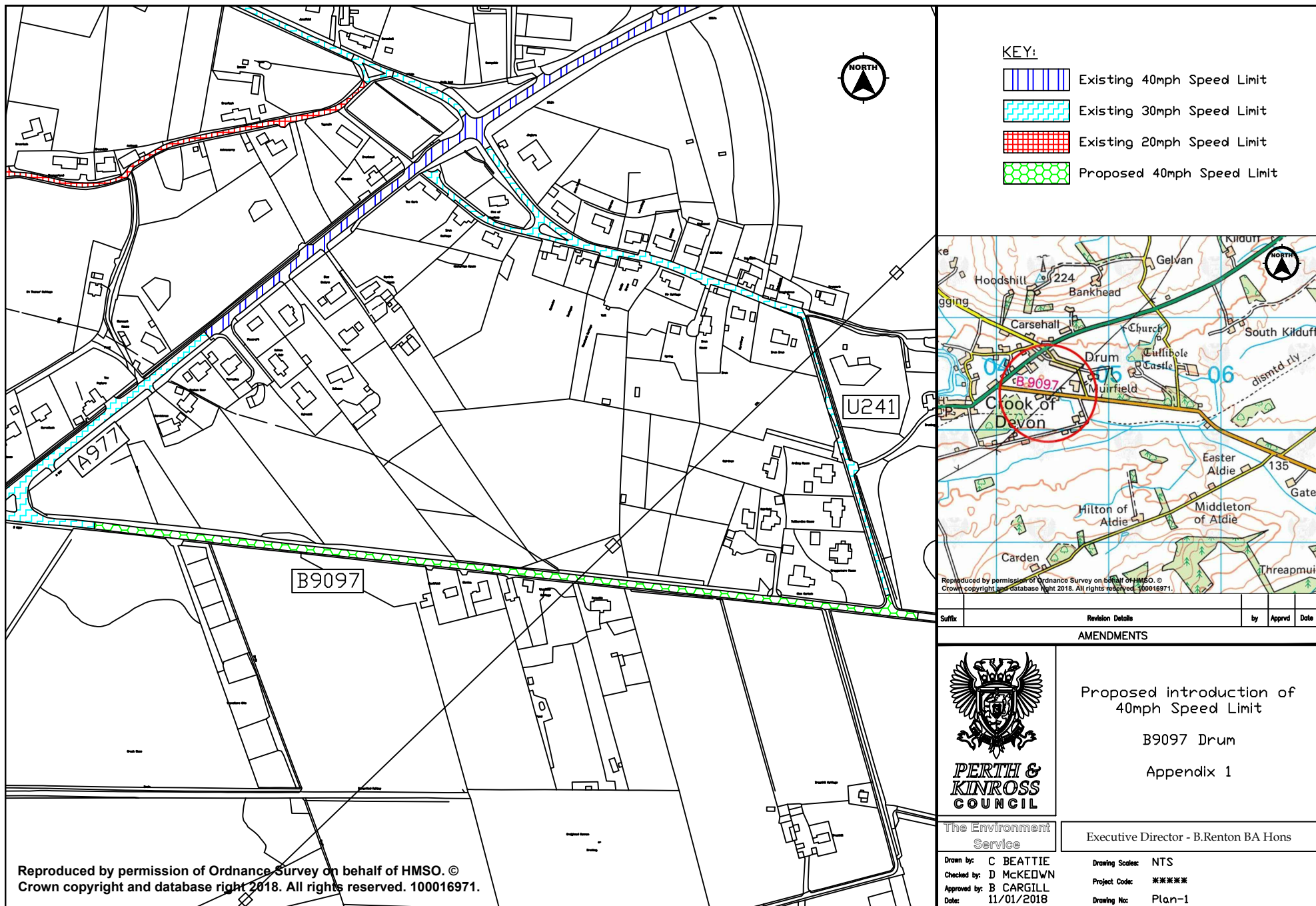
No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

## **3. APPENDICES**

- 3.1 The proposals are as shown in Appendix 1.







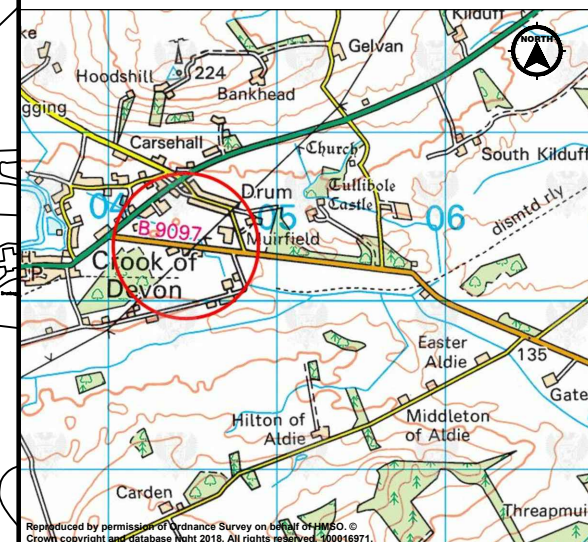




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# KEY:

-  Existing 40mph Speed Limit
-  Existing 30mph Speed Limit
-  Existing 20mph Speed Limit
-  Proposed 40mph Speed Limit



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

## AMENDMENTS



**PERTH & KINROSS COUNCIL**

Proposed Introduction of  
40mph Speed Limit

B9097 Drum

Appendix 1

The Environment  
Service

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEOWN  
Approved by: B CARGILL  
Date: 11/01/2018

Drawing Scales: NTS  
Project Code: \*\*\*\*  
Drawing No: Plan-1



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**21 March 2018**

**PROPOSED 30MPH SPEED LIMIT AT ST MADDOES (C484) (WARD 1)**

**Report by Executive Director (Environment)**

This report details a proposal to extend the 30mph speed limit at St Madoes (C484). The report recommends the start of varying the Traffic Regulation Order for the 30mph Speed Limit.

