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Council Building
2 High Street
Perth
PH1 5PH

Tuesday, 13 June 2017

A Meeting of the **Environment, Enterprise and Infrastructure Committee** will be held in the **Council Chamber, 2 High Street, Perth, PH1 5PH** on **Wednesday, 14 June 2017** at **14:00**.

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 mobile phones and other communication devices are in silent mode.

Members:

Councillor Colin Stewart (Convener)
Councillor Michael Barnacle (Vice-Convener)
Councillor Alasdair Bailey
Councillor Stewart Donaldson
Councillor Dave Doogan
Councillor Angus Forbes
Councillor Anne Jarvis
Councillor Grant Laing
Councillor Murray Lyle
Councillor Andrew Parrott
Councillor Callum Purves
Councillor Crawford Reid
Councillor Willie Robertson
Councillor Richard Watters
Councillor Mike Williamson

Environment, Enterprise and Infrastructure Committee

Wednesday, 14 June 2017

AGENDA

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

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTES**
- (i) MINUTE OF MEETING OF THE ENVIRONMENT COMMITTEE OF 11 JANUARY 2017 5 - 8**
- (ii) MINUTE OF MEETING OF THE ENTERPRISE AND INFRASTRUCTURE COMMITTEE OF 8 MARCH 2017 9 - 14**
- 4 APPOINTMENT OF EXECUTIVE SUB-COMMITTEE**
The Committee are requested to appoint five members to the Executive Sub-Committee.
- 5 COMMUNITY ENVIRONMENT CHALLENGE FUND UPDATE 15 - 26**
Report by Director (Environment) (copy herewith 17/206)
- 6 AMENDMENT OF THE CORE PATHS PLAN 27 - 38**
Report by Director (Environment) (copy herewith 17/207)
- 7 SCOTTISH GOVERNMENT'S CONSULTATION ON THE FUTURE OF THE SCOTTISH PLANNING SYSTEM 39 - 54**
Report by Director (Environment) (copy herewith 17/208)
- 8 CYCLING, WALKING AND SAFER STREETS (CWSS) PROJECTS 2017/18 55 - 94**
Report by Director (Environment) (copy herewith 17/209)
- 9 PROPOSED ADDITIONAL GREEN ROUTES 95 - 110**
Report by Director (Environment) (copy herewith 17/210)
- 10 RE-DETERMINATION OF FOOTWAYS/FOOTPATHS FOR SHARED USE AT MARY FINDLAY DRIVE AREA, LONGFORGAN 111 - 128**

Report by Director (Environment) (copy herewith 17/211)

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|-----------|--|------------------|
| 11 | RE-DETERMINATION OF NORTH MUIRTON, PERTH - FOOTWAYS FOR SHARED USE
Report by Director (Environment) (copy herewith 17/212) | 129 - 136 |
| 12 | EXTENSION OF 15 MINUTES FREE PARKING FOR ALL COUNCIL OPERATED PAY-AND-DISPLAY PARKING BAYS
Report by Director (Environment) (copy herewith 17/213) | 137 - 142 |
| 13 | PROPOSED CHANGES TO 20MPH SPEED LIMIT AT HIGH STREET, KINROSS
Report by Director (Environment) (copy herewith 17/214) | 143 - 150 |
| 14 | PROPOSED PROHIBITION ON DRIVING, FLORENCE PLACE, PERTH
Report by Director (Environment) (copy herewith 17/215) | 151 - 158 |
| 15 | AMENDMENTS TO THE LIST OF PUBLIC ROADS
Report by Director (Environment) (copy herewith 17/216) | 159 - 166 |

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

- P1 PERTH AND KINROSS COUNTRYSIDE TRUST - SERVICE LEVEL AGREEMENT REVIEW 2016/17 AND PROPOSAL 2017/18**

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<p>All Council Services can offer a telephone translation facility.</p>

ENVIRONMENT COMMITTEE

Minute of meeting of the Environment Committee held in the Council Chambers, Ground Floor, 2 High Street, Perth on Wednesday 11 January 2017 at 10:00am.

Present: Councillors A Grant, M Williamson, H Anderson (substituting for Councillor E Maclachlan), K Baird (substituting for Councillor M Roberts), R Brock, B Ellis, C Gillies, K Howie (substituting for Councillor A Younger), G Laing, M Lyle, D Melloy and W Robertson.

In Attendance: B Renton, Director (Environment); A Clegg, F Crofts, N McGill, M Petrie (up to and including Art. 10), B Reekie, K Scott, K Steven (up to and including Art. 10), N Taylor, J Williams and W Young (all The Environment Service); S Hendry, A Taylor and L Gowans (all Corporate and Democratic Services).

Apologies for Absence: Councillors M Barnacle, E Maclachlan, M Roberts and A Younger.

Councillor A Grant, Convener, Presiding.

5. WELCOME

The Convener welcomed all those present to the meeting. Apologies and substitutes were noted as above.

6. DECLARATIONS OF INTEREST

In terms of the Councillors' Code of Conduct, Councillor Ellis declared a non-financial interest in Art. 11.

7. MINUTE

The minute of meeting of the Environment Committee of Wednesday 9 November 2016 (Arts. 762-771) was submitted, approved and authorised for signature.

8. PERTH AND KINROSS COMMUNITY PLANNING PARTNERSHIP – COMMUNITY SAFETY AND ENVIRONMENT GROUP

(i) Minute of Meeting of the Community Planning Community Safety and Environment Group of 19 August 2016 for noting

The minute of meeting of 19 August 2016 was submitted and noted.

(ii) Summary Report from Community Safety and Environment Group on 9 December 2016

There was submitted and noted a briefing paper by the Director (Environment) (17/28) informing Committee of the recent report presented to the Community Safety and Environment Group.

9. THE ENVIRONMENT SERVICE SCHEME OF CHARGES 2017/18

There was submitted a report by the Director (Environment) (17/1), providing details of the charges in place within The Environment Service for financial year 2016/17, and the proposed charges for financial year 2017/18, as detailed in Appendix 1 to Report 17/1. Final approval of charges to be determined by the Council on 9 February 2017.

Resolved:

The proposed charges for financial year 2017/18, as detailed in Appendix 1 to Report 17/1, be noted.

10. AIR QUALITY: PUBLICATION AND IMPLICATIONS OF NATIONAL AIR QUALITY STRATEGY: 'CLEANER AIR FOR SCOTLAND – THE ROAD TO A HEALTHIER FUTURE'

There was submitted a report by the Director (Environment) (17/2) advising of the current air quality issues within the Perth and Kinross area and providing information on the new Scottish Government air quality strategy, "Cleaner Air for Scotland – The Road to a Healthier Future" (CAFS) and its implications for Perth and Kinross Council.

Resolved:

- (i) The future requirements of the CAFS strategy and the implications for the Council be noted.
- (ii) The need for a strategic approach to tackling air quality and the creation of a Corporate Air Quality Working Group to facilitate a fully integrated approach to improving air quality, including implementation of the CAFS strategy requirements, be approved.
- (iii) The Director (Environment) be instructed to bring forward further update reports to Committee in due course.

11. COMMUNITY GREENSPACE – WORKING WITH COMMUNITIES

A presentation on the Community Greenspace – Engaging with our Communities was given by A Clegg, Community Greenspace Team Leader.

There was submitted a report by the Director (Environment) (17/3) providing an update on how Community Greenspace is working with communities to manage and maintain parks and open spaces, how they assess the impacts of the changes on our grounds maintenance operations and standards, along with how these initiatives will be further developed in future.

PERTH AND KINROSS COUNCIL
ENVIRONMENT COMMITTEE
11 JANUARY 2017

Resolved:

- (i) The contents of Report 17/3, be noted.
- (ii) The Director (Environment) be instructed to submit a report in 18 months updating the Committee on the Engage, Empower and Equip Project.

12. GROUND MAINTENANCE MODERN APPRENTICE SQUAD - UPDATE

There was submitted a report by the Director (Environment) (17/4) providing an update on (1) the conclusion of the Grounds Maintenance Modern Apprentice (MA) squad, which was funded by the Council budget process in February 2014 and again in 2016; and (2) on the progress made by the Grounds Maintenance MAs in terms of their personal and career development.

Resolved:

- (i) The progress of the original four Grounds Maintenance MAs in achieving permanent employment, be noted.
- (ii) The Director (Environment) be instructed to bring back a further update report at the end of the current two year placement.

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## **ENTERPRISE AND INFRASTRUCTURE COMMITTEE**

Minute of meeting of the Enterprise and Infrastructure Committee held in the Council Chambers, Council Building, 2 High Street, Perth on Wednesday 8 March 2017 at 2.00pm.

Present: Councillors J Kellas, J Giacomazzi, H Anderson, I Campbell, A Cowan, D Doogan, J Flynn, A Gaunt, T Gray, G Laing and W Robertson.