**1. BACKGROUND**

**1.1 30mph at St Madoes (C484)**

1.2 Road safety concerns have been raised by the local residents and a local elected member. Local primary school children make use of the hall at the Madoch Centre and the entrance to the centre is beyond the current 30mph speed limit.

1.3 As a result of these concerns, it is now proposed to extend the 30mph speed limit at St Madoes (C484) eastwards to beyond the access to the Madoch Centre.

1.4 Consultation was carried out with the residents, local elected members, the Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

2.1 It is proposed to extend the 30mph speed limit at St Madoes (C484) eastwards to beyond the access to the Madoch Centre. The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATIONS**

3.1 This report details the location where it is proposed to extend a 30mph speed limit.

3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of the 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 promotion of a variation to the relevant TRO to allow the start of the process towards the introduction of a 30mph speed limit.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>               | <b>Date</b>   |
|----------------|----------------------------------|---------------|
| Barbara Renton | Executive Director (Environment) | 12 March 2018 |

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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.

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- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

#### Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation.

It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety 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 £300 for this will be met from the Traffic & Road Network Revenue Budget in 2018/19.
- 2.3 The estimated costs of £1,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2018/19.

### 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:
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### 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, the Head of Democratic Services 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. Should objections be raised, these will be reported back to Committee, with appropriate recommendations

## **2. BACKGROUND PAPERS**

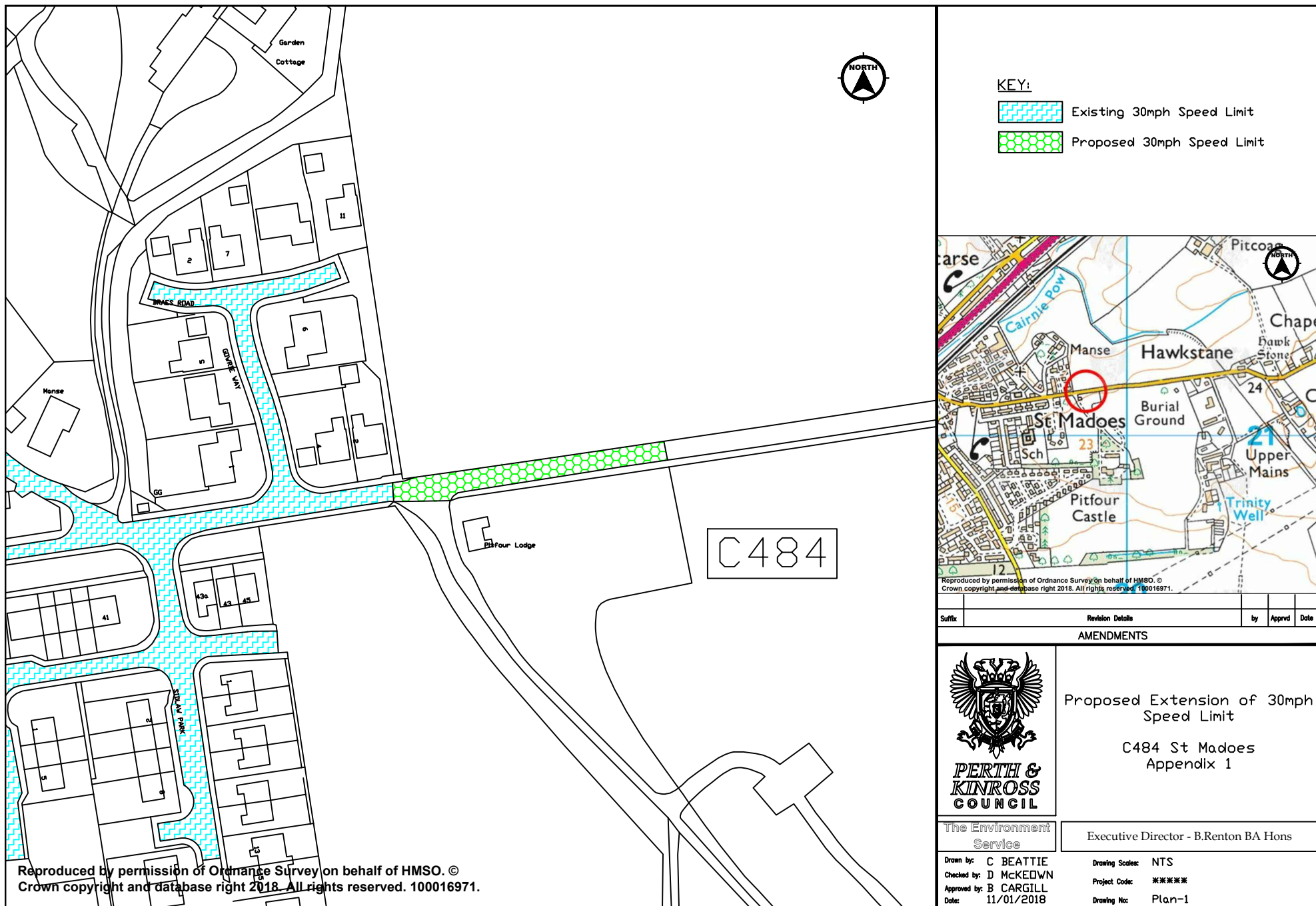
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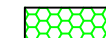




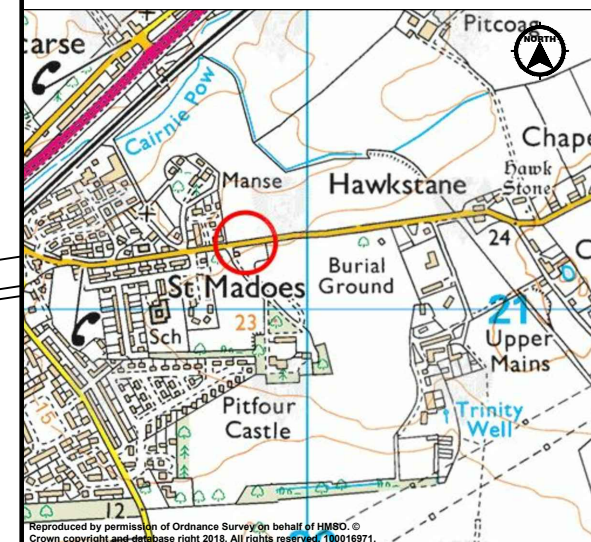
# KEY:



Existing 30mph Speed Limit



Proposed 30mph Speed Limit



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

## AMENDMENTS



**PERTH & KINROSS COUNCIL**

Proposed Extension of 30mph Speed Limit

C484 St Madoes Appendix 1

The Environment Service

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEDOWN  
Approved by: B CARGILL  
Date: 11/01/2018

Drawing Scale: NTS  
Project Code: \*\*\*\*\*  
Drawing No: Plan-1



**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****PROPOSED VARIATION TO WAITING RESTRICTIONS, NORTH WILLIAM STREET, PERTH (WARD 12)****Report by Executive Director (Environment)**

This report outlines the problems experienced by residents in North William Street, Perth due to demands on parking. The report recommends a variation to the Perth Traffic Management Order to vary the waiting restrictions on North William Street, Perth.

**1. BACKGROUND**

- 1.1 North William Street is located within Perth city centre and is predominately made up of residential properties. There are also commercial premises on the neighbouring roads.
- 1.2 Concerns have been raised from local residents that the No Daytime Waiting restriction outside the former The White Horse Inn is no longer required. As such, they have suggested that there could be better use of the kerb space to reduce the pressures on available parking.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to vary the Perth Traffic Management Order to remove the No Daytime Waiting restriction outside the former The White Horse Inn on North William Street, Perth and replace with two additional Pay and Display parking bays. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local elected members and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from local residents, it is now proposed to remove a section of No Daytime Waiting restrictions on North William Street, Perth and replace with additional Pay and Display parking bays.
- 2.2 The proposals are shown on the plans at Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 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.

- 3.2 If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approves the promotion of a variation to the relevant TRO to remove the No Daytime Waiting restrictions on North William Street, Perth and replace with Pay and Display parking, as described.

#### Author

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

#### Approved

| Name           | Designation                      | Date          |
|----------------|----------------------------------|---------------|
| Barbara Renton | Executive Director (Environment) | 12 March 2018 |

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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 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### 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 and providing the road markings. The indicative cost of advertising an Order is £300 and will be met from the Traffic & Road Network Revenue Account in 2018/19.
- 2.3 The estimated cost of £500 for the signs and road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

### 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, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and the local elected members 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**

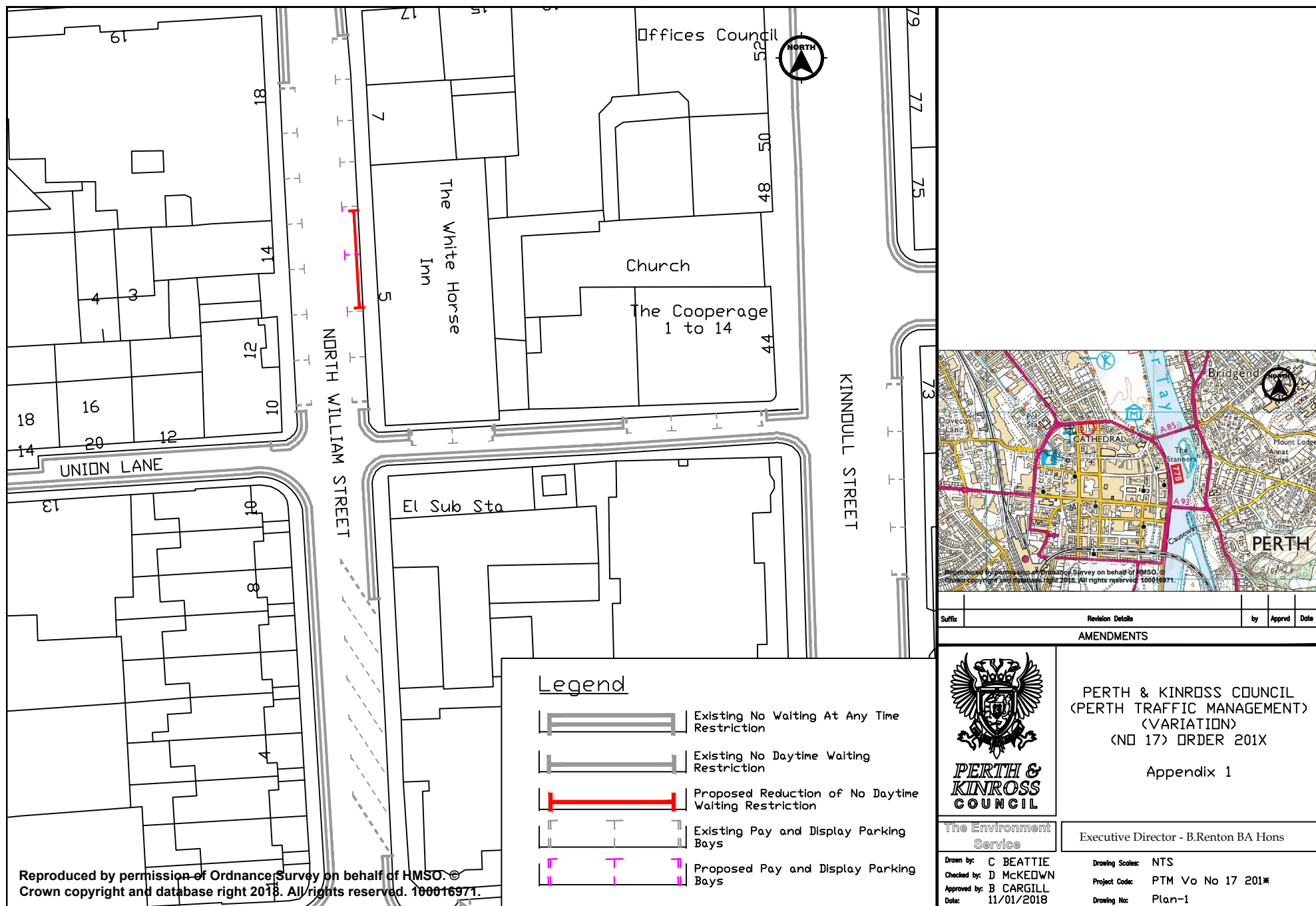
- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report;

## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.