In Attendance: Councillor L Simpson (up at Art. 155); B Renton, C Haggart, S Merone and L Webster (all the Environment Service); C Flynn and H Rheinallt (both Corporate and Democratic Services).

Apologies for Absence: Councillors M Barnacle and A Livingstone.

The Convener led discussion on Arts. 146-155 and the Vice Convener led discussion on Arts. 156-161.

Councillor J Kellas, Convener, Presiding.

### **146. WELCOME AND APOLOGIES/SUBSTITUTES**

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

In terms of Standing Order 13, the Committee agreed that the meeting be recorded for use as part of the elected member development programme after the elections in May 2017.

### **147. DECLARATIONS OF INTEREST**

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

### **148. MINUTE OF PREVIOUS MEETING**

The Minute of the Meeting of the Enterprise and Infrastructure Committee of 11 January 2017 (Arts. 13-27) was submitted, approved as a correct record and authorised for signature.

### **149. PERTH AND KINROSS COMMUNITY PLANNING PARTNERSHIP – ECONOMY AND LIFELONG LEARNING GROUP**

#### **(i) Minute of Meeting of the Economy and Lifelong Learning Group of 23 September 2016**

The minute of meeting of the Economy and Lifelong Learning Group of 23 September 2016 was submitted and noted.

**(ii) Briefing Note by Executive Lead Officer**

There was submitted a joint report by the Depute Chief Executive (Sustainability, Strategic and Entrepreneurial Development) and the Senior Depute Chief Executive (Equality, Community Planning & Public Service Reform) (17/96), providing the Committee with an update on the activities of the Community Planning Economy and Lifelong Learning Outcome Delivery Group.

**150. PERTH CITY DEVELOPMENT BOARD**

**(i) Minute of Meeting of the Perth City Development Board of 15 November 2016**

The minute of meeting of the Perth City Development Board of 15 November 2016 was submitted and noted.

**(ii) Verbal Update by Executive Lead Officer**

The Director (Environment) provided an update on the last meeting of the Board, which had been held on 7 February 2017. Members were advised that the Board had been provided with updates on: the Tay Cities Deal; the UK City of Culture Bid; Perth Transport Futures; rail investment; and work done by the Fair Work Convention.

**151. PERTH WINTER FESTIVAL**

There was submitted a report by the Director (Environment) (17/97), (1) outlining the approach taken to the development and implementation of the 2016/17 Perth Winter Festival; (2) highlighting the results of the evaluation of the Christmas Lights event and St Andrew's Day Festival; and (3) outlining the success of a new event, the Norie Miller Walk Light Nights.

**Resolved:**

- (i) The performance of the Perth Winter Festival in 2016/17, as outlined in Section 3 and Appendices 1 and 2 of Report 17/97, be noted.
- (ii) It be approved that ongoing engagement take place with the Convener and Vice-Convener of the Enterprise and Infrastructure Committee, and elected members for the Perth wards, on the development of the 2017/18 Winter Festival programme.
- (iii) The Director (Environment) be requested to bring a report on the performance of the 2017/18 Winter Festival to a future meeting of the Committee.

**152. EUROPEAN SOCIAL FUND EMPLOYABILITY PIPELINE AND POVERTY & SOCIAL INCLUSION PROGRAMMES UPDATE**

There was submitted a report by the Director (Environment) (17/98), providing an update on the Employability Pipeline, and Poverty and Social Inclusion Programmes (2014-2020), funded by the European Social Fund.

PERTH AND KINROSS COUNCIL  
ENTERPRISE AND INFRASTRUCTURE COMMITTEE  
8 MARCH 2017

**Resolved:**

- (i) The progress and successful implementation of the Perth and Kinross European Social Fund Employability Pipeline and Poverty and Social Inclusion Programmes, as detailed in Section 2 of Report 17/98, be noted.
- (ii) The Director (Environment) be requested to submit a report to the Enterprise and Infrastructure Committee at the beginning of 2018, detailing progress and outcomes of the Perth and Kinross European Social Fund Employability Pipeline and Poverty and Social Inclusion Programmes.

**153. PROPOSED 30MPH SPEED LIMIT AT A94, SCONE ROAD, PERTH**

There was submitted a report by the Director (Environment) (17/99), (1) detailing the proposal to extend the 30mph speed limit on the A94, Scone Road, Perth, 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 and implementation of a 30mph speed limit, at the location shown in Appendix 1 to Report 17/99, be approved.

**154. PROPOSED CHANGES TO SPEED LIMITS AT A94, COUPAR ANGUS**

There was submitted a report by the Director (Environment) (17/100), (1) detailing proposals to amend the various speed limits on the A94 and adjoining roads at Coupar Angus, as a result of requests from the local community with the support of the Community Council and the local elected members, and (2) recommending the start of varying the various Traffic Regulation Orders for the speed limits.

**Resolved:**

The promotion of a variation to the relevant Traffic Regulation Orders to allow the introduction and implementation of the new speed limits, at the locations shown in Appendix 1 to Report 17/100, be approved.

**155. RE-DETERMINATION OF TAY STREET FOOTWAYS FOR SHARED USE**

There was submitted a report by the Director (Environment) (17/101), seeking approval to commence the legal process to re-determine the adjacent footpath on the river side at Tay Street, Perth to shared use for pedestrians and cyclists.

**Resolved:**

The commencement of the legal process for the promotion of a Redetermination Order, under section 152(2) of the Roads (Scotland) Act 1984, to allow the footway on Tay Street to be converted to shared use for pedestrians and cyclists, at the location shown in Appendix 1 to Report 17/101, be approved.

**156. PROPOSED 40MPH SPEED LIMIT AT WESTER BALGEDIE**

There was submitted a report by the Director (Environment) (17/102), (1) summarising an objection to the proposals to extend the existing 40mph speed limit at Wester Balgedie, and (2) recommending that the Committee set aside the objection and that the Order is made as advertised.

**Resolved:**

The objection received to the proposal to extend the existing 40mph speed limit at Wester Balgedie, as shown in Appendix 1 of Report 17/102, be set aside and the Traffic Regulation Order be made as advertised.

**157. AMENDMENTS TO THE LIST OF PUBLIC ROADS**

There was submitted a report by the Director (Environment) (17/103), recommending that the List of Public Roads be updated to take account of the amendments detailed in the schedule attached to the report.

**Resolved:**

The additions to the List of Public Roads, as detailed in Appendix 1 of Report 17/103, be approved.

**158. PROPOSED VARIATION TO WAITING RESTRICTIONS, THE MUIRS, MUIRFIELD GROVE, MUIRGROVE AND MUIRPARK ROAD, KINROSS**

There was submitted a report by the Director (Environment) (17/104), (1) summarising an objection received to the proposals to introduce waiting restrictions on the Muirs, Muirfield Grove, Muirgrove and Muirpark Road, Kinross, and (2) recommending that the Committee set aside the objection and that the Order is made as advertised.

**Resolved:**

The objection received to the proposal to introduce waiting restrictions on the Muirs, Muirfield Grove, Muirgrove and Muirpark Road, Kinross, as shown in Appendix 1 of Report 17/104, be set aside and the Traffic Regulation Order be made as advertised.

**159. PROPOSED CHANGES TO KING STREET/GALVERMORE STREET CAR PARK, CRIEFF OFF-STREET CAR PARK ORDER**

There was submitted a report by the Director (Environment) (17/105), summarising an objection received to the proposals to vary the Off Street Car Park Traffic Regulation Order to enable the time limits to be amended for King Street/Galvermore Street Car Park in Crieff.

**Resolved:**

The objection received to the proposal to amend the waiting times in King Street/Galvermore Street Car Park, as shown in Appendix 1 of Report 17/105, be set aside, and the Traffic Regulation Order be made as advertised.

**160. PROPOSED CHANGES TO TIMES AND WAITING RESTRICTIONS,  
BLAIRGOWRIE**

There was submitted a report by the Director (Environment) (17/106), outlining a list of requests from the local community, supported by elected members, to review the existing waiting and parking controls in Blairgowrie.

**Resolved:**

The promotion of a variation to the relevant Traffic Regulation Order to amend the limited waiting times from 30 minutes to 1 hour, at the locations detailed in Appendix 1 of Report 17/106, be agreed.

**161. PROPOSED VARIATION TO WAITING RESTRICTIONS, BALHOUSIE  
STREET AND JEANFIELD ROAD, PERTH**

There was submitted a report by the Director (Environment) (17/107), (1) outlining the problems experienced by local residents of Balhousie Street and Jeanfield Road, Perth due to indiscriminate parking, and (2) recommending a variation to the Perth Traffic Regulation Order to introduce waiting restrictions on Balhousie Street and Jeanfield Road, Perth.

**Resolved:**

The promotion of a variation to the relevant Traffic Regulation Order to introduce additional No Waiting at Any Time waiting restrictions on Balhousie Street and Jeanfield Road, Perth, as detailed in Appendices 1 and 2 of Report 17/107, be approved.