**Legend**

- Existing No Waiting At Any Time Restriction
- Existing No Daytime Waiting Restriction
- Proposed Reduction of No Daytime Waiting Restriction
- Existing Pay and Display Parking Bays
- Proposed Pay and Display Parking Bays

PERTH

| Suffix     | Revision Details | by | Appr'd | Date |
|------------|------------------|----|--------|------|
| AMENDMENTS |                  |    |        |      |

**PERTH & KINROSS COUNCIL**

**PERTH & KINROSS COUNCIL  
(PERTH TRAFFIC MANAGEMENT)  
(VARIATION)  
(NO 17) ORDER 201X**

Appendix 1

The Environment Service

Executive Director - B.Renton BA Hons

|                        |                                 |
|------------------------|---------------------------------|
| Drawn by: C BEATTIE    | Drawing Scales: NTS             |
| Checked by: D MCKEDOWN | Project Code: PTM Vo No 17 201* |
| Approved by: B CARGILL | Drawing No: Plan-1              |
| Date: 11/01/2018       |                                 |



## PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

21 March 2018

**PROPOSED VARIATION TO WAITING RESTRICTIONS, MILL ROAD, STANLEY MILLS, STANLEY (WARD 5)****Report by Executive Director (Environment)**

This report outlines the problems experienced by Historic Environment Scotland at Stanley Mills, Stanley due to a lack of certain parking facilities. The report recommends the creation of the Stanley Traffic Management Order to introduce disabled parking bays on Mill Road, Stanley Mills, Stanley.

**1. BACKGROUND**

- 1.1 Mill Road, Stanley Mills, Stanley is located on the outskirts of Stanley. It is made up of former mill buildings converted into residential flats and a tourist centre operated by Historic Environment Scotland. The parking for the tourist centre is located to the north east of the complex which is a short walk away.
- 1.2 Concerns have been raised by Historic Environment Scotland that there are no parking facilities for disabled badge holders near the Stanley Mill visitor centre. In addition, the car park is too far away for some disabled visitors.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to create the Stanley Traffic Management Order to introduce Disabled Parking Bays in the layby on Mill Road, Stanley. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local elected members, the Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from Historic Environment Scotland, it is now proposed to introduce Disabled Parking Bays on Mill Road, Stanley.
- 2.2 The proposals are shown on the plans at Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 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.

- 3.2 If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approves the promotion of the TRO to introduce Disabled Parking Bays on Mill Road, Stanley, as described.

#### Author

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

#### Approved

| Name           | Designation                      | Date          |
|----------------|----------------------------------|---------------|
| Barbara Renton | Executive Director (Environment) | 12 March 2018 |

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## 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 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### 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 and providing the road markings. The indicative cost of advertising an Order is £300 and will be met from the Traffic & Road Network Revenue Account in 2018/19.
- 2.3 The estimated cost of £400 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

### 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, the Head of Democratic Services 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**

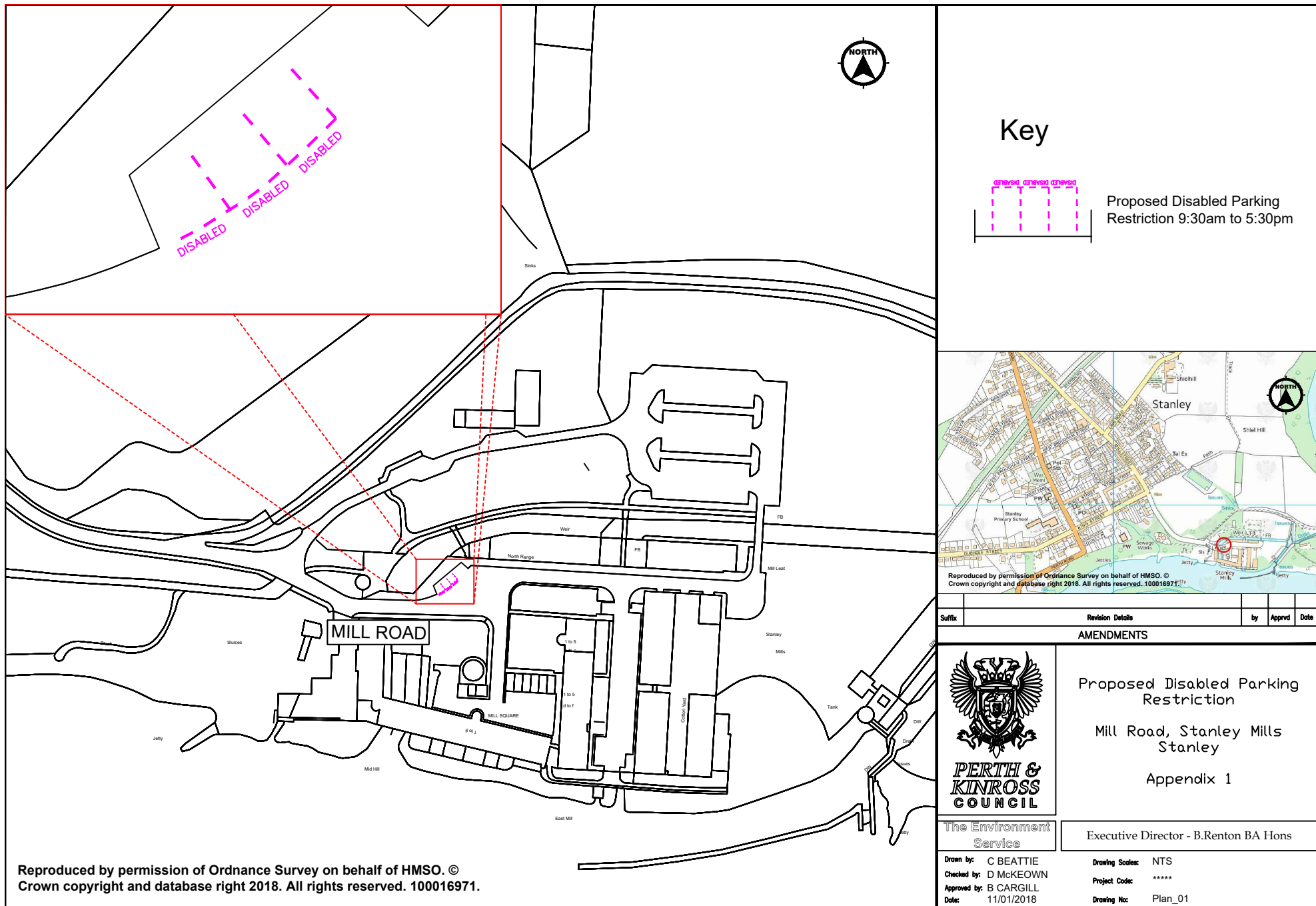
- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report;

## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.



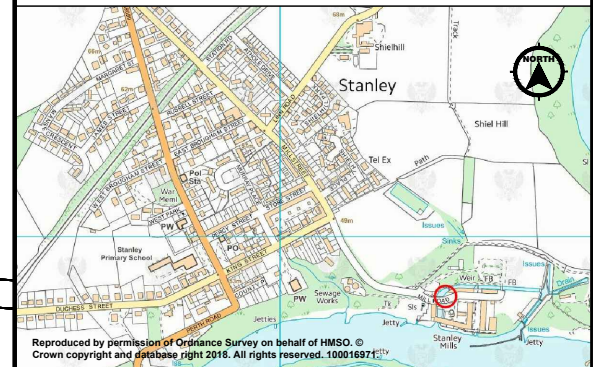




## Key



Proposed Disabled Parking  
Restriction 9:30am to 5:30pm



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

### AMENDMENTS



Proposed Disabled Parking  
Restriction

Mill Road, Stanley Mills  
Stanley

Appendix 1

The Environment  
Service

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D McKEOWN  
Approved by: B CARGILL  
Date: 11/01/2018

Drawing Scales: NTS  
Project Code: \*\*\*\*\*  
Drawing No: Plan\_01



**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****AMENDMENTS TO THE LIST OF PUBLIC ROADS****Report by Executive Director (Environment)**

This report recommends that the List of Public Roads be updated to take account of the amendments detailed in this report.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Roads (Scotland) Act, 1984 requires the Council to keep a List of Public Roads, which it has a duty to manage and maintain. The Act makes provision for new or upgraded sections of road to be added to the List from time to time.
- 1.2 The majority of the roads listed on the attached schedule were constructed under Construction Consent. They have been completed in accordance with the Council's road standards and a satisfactory twelve-month maintenance period has expired. The developer has requested that they be added to the List of Public Roads. Consequently, in accordance with Section 16 of the Roads (Scotland) Act 1984, the Council, as Roads Authority, is obliged to add such roads to its List of Public Roads.
- 1.3 Exceptions to the above are Dalcroy Crescent, Tummel Bridge under the "Unadopted Roads Project" which was done in an collaborative agreement with the frontagers and Perth and Kinross Council. The footpath link at South Street, Rattray was constructed to an adoptable standard by the Developer GS Brown to improve the connection to the existing housing site at Honeyberry Crescent.

**2. PROPOSALS**

- 2.1 It is proposed to amend the List of Public Roads as detailed in the attached schedule.

**3. CONCLUSION AND RECOMMENDATION(S)**

- 3.1 The roads detailed in the attached schedule have been completed to the required standards and should now be added to the List of Public Roads.
- 3.2 It is recommended that the Committee approves the additions to the List of Public Roads as detailed in Appendix 1.

**Author(s)**

| <b>Name</b>   | <b>Designation</b> | <b>Contact Details</b> |
|---------------|--------------------|------------------------|
| Sarah Perfett | Technician         | Tel: 01738 476590      |

**Approved**

| <b>Name</b>    | <b>Designation</b>                  | <b>Date</b>   |
|----------------|-------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Environment) | 12 March 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan / Single Outcome Agreement           | <b>None</b>       |
| Corporate Plan                                      | <b>Yes</b>        |
| <b>Resource Implications</b>                        |                   |
| Financial                                           | <b>Yes</b>        |
| Workforce                                           | <b>None</b>       |
| Asset Management (land, property, IST)              | <b>Yes</b>        |
| <b>Assessments</b>                                  |                   |
| Equality Impact Assessment                          | <b>Yes</b>        |
| Strategic Environmental Assessment                  | <b>Yes</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

#### Corporate Plan

- 1.1 The Council's Corporate Plan 2013 – 2018 lays out five outcome focussed strategic objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. They are as follows:

- (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.

- 1.2 This report relates to (iv) and (v) above.

### 2. Resource Implications

#### Financial

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.
- 2.2 The revenue commitments arising from the routine maintenance of the new roads are detailed in the schedule. The amount of £28,620 for Routine and

cyclic maintenance, and additional expenditure on street cleaning, will require to be prioritised within the existing Environment service revenue Budget in future years.

### **3. Assessments**

- 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.
- 3.4 This section should reflect that the proposals have been considered under the Act and no further action is required as it does not qualify as a Plan, Programme or Strategy (PPS) as defined by the Act and is therefore exempt.

### **4. Consultation**

#### Internal

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.

#### External

- 4.2 The owners of properties adjacent to Council or resident constructed roads were consulted on the proposals, and a notice was placed in the local newspaper. No objections were received.

### **2. BACKGROUND PAPERS**

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing the above report.