**162. VALEDICTORY**

This being the last meeting of the Committee before the Local Government Elections on 4 May 2017, the Convener thanked members for their contribution to the work of the Committee over the previous five years and expressed his appreciation to officers across all Council services for the support and advice provided during his term of office as Convener.

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PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

Community Environment Challenge Fund Update

Report by Director (Environment)

This report provides an update on the award of Community Environment Challenge Funding to community groups between April 2016 and March 2017.

1. BACKGROUND / MAIN ISSUES

- 1.1 The Community Environment Challenge Fund allows communities to bid for environmental improvement funding, which can link to conservation area appraisals and other regeneration initiatives.
- 1.2 The Fund is aimed at community groups leading and delivering projects which would make a significant difference to their local environment, and be widely supported within the community. Up to £100,000 of funding has been made available annually since 2011/12.
- 1.3 The Environment Committee approved changes to the Community Environment Challenge Fund (CECF) in June 2013 to make the Fund more accessible to community groups and local organisations. This was to streamline the assessment and approval process, and to assist community groups to improve their areas, in partnership with the Council (Report No.13/271 refers).
- 1.4 The Committee has subsequently been updated on the funding awarded to community groups in 2013/14 (Report No. 14/250 refers), 2014/15 (Report No. 15/240 refers) and 2015/16 (Report No. 16/239 refers).
- 1.5 To apply for funding, groups must be constituted with the project supported by all local elected members in the ward where the project is taking place. It must also have the support of a range of local community groups including the Community Council. The project must be completed within two years, using at least 50% match funding from other sources which may include fundraising activities and 'in kind' contributions.
- 1.6 In order to maximise the number of groups and areas benefiting from the funding, each community group can currently only apply for funding for one project per financial year. To ensure the projects make a significant difference to the local environment, funding levels are set between £5,000 and £10,000 per project, although larger funding applications will be considered in exceptional circumstances.

- 1.7 Additionally, as a requirement of the revised Fund, it is the responsibility of the communities to develop and adopt a long term maintenance commitment for the environmental projects undertaken through the Fund.
- 1.8 The Tay Landscape Partnership is a 4 year £2.6 million initiative is principally funded by Heritage Lottery Fund. As part of the Council's support for the initiative up to £50,000 of the CECF was ring fenced for Tay Landscape Partnership applications to support the development of paths and trails in order to allow people to get out and enjoy the landscape. Due to delays in securing permission for some of the Paths and Trails, the applications were all submitted for funding in 2016/17.

2. PROPOSALS

- 2.1 The Committee is asked to note the distribution of funding to community projects from the CECF for the period 1 April 2016 – 31 March 2017, as detailed in Appendix 1.
- 2.2 The CECF has supported 12 new projects in 2016/17 from a revenue budget of £100,000, awarding grants totalling £99,976.53. The total cost of these 12 projects amounts to £717,424.90.
- 2.3 The 2017/18 Final Revenue Budget, approved by the Council on 22 February 2017 (Report No. 17/45 refers), included £100,000 per annum to continue funding the Community Environmental Challenge Fund permanently.

3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The revised CECF is continuing to fund the development of sustainable community-led environmental improvement projects through an accessible, stream-lined, effective assessment and approval process.
- 3.2 It is recommended that the Committee:
- i) Notes the contents of this Report.
 - ii) Instructs the Director (Environment) to report the outcomes of the Community Environment Challenge Fund for 2017/18 to the Committee in 12 months' time.

Authors

Name	Designation	Contact Details
Yvonne Bell	Waste Minimisation Officer	01738 475000 TESCommitteeReports@pkc.gov.uk
Bruce Reekie	Waste Services and Community Greenspace Manager	

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	1 May 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

Community Plan / Single Outcome Agreement

1.1 The proposals in this report relate to the delivery of the Perth and Kinross Community Plan / Single Outcome Agreement in terms of following the priorities:

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

Corporate Plan

1.2 The proposals relate to the achievement of the Council's Corporate Plan Priorities:

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

2. Resource Implications

Financial

- 2.1 Up to £100,000 of funding has been available annually since 2011/12.
- 2.2 For the period 01 April 2016 – 31 March 2017, the CECF has committed £99,976.

Workforce

- 2.3 The proposals in this report have no workforce implications.

Asset Management (land, property, IT)

- 2.4 The proposals aim to enhance public open space assets and/or potentially reduce the maintenance burden on the Council by working in partnership with community groups.

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 allow the Council to demonstrate that it is meeting these duties.
- 3.2 The function, policy, procedure or strategy presented in the Community Environment Challenge Fund report were considered under the Corporate Equalities Impact Assessment process (EqIA) and were assessed as relevant and the following positive outcomes are expected following implementation.
- 3.3 The criteria for the grant require the applicant to have consulted widely in the community and have community support for the project they are seeking funding for. An improved environment or facilities funded by the Grant should benefit most groups and the effect would therefore be positive. An annual review of the success of the grant aid programme will be undertaken including an assessment of equalities in relation to the funding awarded and any negative impacts will be addressed.

Strategic Environmental Assessment

- 3.4 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.5 The 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.

Sustainability

- 3.6 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Challenge Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.7 Prior to June 2013, there was no method of monitoring the impacts of the Community Environment Challenge Fund. It was therefore agreed in June 2013 that an End of Project Feedback Form is sent to each group that has received funding so that the impacts on the community and their local area can be recorded.
- 3.8 By working in partnership with the community to enhance and maintain the environmental quality in locally important areas, we are ensuring a sustainable approach is taken to the environment, community and economy.

Legal and Governance

- 3.9 The Head of Finance and the Head of Legal and Governance have been consulted on the content of the report.
- 3.10 Funding is only released when proof has been supplied that match funding has been secured. This proof could be in the form of a Letter of Support for Guaranteed Funding from Other Funder(s). Groups are asked to submit proof of requests of payments (i.e. copy of invoices) as soon as possible and payment of the grant is made on that basis before the invoice has been paid. The applicant is requested to also provide evidence of 'in kind contribution' and the grant is paid against proof of "in kind" expenditure up to the level of grant agreed.
- 3.11 An End of Project Monitoring Report is sent to each group that has received funding so that the positive impacts on the community and their local area can be recorded, shared and celebrated. Overall, the form evaluates the outcomes of the project and confirms what work was carried out.

Risk

- 3.12 Risks associated with individual projects are identified and managed through the assessment process.

4. Consultation

Internal

- 4.1 The Head of Finance and the Head of Legal and Governance have been consulted on the content of the report.

External

- 4.2 Before submitting the June 2013 Committee Report, the amended essential and desired criteria were consulted on with representatives from Take A Pride in Perthshire.

5. Communication

- 5.1 Below is a list of the communications which continue to be undertaken as part of implementing the proposals, including the key target audiences and the communication methods.

- PKC website
- Leaflet
- YouTube film: <https://www.youtube.com/watch?v=8wsYa-TtvfM#t=85>

- 5.2 Communities across Perth and Kinross including:

- Local groups
- Individuals
- Take A Pride in Perthshire
- In Bloom Committees

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 material extent in preparing the above Report:-

- Environment Committee Report (Ref No. 16/239) – dated 01.06.16
- Environment Committee Report (Ref No. 15/240) – dated 03.06.15
- Environment Committee Report (Ref No. 14/250) – dated 04.06.14
- Environment Committee Report (Ref No. 13/271) – dated 05.06.13
- Environment Committee Report (Ref No. 11/446) – dated 07.09.11

3. APPENDICES

- 3.1 Appendix 1 – Projects approved by the CECF since April 2016

Appendix 1

Projects supported by the CECF from 1 April 2016 – 31 March 2017

Applicant	Project Brief	Sum Requested	Grant Awarded	Financial Year	Other Notes
Stanley Development Trust Ward 5 - Strathtay	Stanley Path Network Maintenance & Development.	£8,350	£6,181.47 paid from 2015/16 budget £2,168.53 paid from 16/17 budget	2015/16	A 2015/16 application Total project cost of £17,250 Project in progress
Aberfeldy Move2Improve Ward 4 - Highland	Lower Birks Community Conservation & Enhancement Project	£15,000	£15,000	2016/17	Total project cost of £74,341 Project in progress
Crieff in Leaf Association Ward 6 - Strathearn	New planters in Crieff at the golf club entrance and at the Toll	£2,808	£2,808	2016/17	Total project cost of £5,808 Project completed
Pitlochry in Bloom Ward 4 - Highland	Improvements to Edradour Path	£10,000	£10,000	2016/17	Total project cost of £22,030 Project completed

Applicant	Project Brief	Sum Requested	Grant Awarded	Financial Year	Other Notes
Tay Landscape Partnership Ward 1 – Carse of Gowrie	The Group intends to create a new woodland of approximately 5,000 trees and rejuvenate existing woodland, increase awareness of the local landscape and deliver events that pass on the traditional rural skills of coppicing, hedge laying and green wood-working.	£10,000	£10,000	2016/17	£32,650 Project in progress
	TayLP will deliver 20 training workshops for best practice orchards skills, plant a new community/linear orchard with a local community and organise a Fruit Festival in 2016.	£6,700	£6,700	2016/17	£13,400 Project in progress
	The Group intends to plant new hedges, woodlands, improve riparian watercourses and install new bat and bird boxes in	£10,000	£10,000	2016/17	£32,500 Project in progress

Applicant	Project Brief	Sum Requested	Grant Awarded	Financial Year	Other Notes
	order to create new habitat for wildlife throughout the TayLP scheme area. This will protect, enhance and extend wildlife habitat networks.				
Pitlochry Pavillion User Group Ward 4 - Highland	Pitlochry Historic Terracing Refurbishment	£15,000	£13,000	2016/17	Total project cost of £228,000 Project completed
Kinnesswood in Bloom Ward 8 – Kinross-shire	Benarty View Community Project	£10,000	£10,000	2016/17	Total project cost of £30,276 Project in progress
PKCT on behalf of Auchterarder Community Sport Association Ward 6 – Strathearn	Auchterarder Core Paths Project	£6,750	£3,300	2016/17	Total project cost of £13,449.62 Project completed
St Fillans Community Trust Ltd Ward 6 – Strathearn	St Fillans Play Area	£10,000	£7,500	2016/17	Total project cost of £128,042.28 Project in progress

Applicant	Project Brief	Sum Requested	Grant Awarded	Financial Year	Other Notes
Forward Coupar Angus Ward 2 – Strathmore	Butterybank Community Woodland	£4,000	£2,000	2016/17	Total project cost of £14,945 Project in progress
BIG (Blackford Improvement Group) Ward 7 – Strathallan	Blackford Play Park re-development and expansion	£10,000	£7,500	2016/17	Total project cost of £121,983 Project in progress
			2016/17 TOTAL = £99,976.53		Total Project cost of all the 2016/17 projects = £717,424.90 <i>(excluding the 2015/16 project)</i>

PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

AMENDMENT OF THE CORE PATHS PLAN

Report by Director (Environment)

This report sets out amendments to the Council's Core Paths Plan. The amendments ensure the Core Paths Plan remains an accurate and useful guide for access takers, without the need for a Public Inquiry. It also recommends the approval of 20 diversions and 8 deletions of core paths which have not been subject to any objection.

1. BACKGROUND / MAIN ISSUES

Rational for amending the Core Paths Plan

- 1.1 The Council's Core Paths Plan (Report No. 12/354 refers) was adopted in January 2012 following extensive community consultation and shows 2,045kms of core paths. It reflects the paths people use most and includes a wide range of core paths from surfaced paths suitable for all users to desire lines across open countryside. It also includes some routes which were expected to become important, including routes requiring significant work or through development sites, which may not yet have been realised.
- 1.2 The Core Paths Implementation Plan 2012 – 2017 (as part of Report No. 12/354) provides a basis and budget to signpost, waymark and improve core paths. 67% of the Core Paths Plan has now been promoted through signage, significantly improving the profile and accessibility of the network. However, during delivery of the Core Paths Implementation Plan, a small number of core paths were found to be impractical. As a result, following discussion with land managers and/or residents directly affected, adjacent alternative routes were signed as the promoted routes these should now be shown within the Core Paths Plan as proposed diversions. In addition, a small number of core paths cannot be used, often due to inaccessible ground conditions and where the Council is unable to carry out, or enforce, improvements. These should be deleted from the Core Paths Plan.

Authority to amend the Core Paths Plan

- 1.3 The Land Reform Act (Scotland) 2003 Section 20, amended in 2016 (s20A), provides for the review and amendment of the Core Paths Plan on the basis that it should be capable of reflecting changes in circumstances over time. This legislation allows councils to amend their Core Paths Plans without the need for Ministerial approval, as long as there are no objections to proposed amendments. If the amended Core Paths Plan is subject to a sustained objection, Ministerial approval following a local Public Inquiry is required. The Land Reform Act (Scotland) 2003 (s20A) specifies the consultees for proposed amendments to the Core Paths Plan as follows:
- the Local Access Forum
 - those who live, work or take recreation on land affected by the amended Core Paths Plan
 - Scottish Natural Heritage (SNH).
- 1.4 The Land Reform Act (Scotland) 2003 requires that the amended Core Paths Plan is made available for public comment for a minimum of 12 weeks. If there are no objections, the Council can adopt the amended Core Paths Plan. The list and mapping of the adopted amended Core Paths Plan must be made available to the public and a copy must be sent to the Minister for information. However, due to the recent amendment of s.20A, there is no specific guidance yet available. As a result, the scope and outline of the Council's procedure was discussed and agreed as valid with the Scottish Government Directorate for the Environment and Forestry.

Scope of this Core Paths Plan Review

- 1.5 This Core Paths Plan review is a limited 'tidying up exercise' and only recommends amendments where there are:
- sound practical reasons for a change
 - no contentious issues
 - no additional core paths proposed

Any proposed amendments which have been subject to an objection are listed for information but will not be taken forward at this time. These will be considered at a future, more extensive review of the Core Paths Plan. At that point, the following changes will also be considered:

- Possible additions to the Core Paths Plan, including potential new core paths such as those arising from major new housing developments and road realignments.
- Possible deletions and diversions which may be contentious.

Amendment Process

- 1.6 The amendment process was discussed and agreed with the Local Access Forum. It incorporates criteria for diversions and deletions to ensure consistency and transparency. These are:

Criteria for core path diversions

- 1.7 Diversions will only be taken forward when a nearby and better alternative route is available.
- 1.8 The promoted route (proposed alternative core path) will usually be:
- a route which is better for responsible access than the core path, usually because the core path is obstructed by fences or other legitimate land management structures, or crosses ground which is difficult or constantly overgrown.
 - not substantially longer and/or less accessible and/or enjoyable than the core path.

Criteria for core path deletions

- 1.9 Deletions should only be taken forward when:
- (i) either there is no reasonable possibility of responsible access being taken along the core path, or
 - (ii) there is a substantial safety concern for access takers (e.g. a landslip or unsafe/missing bridge) and the problem cannot be resolved by an acceptable diversion on the same land holding.
- 1.10 Deletions will be influenced by the proximity of nearby core paths. As such, they will be considered more readily where there are sufficient alternative core paths in the area.

Amendment Consultees

- 1.11 The Land Reform Act specifies that the consultation should be limited to those with a direct interest. The Local Access Forum (LAF) represents the main interest groups with members representing access takers, landowners, community and agencies and has a strong interest in the Core Paths Plan. As such, it has a key role. All amendments were discussed in detail with the Local Access Forum at a special meeting on 12 January 2017. The Local Access Forum approved 29 of the 37 proposed amendments. The 29 amendments approved by the Local Access Forum were sent to the other consultees as listed below:
- Community Councils were consulted on any proposed amendments within their areas.
 - Local elected members were consulted on any proposed amendments within their wards.

- Landowners and/or residents were consulted on any proposed amendment directly affecting them.
- Scottish Natural Heritage (SNH) was consulted only where proposed amendments affect a protected area.

Results of the consultation

- 1.12 19 Community Councils were consulted and responses were received from 15. One Community Council raised an objection to one proposed diversion, but withdrew it following explanation and discussion of the reasons. The local elected members were supportive of the proposals as were SNH. 32 landowners and affected residents were consulted and one objection was received from a resident. As a result, this amendment has been withdrawn and does not appear in this document. Otherwise all those who responded were content with the proposals. One landowner queried why another core path on his land is not being considered. He was informed that it was likely to be contentious, and therefore will be considered at a future Core Paths Plan review.
- 1.13 Only amendments with no objections are recommended for approval. As such, 20 diversions and 8 deletions are listed in appendix 1.

2. PROPOSALS

- 2.1 It is proposed that 20 core path diversions and 8 deletions which are non-contentious amendments to the Core Paths Plan (listed in Appendix 1) are made. This is to ensure the Core Paths Plan can be updated to more accurately reflect core paths on the ground. Detailed descriptions of each amendment, including maps and photographs, have been available for viewing in the Councillors' Lounge from 7 June to 14 June 2017. If approved, the amended Core Paths Plan will be made available for public inspection on the website for a period of twelve weeks as required by the legislation. Following this consultation period, it is proposed that the amended Core Paths Plan is adopted without a further report to Committee on the basis that:

- no sustained objections were received
- any proposed amendment which is subject to a sustained objection is withdrawn from the amended Core Paths Plan and considered within a future, more comprehensive review of the Core Paths Plan.