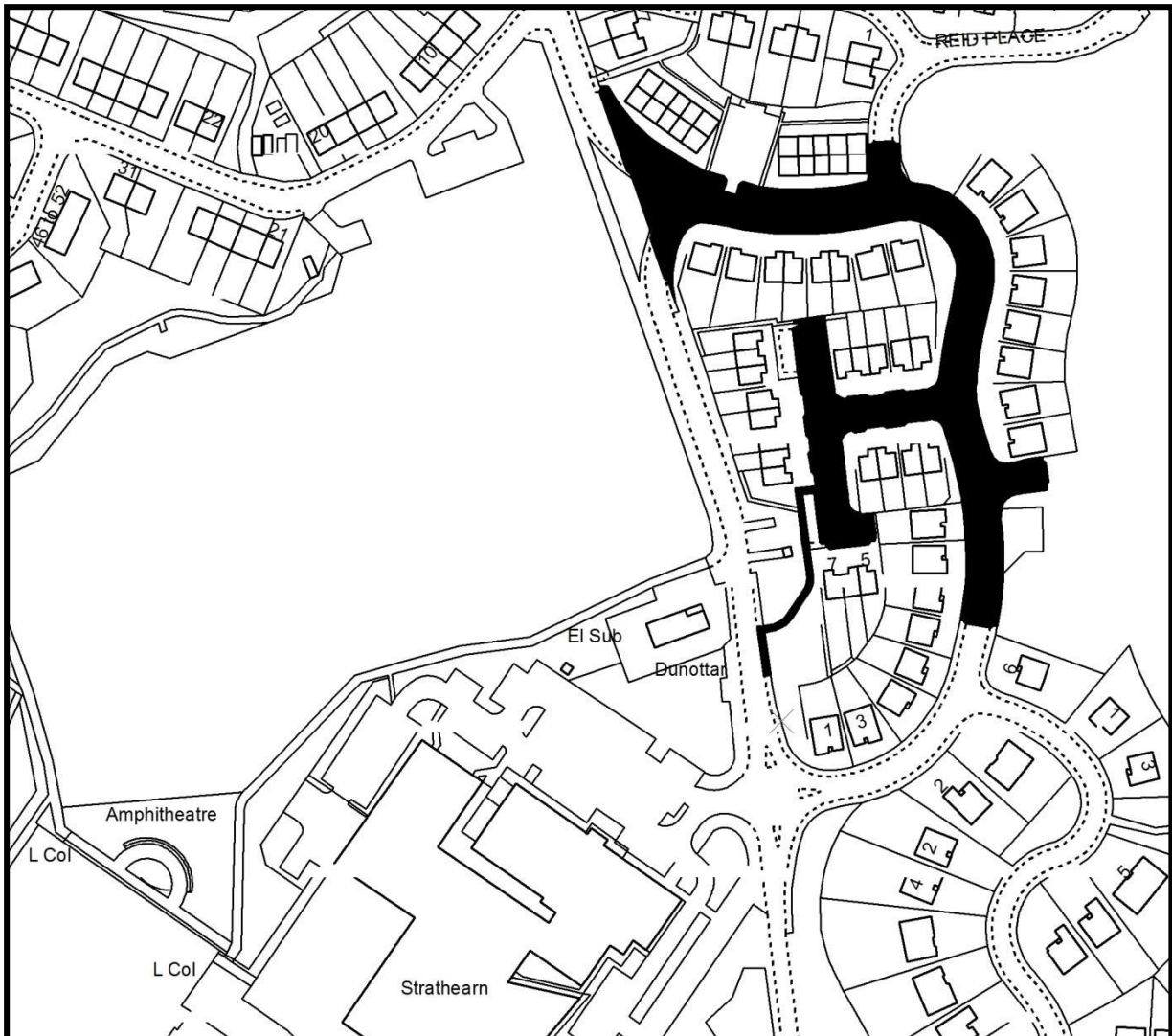
### **3. APPENDICES**

Appendix 1 - Schedule for Additions to the List of Public Roads.

## Schedule for Additions to the List of Public Roads

| Town          | Street Name                                    | Construction Consent No. | Developer                     | Length       | Ward | Street Lighting Columns | Remarks                              | Financial Implications |                 |
|---------------|------------------------------------------------|--------------------------|-------------------------------|--------------|------|-------------------------|--------------------------------------|------------------------|-----------------|
|               |                                                |                          |                               |              |      |                         |                                      | Roads                  | Street Lighting |
| Crieff        | Hebridean Gardens                              | CC/PK/05/08              | A & L King (Builders)         | 207m         | 6    | 14                      |                                      | £4,647                 | £910            |
| Crieff        | Jura Avenue                                    | CC/PK/05/08              | A & L King (Builders)         | 16m          | 6    | 0                       |                                      | £359                   | £0              |
| Crieff        | Pittenzie Road                                 | CC/PK/05/08              | A & L King (Builders)         | 10m          | 6    | 2                       | Realignment of existing public road  | £225                   | £130            |
| Crieff        | Reid Place                                     | CC/PK/05/08              | A & L King (Builders)         | 14m          | 6    | 0                       |                                      | £314                   | £0              |
| Crieff        | Tiree Place                                    | CC/PK/05/08              | A & L King (Builders)         | 103m         | 6    | 5                       |                                      | £2,312                 | £325            |
| Crieff        | Tiree Place footpath leading to Pittenzie Road | CC/PK/05/08              | A & L King (Builders)         | 56m          | 6    | 1                       | Footpath Link to Pittenzie Road      | £209                   | £65             |
| Perth         | Magpie Way                                     | CC/PK/05/11              | Caledonia Housing Association | 195m         | 12   | 6                       |                                      | £4,378                 | £390            |
| Pitlochry     | Lagreach Brae                                  | CC/PK/07/23              | A & J Stephen                 | 335m         | 4    | 13                      |                                      | £7,521                 | £845            |
| Ratray        | South Street                                   | N/A                      | GS Brown                      | 23m          | 3    | 0                       | Footpath Link to Honeyberry Crescent | £86                    | £0              |
| Tummel Bridge | Dalcroy Crescent                               | N/A                      | Frontagers                    | 263m         | 4    | 0                       |                                      | £5,904                 | £0              |
| <b>TOTALS</b> |                                                |                          |                               | <b>1222m</b> |      | <b>41</b>               |                                      | <b>£25,955</b>         | <b>£2,665</b>   |