3. CONCLUSION AND RECOMMENDATION

- 3.1 The Land Reform Act (Scotland) 2003 allows councils to amend their Core Paths Plans to reflect changes in circumstances over time, as long as there are no objections to proposed amendments. Following consultation with the relevant bodies and affected parties, a list of amendments has been prepared which will bring the Perth and Kinross Core Paths Plan up to date for the specific paths concerned.

3.2 It is recommended that the Committee:

- (i) Approves the 20 proposed diversions and 8 proposed deletions within the Core Paths Plan, all of which are non-contentious.
- (ii) Agrees the statutory 12 week public inspection for all the agreed amendments.
- (iii) requests the Director to remove any amendments to the Core Paths Plan, if any objections received during the public inspection cannot be resolved.
- (iv) Approves the adoption of the final amended Core Paths Plan on the basis that any path subject to a sustained objection is removed.
- (v) Authorises publication on the website and notification to the Minister of the approved amended Core Paths Plan.

Authors

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	25 April 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

1.1 The report 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. They contribute to the following Local Outcomes: Our area will have a positive image locally, nationally and internationally; Our communities will be vibrant and active; Our communities will have access to the key services they need; Our area will have a sustainable natural and built environment.

Corporate Plan

1.2 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
- (vi) Creating a safe and sustainable place for future generations.

1.3 This Policy relates to (ii), (iv) and (v) above.

2. Resource Implications

Financial

2.1 There will be no resource implications arising from this report.

Workforce

2.2 There will be no workforce implications arising from this report.

Asset Management (land, property, IT)

2.3 There will be no asset management implications arising from 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 The matters presented in this report were 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 proposed amendments will increase accessibility and safety of path users.

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. The proposal has 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 This policy has no effect on the above.

Legal and Governance

- 3.6 The Head of Legal and Governance has been consulted on the matters presented within this report.

Risk

- 3.7 There are no risks arising from this report.

4. Consultation

Internal

- 4.1 The Head of Legal and Governance has been consulted on the matters presented within this report.

External

- 4.2 The Local Access Forum has been consulted on both the proposed procedure and the proposed amendments, and their comments have been taken into account. Representative local groups including Community Councils and Paths Groups as well as individuals including local elected members and landowners have been consulted on the proposed amendments in their area. Their comments have been taken into account.

5. Communication

- 5.1 If approved, the amended Core Paths Plan will be shown on the Council website for public inspection for 12 weeks. Any core path which is subject to a sustained objection will be removed from the amended plan. Following this, it will become an adopted amended Core Paths Plan and will be sent to the Minister for information.

2. BACKGROUND PAPERS

- 2.1 The Core Paths Plan 25 January 2012 (Report No. 12/354) is a relevant background paper to this report.

3. APPENDICES

- 3.1 Appendix 1: Summary of the Proposed Amendments Recommended for Approval. The full details, including maps and photographs, are available to view in the Councillors' Lounge from 7 until 14 June 2017.

Appendix 1

Summary of the Proposed Amendments Recommended for Approval. The full details, including maps and photographs, are available to view in the Councillors' Lounge from 7 June until 14 June 2017.

Proposed Core Path Diversion	Ward Number	Summary location and reason for diversion. In all cases an alternative better route has been agreed and waymarked.
ABNY/112	9	South of Abernethy crosses Tarduff Burn and fields giving poor route - new route follows a track.
AUCH/9	7	Hill path on Muckle Law near Coulshill with difficult crossing of Mortley burn – new route creates easier crossing points.
AUCH/123	7	Tracks and field paths linking Butend to upper Cloan Glen – new route follows a track.
BLAI/58	3	Cochrage Muir difficult route crossing bog and heather moor – new route follows a track.
BRAC/5	7	Passed through Mill of Ardoch – new route avoids farm.
BURR/110 & 111	2	Within Druid's Seat Wood SE of Guildtown truncated/ no destination – new route provides a useful route to the north of the wood between Guildtown and the minor road near Cambusmichael.
CMRI/123	6	Passes through Fordie Estate woodland area used for shooting – new route skirts woodland as agreed between Comrie Croft as major user group and Fordie Estate.
CTYS/102	10	Links Orchard Place to path around Craigie Hill Golf Course – rerouted to use surfaced path through housing area.
CTYS/105	10	Links Gleneagles Rd near Friarton with path around St Magdalene's Hill – minor reroute to better route.
DNNG/130	7	Path into Big Knowe/Clow Hill – new route improved by landowner.
DUNK/130	5	Forest route linking Dalguise with Hermitage hard to find – new route follows forest tracks.
EARN/125	9	Forgandenny to Green of Invermay crossing a field by passing private garden – new route through garden with owner's agreement.
ITUR/126	1	Pitmiddle deserted village – minor diversion to use gates and avoid obstructions.
ITUR/143 & 157	1	Paths around Moncur east of Inchtute – new routes avoids working yard.
LTAY/118	4	Lint Mill Invervar – new more scenic route as agreed and made available by landowner.
METH/136 & 137	9	West of Methven - minor change to follow gated route agreed with landowner.

Proposed Core Path Diversion	Ward Number	Summary location and reason for diversion. In all cases an alternative better route has been agreed and waymarked.
MTBL/119	3	Long distance upland path near Balchrochan - rerouted to avoid passing houses as agreed with landowner.
MTHT/116	8	Touchie – minor change to avoid passing houses.
MTHT/153	8	South side of Tillyrie Hill – minor change to follow gated route agreed with landowner.
WCAR/135	1	Access to Deuchny Wood opposite Binn Hill – new route improved by landowner.
Proposed Core Path Deletion	Ward Number	Summary location and reason for deletion.
BURR/24	2	North of Balbeggie - unsafe due to lack of bridge over Balgray Burn near Pitskelly.
COUP/104	2	Through farm berry fields – alternate core paths provide adequate access in adjacent fields.
EARN/100	9	From B935 east of Strathallan School to EARN/120 – safety concern of use of busy fast road.
EARN/153	9	North west of Abernethy – pointless without bridge over River Farg (no landowner permission).
EROL/7	1	Paddockmuir Wood near St Madoes – unsuitable & unnecessary as alternative better parallel core path exists.
KTNS/120	2	West Ardler old railway line – truncated / no destination.
MEGL/1	2	Burnside Meigle – unsafe due to erosion.
STAN/132	5	Forest north of Ballathie House Hotel - unsuitable & unnecessary as alternative better parallel core path exists.

PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 JUNE 2017

**Scottish Government's Consultation on the Future of the
Scottish Planning System**

Report by Director (Environment)

This report outlines the key recommendations contained in the Scottish Government's consultation on the future of the Scottish planning system which is entitled 'Places, people and planning'. Overall, many positive proposals have been put forward which will lead to improvements to the Scottish planning system.

Generally, the package is supported. There is, however, concern that much of the detail and practicalities require to be fleshed out and the resources identified to deliver the improvements.

Responses were required by 4 April 2017 and the report outlines the key responses to the consultation submitted by Officers following discussion at the Planning Policy and Practice Member/Officer Working Group. The Committee is asked to endorse the proposals and the comments submitted.

1. BACKGROUND / MAIN ISSUES

1.1 In 2015, the Scottish Government commissioned an independent review of the Scottish Planning System. At its meeting of 20 January 2016, the Environment, Enterprise and Infrastructure Committee considered a report on the Council's response to the initial consultation on the review (Report No. 16/16 refers). The independent panel appointed subsequently published 'Empowering planning to deliver great places' in May 2016. The report contained 48 recommendations, grouped into 6 themes:

1. Strong and flexible development plans
2. The delivery of more high quality homes
3. An infrastructure first approach to planning and development
4. Efficient and transparent development management
5. Stronger leadership, smarter resourcing and sharing of skills
6. Collaboration rather than conflict – inclusion and empowerment

1.2 The report can be viewed at the following link:
<http://www.gov.scot/Topics/Built-Environment/planning/Review-of-Planning>

1.3 After consideration of the Independent Review findings, the Scottish Government published 'Places, people and planning - A consultation on the future of the Scottish planning system' in January 2017. The consultation report notes that:

“Planning should be central to the delivery of great places and a force for positive change. Scotland’s economy needs a planning system which is open for business, innovative and internationally respected. Our people need a planning system that helps to improve their lives by making them better places and supporting the delivery of good quality homes.”

- 1.4 The document sets out 20 proposals in four key areas for change:
1. **Making plans for the future** - this sets out proposals to ensure Scotland’s planning system leads and inspires by making clear plans for the future. To achieve this, proposals are put forward to simplify and strengthen the Development Plans system.
 2. **People make the system work** – this sets out proposals to empower people to have more influence on the future of their places.
 3. **Building more homes and delivering infrastructure** – the Government wants the planning system to deliver more homes and create better places and inspire developers to invest.
 4. **Stronger leadership and smarter resourcing** – the proposals aim to reduce bureaucracy and improve resources so the planning system can focus on creating great places.
- 1.5 It should be noted that, although the Independent Review contained 48 recommendations, many of the proposals put forward in the Scottish Government consultation encompass more than one of the initial recommendations. The consultation report can be viewed by using the following link: <https://consult.scotland.gov.uk/planning-architecture/a-consultation-on-the-future-of-planning/>
- 1.6 Officers from Planning and Development have been attending a variety of workshops and discussion groups with colleagues across Scotland. In addition, Community Councils and developers were invited to two briefing/discussion groups. The purpose of these briefings was to alert stakeholders to the consultation and to gain feedback on their views on the proposals to help inform the Council’s response. Both events were well attended and attendees commended the Council for its initiative in setting up the events.
- 1.7 The consultation was open until 4 April 2017. Due to the timing of the release of the report, it was not possible to present a report to the Enterprise and Infrastructure Committee prior to the deadline for submissions. A report was presented on the draft response prepared by officers to a meeting of the Planning Policy and Practice Member/Officer Working Group held on 27 March 2017. The response from members was supportive. The full submission from Perth & Kinross Council can be viewed at the following link: https://consult.scotland.gov.uk/planning-architecture/a-consultation-on-the-future-of-planning/consultation/view_respondent?uuld=7065737

2. PROPOSALS

- 2.1 The following section sets out the Scottish Government's 20 proposals for change to the Scottish planning system under the four key areas of change. The proposals and associated responses are discussed. The formal response to the key questions raised in the consultation documents was an expanded version of the responses outlined in this report.

Key Area 1. Making plans for the future

Proposal 1 : Aligning community planning and spatial planning

- 2.2 **Response:** *This is fully supported although alignment is a two-way process and requires the support of all the Community Planning partner organisations.*

Proposal 2 : Regional partnership working.

- 2.3 The Scottish Government believe that “strategic development plans should be removed from the system so that strategic planners can support more proactive regional partnership working”. It is also proposed that an enhanced National Planning Framework (NPF) will set out regional strategic planning priorities.

- 2.4 **Response:** *The removal of the Strategic Development Plan from the system is supported as is the concept of regional partnership working. The Tay Cities Deal bid document already highlights a willingness on the part of the TAYplan authorities to follow this concept. It is, however, important that assurances are obtained that the National Planning Framework (NPF) regional priorities will be both a bottom up and top down partnership approach, as the local knowledge available for the regional partnership will be essential to an effective and deliverable development plan strategy.*

Proposal 3: Improving national spatial planning and policy.

- 2.5 The National Planning Framework (NPF) can be developed further to better reflect regional priorities. The Scottish Government also propose to ensure that the National Planning Framework (NPF) brings together wider Scottish Government policies and strategies across all sectors, including, but not limited to, the Scottish Planning Policy (SPP), Energy Strategy, Climate Change Plan and Scottish Climate Change Adaptation Programme, Land Use Strategy, Digital Strategy, National Marine Plan and the national policy on architecture, ‘Creating Places’.

- 2.6 **Response:** *Proposals to put the NPF and SPP on a stronger statutory basis are welcomed and this will allow the Development Plan to focus on the vision for the area and on site specific proposals. The above commitments are welcomed although consideration should be given to taking this one step further by integrating the various strategies, where possible, into the NPF, providing Scotland with a cross-cutting spatial planning document.*

Proposal 4 : Stronger local development plans.

- 2.7 Specific proposals include:
- a. Replacing the Main Issues Report (MIR) with a Draft Plan
 - b. Extending the review period from 5 to 10 years and setting out triggers for updating plans
 - c. Removing the provision for statutory supplementary guidance
 - d. The Scottish Government recognise that the Development Plan examination procedures need revised and suggest more decisions could be made locally.
 - e. The most fundamental proposal is to ‘front load’ the examination process by introducing a gatecheck process prior to the publication of the Draft Plan. The proposal is that the Draft Plan would be submitted to the Reporters, who would ensure that it fulfilled the following criteria:
 - Sets out the engagement arrangements
 - Is aligned with the community plan
 - Clear outcomes are defined
 - The amount of housing land is agreed
 - The required environmental assessments are completed
 - An audit of existing infrastructure levels and required interventions has been prepared
- 2.8 **Response:** *The extended review period and the agreement over triggers for a review are positive steps to free up time to concentrate on the delivery of sites as advocated elsewhere in the consultation document. The removal of statutory supplementary guidance is not supported. It is acknowledged that, with the introduction of the 2006 Act, there was a tendency for an extensive range of supplementary guidance to be produced. This should be curtailed and guidance should concentrate on key areas where the level of specialist detail is required to give clarity.*
- 2.9 *The current requirement for the planning authority to adopt the Reporter’s recommendations has caused concern with both the public and local elected members, particularly where it related to minor and local issues. A revision of the requirement to adopt the Reporter’s recommendations for local issues which do not affect the overall strategy would be welcomed. However, it is suggested that, for matters which impact on the delivery of the overall development plan strategy, the requirement to adhere to the spirit of the Reporter’s recommendations should be retained.*
- 2.10 *In addition, greater clarity into how the gate check process will work is required before meaningful comment can be given.*

Proposal 5 : Making plans that deliver.

- 2.11 The Scottish Government believes that “there is a need to strengthen the commitment that comes from allocating development land in the plan, and improve the use of delivery programmes to help ensure that planned development happens on the ground.” The clear message from the consultation document and Scottish Planning Policy is that if a site is allocated in the development plan, it should not be refused on matters of principle at the planning application stage.
- 2.12 Delivery programmes would be a more significant part of the Development Plan. We would want to see a stronger requirement for local authority-wide involvement in them, as well as other stakeholders with an interest in their delivery. We would expect delivery programmes to be detailed and practical.
- 2.13 **Response:** *This is supported and the Council’s Main Issues Report (MIR) for Local Development Plan 2 (LDP2) contained a proposal to require developers to provide delivery statements. Making this a national requirement would remove the need for a specific policy in the Perth and Kinross Council LDP and also emphasise the need for developer co-operation.*

Key Area 2 : People Make the System Work

The Scottish Government want Scotland’s planning system to empower people to decide the future of their places.

Proposal 6 : Giving people an opportunity to plan their own place.

- 2.14 Communities should be given a new right to come together and prepare local place plans. We believe these plans should form part of the statutory local development plan.
- 2.15 **Response:** *The concept of community involvement in developing their place plan is generally supported. The consultation document does not, however, give sufficient detail to understand the practicalities of how a local place plan will be prepared and resourced.*

Proposal 7 : Getting more people involved in planning.

- 2.16 A wider range of people should be encouraged and inspired to get involved in planning. In particular, the Scottish Government would like to introduce measures that enable children and young people to have a stronger voice in decisions about the future of their places.

- 2.17 **Response:** *This proposal is strongly supported. Indeed, Perth and Kinross Council has been at the forefront in its attempts to engage young people in the planning process. Working together with TAYplan, PAS (formerly Planning Aid for Scotland) or directly with schools, officers have invested a significant amount of time and resources to working with young people. This is an important area of work as, not only does it encourage young people to have a say in the planning process, it trains and encourages young people to play a greater role in civic society, hopefully providing the community councillors of the future. As pointed out in the consultation document, it is the young people of today who will be living in the homes, places of work and recreational facilities planned for in the Development Plans currently under discussion. It is, therefore, important that they feel they have been part of shaping their future.*

Proposal 8 : Improving public trust.

- 2.18 Pre-application consultation can be improved, and there should be greater community involvement where proposals are not supported in the development plan. We also propose to discourage repeat applications and improve planning enforcement.
- 2.19 **Response:** *Scottish Planning Policy should make it explicit that pre-application consultation with communities must be conducted to a satisfactory standard. In addition, a clear failure to deliver an effective process may be a valid reason for the planning authority to refuse an application.*
- 2.20 It is suggested by the Scottish Government that enforcement powers may be enhanced.
- 2.21 **Response:** *There is significant scope to improve trust in the planning system by strengthening enforcement powers. It is agreed that fees for retrospective applications should be significantly higher than the equivalent normal fee. This would discourage developers from being tempted to start developments without gaining approval prior to carrying the work out.*

Proposal 9 : Keeping decisions local – rights of appeal.

- 2.22 More review decisions should be made by local authorities rather than centrally.
- 2.23 **Response:** *Only the major and most contentious applications go before our elected members and it is therefore unlikely there would be scope to see delegation extended much further. However, limited revisions to the hierarchy regulations may allow some additional delegation to occur and, as a result, the potential to reduce the number of appeals determined by the Scottish Ministers.*
- 2.24 It is suggested in the consultation that fees for appeals and reviews may be considered.