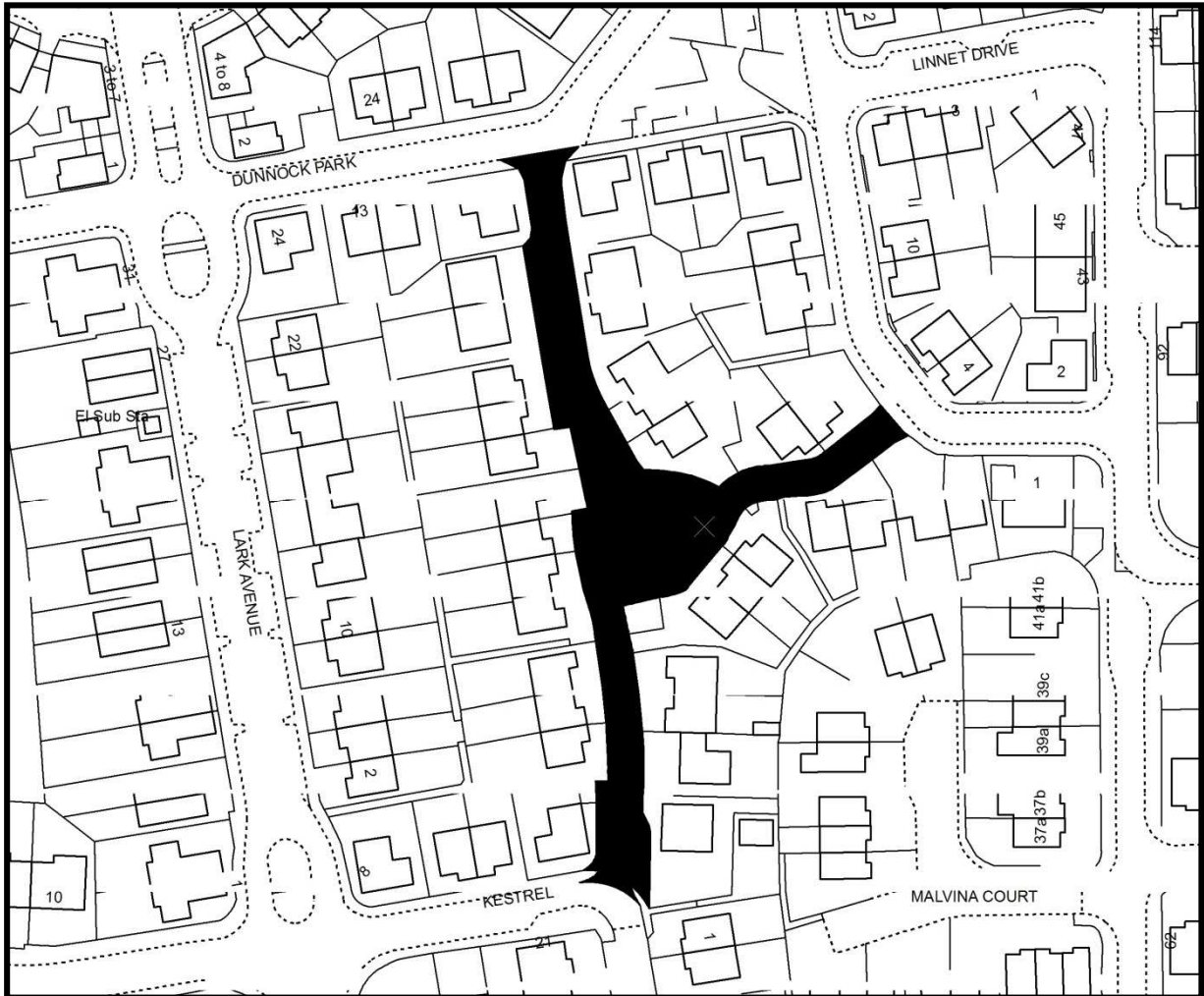
Hebridean Gardens, Jura Avenue, Pettenzie Road, Reid Place,  
Tiree Place, Tiree Place footpath leading to Pettenzie Road,  
Crieff