- 2.25 **Response:** *Applicants have a right to seek an appeal or review. However, while that should not in principle be discouraged, there is a cost involved for the planning authority and, where relevant, the Scottish Government. It may, therefore, be worth considering a system whereby the suggested appeal/review fee is refunded if the applicant is successful.*
- 2.26 It is suggested by the Scottish Government that training of elected members involved in a planning committee or local review body should be mandatory.
- 2.27 **Response:** *Such training should be mandatory.*
- 2.28 It is suggested that Ministers, rather than Reporters, should make decisions more often.
- 2.29 **Response:** *There is nothing wrong with such a move, provided this does not delay the process.*

Key Area 3: Building More Homes and Delivering Infrastructure

The Scottish Government want Scotland's planning system to help deliver more high quality homes and create better places where people can live healthy lives and developers are inspired to invest.

Proposal 10 : Being clear about how much housing land is required.

- 2.30 Planning should take a more strategic view of the land required for housing development. Clearer national and regional aspirations for new homes are proposed to support this.
- 2.31 **Response:** *The Scottish Government agree with the independent panel that there is too great a focus on debating precise numbers rather than delivering development and creating good quality places to live. This statement is supported, as is the indication that the National Planning Framework will give more guidance on regional housing targets. However, there are no concrete proposals which will deliver this aim. Furthermore, it fails to recognise that increasing house building rates is not solely a function of the planning system. While planning authorities can identify effective land, and local authorities and other infrastructure providers can service sites, housing delivery is largely dependent upon private sector developers. They, and their customers, are dependent on the economy and available finance. There is an urgent need to change the perception that the failure of the construction industry to deliver housing targets is down to a lack of effective housing land supply. Where there is a healthy supply of housing land, there is no correlation between increased supply and increased building rates. While it is acknowledged that a lack of supply can constrain delivery rates, this is not the case in Perth & Kinross.*

Proposal 11 : Closing the gap between planning consent and delivery of homes.

- 2.32 The Scottish Government want to see Planning Authorities taking a more proactive role in site delivery, particularly where a site is not progressing. It highlights the use of land assembly powers (CPO) and potentially delivering or enabling the site themselves. Alternatively, the approach could be deallocating sites and identifying additional land elsewhere.
- 2.33 **Response:** *While the need for Planning Authorities to take an active involvement in site assembly is supported, there is little discussion on the resource implications and risk councils would need to accept. Such work is resource intensive. In addition, there may be a need for enhanced commercial skill sets to be developed or acquired by local authorities.*
- 2.34 *Acquiring, servicing and potentially delivering developments will require significant capital investment. Although this may be recouped through developer contributions, a levy system or the Land Value Capture Model, the return period is often fluid and considerable. This presents councils with a level of risk which may be difficult to accept, due to the risk on the revenue budget through interest payments, if returns do not materialise in the expected time period. This needs to be de-risked by the Scottish Government.*

Proposal 12 : Releasing more 'development ready' land

- 2.35 Plans should take a more strategic and flexible approach to identifying land for housing.
- 2.36 **Response:** *Perth and Kinross Council has already adopted a long term strategic approach to housing land with all 5 Housing Market Areas within the LDP identifying strategic sites which will be delivering housing land well beyond the plan period. This proposal is therefore supported.*

Proposal 13 : Embedding an infrastructure first approach.

- 2.37 There is a need for better co-ordination of infrastructure planning at a national and regional level. This will require a stronger commitment to delivering development from all infrastructure providers.
- 2.38 **Response:** *It is unfortunate that the focus for the infrastructure discussion is in relation to housing development. The planning system is tasked with delivering the sustainable economic growth of Scotland in line with the Scottish Government's key priorities. The focus on the planning review needs to shift to the delivery of infrastructure required to deliver the Development Plan strategy for all development, not just housing infrastructure.*

- 2.39 The consultation document acknowledges, in particular, the difficulties in regulating the private sector infrastructure providers. The proposed solution is to establish a national infrastructure and development delivery group, comprising appropriate representation from the Scottish Government and its agencies, public and private sector infrastructure providers and the Scottish Futures Trust.
- 2.40 **Response:** *While this is a step forward, it lacks teeth and fails to address the issues surrounding private sector infrastructure providers and their regulators.*

Proposal 14 : A more transparent approach to funding infrastructure.

- 2.41 The Scottish Government believe that introducing powers for a new local levy to raise additional finance for infrastructure would be fairer and more effective. Improvements can also be made to Section 75 obligations.
- 2.42 **Response:** *The consultation document indicated the Scottish Government proposes that the Planning Bill will introduce an enabling power to create a new infrastructure levy for Scotland. The move towards a locally based infrastructure levy is a significant step forward and one which has long been advocated by Perth and Kinross Council. The current legal framework for seeking developer contributions requires the Planning Authority to demonstrate that the infrastructure is required for the specific development, not that it is required to deliver the overall strategy of the Local Development Plan. This places significant additional work on the Planning Authority, both when justifying the policy and when having individual discussions on specific developments. It can also lead to a greater degree of uncertainty for developers i.e. for the Council's current primary education policy, this is assessed annually and catchments where contributions are required may vary from year to year. In addition, the viability of a development within a catchment not requiring a contribution will attract a higher land value for the landowner, while in an area where a contribution is required, this may tip the balance and render a site non-viable. By spreading the contributions equitably across all relevant development, this will add certainty and reduce the contributions levels.*

Proposal 15 : Innovative infrastructure planning

- 2.43 Infrastructure planning needs to look ahead so that it can deliver low carbon solutions, new digital technologies and the facilities that communities need, including integrating land use and transport planning more closely.
- 2.44 **Response:** *The proposal to integrate land use and transport planning more closely is supported. The Council have already undertaken significant work aligning land use planning with transport planning, as part of the development plan process. This includes, for example, the work on the Cross Tay Link Road (CTLR). An approach that would support delivering a closer working relation at both strategic and local level would be supported, including working on strategic projects in collaboration with the regional partnerships and Transport Scotland.*

Key Area 4 : Stronger Leadership and Smarter Resourcing

The Scottish Government want to reduce bureaucracy and improve resources so Scotland's planning system can focus on creating great places.

Proposal 16 : Developing skills to deliver outcomes

- 2.45 The Scottish Government will work with the profession to improve and broaden skills.
- 2.46 **Response:** *The Royal Town Planning Institute (RTPI) and Heads of Planning Scotland (HoPS) should be supported and assisted by the Scottish Government to ensure its leadership is focused on the long-term delivery of sustainable economic development. The leadership of the RTPI and HoPS should also be encouraged to promote the involvement of young people in the planning profession; ensure the appropriate skills are developed within the profession; and encourage collaboration with other allied professions and related bodies, such as Royal Institution of Chartered Surveyors (RICS.)*

Proposal 17: Investing in a better service.

- 2.47 There is a need to increase planning fees to ensure the planning service is better resourced.
- 2.48 **Response:** *Increasing planning fee limits will allow planning authorities to ensure adequate staff resources are made available. In addition, developing the skills of those involved in the decision-making process will produce a higher quality resource. By simplifying the planning system and concentrating on areas of the service which add value, the available resources can be more efficiently and effectively utilised.*

Proposal 18 : A new approach to improving performance.

- 2.49 The Scottish Government will continue work to strengthen the way in which performance is monitored, reported and improved.
- 2.50 **Response:** *There should be more emphasis on peer review and customer feedback through surveys and forums.*

Proposal 19 Making better use of resources – efficient decision making.

- 2.51 The Scottish Government propose to remove the need for planning consent from a wider range of developments. Targeted changes to development management will help to ensure decisions are made more quickly and more transparently.

2.52 **Response:** *Those parts of the General Permitted Development Order (GPDO) which cover digital telecommunications infrastructure have become overly complex and difficult to follow. They could be greatly simplified, with only those types of development likely to have significant impacts being excluded from 'permitted development'. There is also scope for simplifying the GPDO to remove the requirement for planning consent from development unlikely to have any significant impact beyond the site boundary, including:-*

1. *small scale renewable energy technologies,*
2. *for additional categories of domestic alterations or extensions, the wholesale restriction of permitted development rights for domestic development within conservation areas could be reviewed as there are often minor forms of such development which have very little impact, and requiring a planning application for them adds little value.*
3. *introduction of some permitted development rights within the curtilage of flatted properties, particularly if the development was of a minor nature.*
4. *scope for a review of industrial and commercial permitted development rights with an emphasis on identifying where current controls add little value and potential development impacts are minimal.*
5. *scope for the development of renewable energy technologies to benefit from expanded permitted development rights.*

2.53 *It has been suggested that within the agricultural sector, polytunnels and changes of use from agricultural buildings to housing could become permitted development. However, an extensive area of polytunnels has the potential to create significant visual impacts, while the opportunity to properly assess those planning issues associated with the creation of dwelling units is, in most cases, readily justifiable. A cautious approach is, therefore, suggested as regards such potential changes.*

2.54 *There is also strong justification for simplifying and updating both the Use Classes Order and, particularly, the Advertisement Regulations. The latter is overly complex and out-dated and takes time to follow correctly. It also needs to take account of new forms of advertising which have appeared over the past 33 years.*

Proposal 20 : Innovation, designing for the future and the digital transformation of the planning service.