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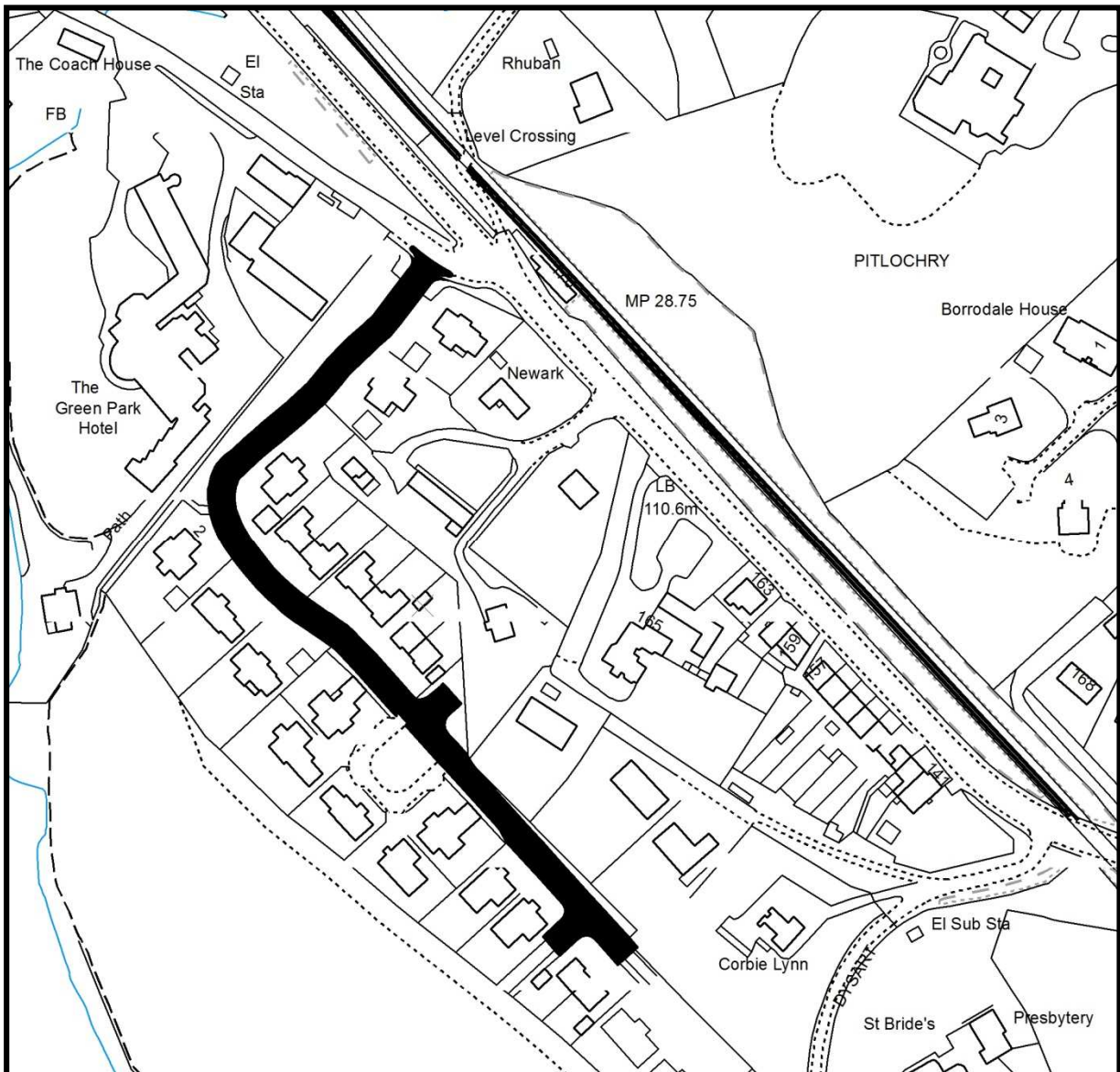


Magpie Way,  
Muirton, Perth



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Lagreach Brae,  
Pitlochry



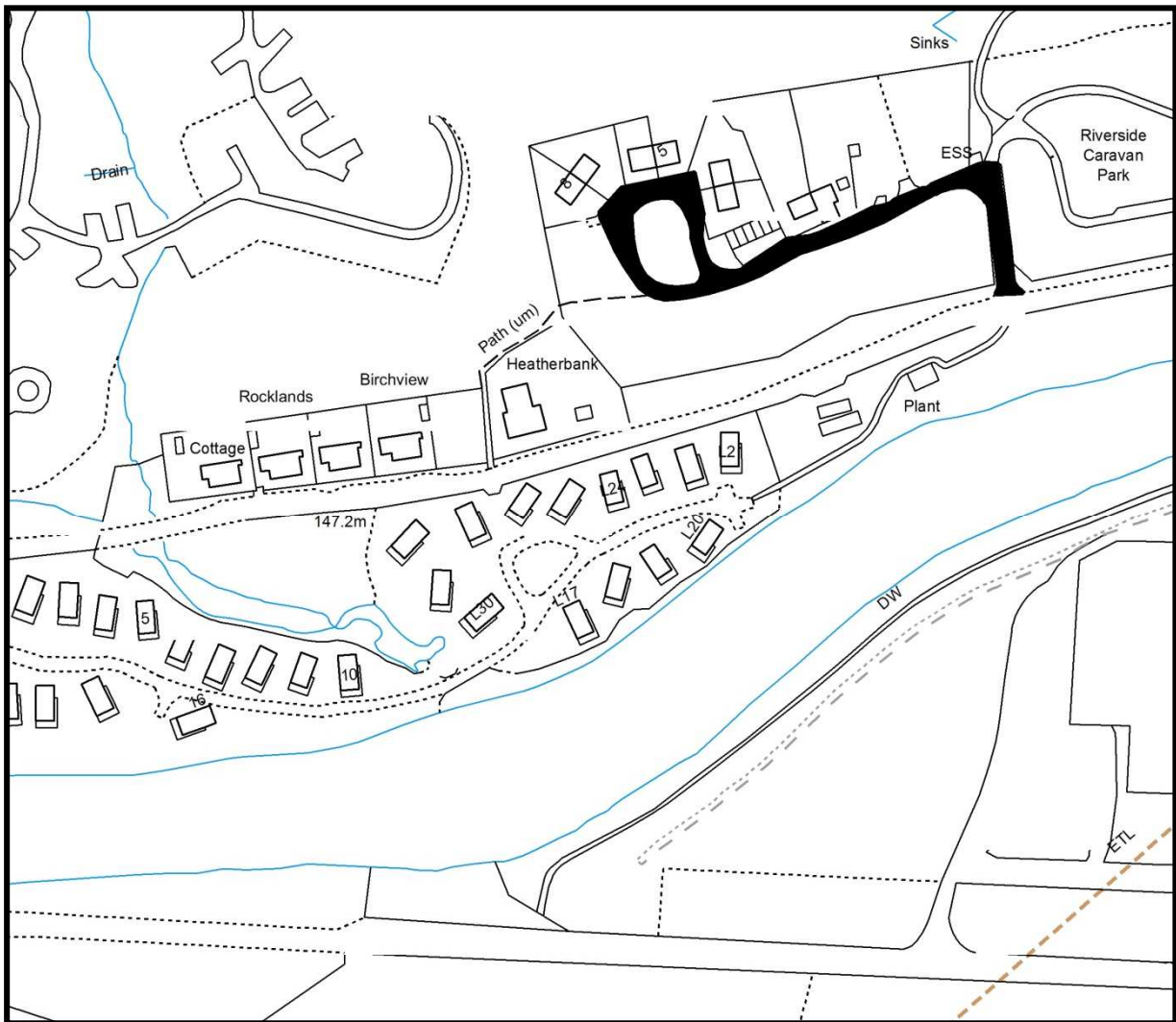
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Ratray



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Dalcroy Crescent,  
Tummel Bridge



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