2.55 There are many opportunities to make planning work better through the use of information technology. The planning service should continue to pioneer the digital transformation of public services.

- 2.56 **Response:** *It is agreed that the digital development programme has significantly transformed the planning service, together with the ability to view and comment on planning proposals through local authorities' individual online portals. It is also agreed that the development of 3D visualisations to assist in the consideration of planning proposals would be of assistance to all parties involved in the process.*
- 2.57 *The use of online tools for commenting on local development plan allocations would also be a useful addition. This would allow for comments on site boundaries or spatial allocations.*
- 2.58 *Another useful change would be the provision of a portal at national level, where customers could easily work out if planning permission was required for domestic and other common forms of development.*
- 2.59 *There is potential for national collaboration to provide a format for an electronic Development Plan. This would allow customers to navigate planning policy and other land use plans from a national level to local site specific proposals in one location.*

3. CONCLUSION AND RECOMMENDATION

- 3.1 Generally, the package is supported, subject to the detailed comments contained in this report. There is, however, concern that much of the detail and practicalities require to be fleshed out and resources identified to deliver the improvements.
- 3.2 It is recommended that the Committee:
- (i) Notes the officer response to proposals contained in the Scottish Government's consultation on planning reform.
 - (ii) Requests the Director (Environment) to bring back a further report on the planning review process when further details are known about the proposed reforms.

Author

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	28 April 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The report highlights Proposal 1 by the Scottish Government to improve the alignment of the Community Plan and the Development Plan.

Corporate Plan

- 1.2 N/A.

2. Resource Implications

Financial

- 2.1 There are no direct financial implications arising from the recommendations in this Report.

Workforce

- 2.2 N/A at this stage.

Asset Management (land, property, IT)

- 2.3 N/A.

3. Assessments

3.1 Assessed as **not relevant** for the purposes of EqIA

Strategic Environmental Assessment

3.2 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 N/A.

Legal and Governance

3.4 N/A.

Risk

3.5 N/A.

4. Consultation

Internal

4.1 The Head of Legal and Governance and the Planning Policy and Practice Member/Officer Working Group were consulted on the draft response prepared by officers and were largely supportive.

External

4.2 The Community Planning Partnership were briefed on the Planning Reform proposals. Community Councils and developers were invited to two briefing/discussion groups. The purpose of these briefings was to alert stakeholders to the consultation and to gain feedback on their views on the proposals to help inform the Council's response. Both events were well attended and attendees commended the Council for its initiative in setting up the events.

5. Communication

5.1 N/A.

2. BACKGROUND PAPERS

2.1 Scottish Planning System. 'Empowering planning to deliver great places' (Scottish Government May 2016) <http://www.gov.scot/Topics/Built-Environment/planning/Review-of-Planning>

- 2.2 Places, people and planning - A consultation on the future of the Scottish planning system (Scottish Government published January 2017)
<https://consult.scotland.gov.uk/planning-architecture/a-consultation-on-the-future-of-planning/>

3. APPENDICES

- 3.1 None.

PERTH & KINROSS COUNCIL**ENVIRONMENT, ENTERPRISE & INFRASTRUCTURE COMMITTEE****14 June 2017****Cycling, Walking and Safer Streets (CWSS) Projects 2017/18****Report by Director (Environment)**

This report details the Cycling, Walking and Safer Streets (CWSS) projects implemented in 2016/17. It also seeks Committee approval for a list of Cycling, Walking and Safer Streets projects for 2017/18 and for potential schemes in 2018/19.

1. BACKGROUND

- 1.1 In 2016/17, the Scottish Ministers, in exercise of their powers under Section 70 of the Transport (Scotland) Act 2001, offered Perth and Kinross a capital grant of £164,000 for Cycling, Walking and Safer Street (CWSS) projects.
- 1.2 In 2017/18, the Scottish Ministers, in exercise of the same powers, have offered Perth and Kinross Council a capital grant for CWSS projects of up to £205,000. Transport Scotland expect the CWSS grant to be used for the purpose of undertaking a programme of works for local cycling, walking and safer streets projects.
- 1.3 As part of the terms and conditions of the grant, local authorities shall consider a minimum spend of 36% (and preferably above 50%) on works and promotion relating to cycling. This approach was agreed by the COSLA Regeneration and Sustainable Development Executive Group on 5 February 2010.

Cycling, Walking and Safer Streets 2015/16

- 1.4 At its meeting on 1 June 2016 (Report No. 16/244 refers), the Committee approved a list of works to be funded from the Council's Capital Grant of £164,000 for CWSS projects.
- 1.5 Details of the schemes and how the funding was spent are listed in Appendix 1.
- 1.6 Two of the schemes originally proposed for 2016/17 were not implemented. The proposed works in the City Centre of Perth were delayed as additional street audits were planned for Crieff and Blairgowrie. On completion of these, a list of works will be agreed and funding will be allocated for Perth and the two burghs during 2017/18.

- 1.7 One of the schemes, at Lawgrove Place, Inveralmond, Perth was delayed due to proposed flood prevention works for the River Almond in the summer of 2017. This project will be carried out as part of the flood defence works and completed during 2017/18.
- 1.8 In total, £163,000 of works was funded in 2016/17 from CWSS, Sustrans and other grant funding. As approximately 54% of the 2016/17 grant funding was spent on cycling works, the terms and conditions of the grant were met. Match funding of £19,500 from the Smarter Choices, Smarter Places (SCSP) budget was secured in order to deliver the School Exclusion Zone project (Report No. 16/137 refers).

2. PROPOSALS

Cycling, Walking and Safer Streets Proposed Programme 2017/18

- 2.1 In accordance with the terms and conditions of the Grant, the schemes which have been identified for implementation in 2017/18 are listed at Appendix 2. Potential schemes for 2018/19 are outlined in Appendix 3. The associated plans are shown in Appendix 4.
- 2.2 In Appendix 2, schemes 1, 2, 3, 5, 6, 7, 8, 9, 10, 11 and 12 for 2017/18 have been identified through working with the local communities, schools and elected members. The proposals at 4A, 4B and 4C were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross), the respective local elected members and Community Councils.
- 2.3 The proposals at 8, 9, 10, 11 and 12 will be funded from the Rural Footways budget. The combined cost of these projects is £53,000.
- 2.4 An application to Sustrans for match funding for a number of the projects listed in Appendix 2 was submitted in March 2017. Only scheme No.5 (Longforgan - Phase 1) was successful and the other projects listed in Appendix 2 will require full funding from the 2017/18 CWSS grant and the Rural Footways budget. The Longforgan Scheme is subject to a more detailed report for this Committee to consider in relation to redetermining its current use. However, if any projects are constructed below the estimated project cost then consideration will be given to bringing forward projects identified for 2018/19. Delivering the projects listed in Appendix 2 will be fundamental to meeting the target of the Cycle Action Plan for Scotland. A number of these projects will improve and expand the cycling network infrastructure in Perth & Kinross.
- 2.5 It is anticipated that all schemes listed in Appendix 2 will be implemented within the current financial year. Design briefs have been allocated and some works are provisionally programmed for implementation later this financial year.

- 2.6 In line with the terms and conditions of the grant in relation to spend on cycle related projects, for 2017/18 it is proposed to implement a number of cycle projects. This amounts to approximately 84% of the grant funding. The Council will therefore meet the requirements on spend on cycle related projects during 2017/18.

Cycling, Walking and Safer Streets Proposed Programme 2018/19

- 2.7 In Appendix 3, schemes 13 - 23 have been identified through working with the local communities, schools and elected members. All these projects are intended to be carried out in 2018/19 if grant funding is awarded. It would be intended to seek match funding from Sustrans and other appropriate funding partners.

3. CONCLUSIONS AND RECOMMENDATIONS

- 3.1 This report provides an update on the projects implemented from the Scottish Government Grant for Cycling, Walking and Safer Streets in 2016/17. It details the schemes which it is proposed to fund from the Grant in 2017/18 as well as potential schemes for 2018/19, subject to grant funding being awarded.

- 3.2 It is recommended that the Committee:

- (i) Notes the schemes implemented from the Cycling, Walking and Safer Streets Grant Funding in 2016/17 as detailed at Appendix 1.
- (ii) Approves the list of works for Cycling, Walking and Safer Streets projects for the financial year 2017/18 as detailed in Appendix 2.
- (iii) Notes the proposed projects to be progressed in 2018/19 as detailed in Appendix 3, subject to grant funding being awarded.

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	2 May 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

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 The Scottish Government has made available an additional Capital Grant of £205,000 to the Council for CWSS projects for 2017/18. The list of works recommended in this report will fully utilise this finance. Applications for grant funding from Sustrans were submitted and a grant of £16,000 was awarded for the Longforgan – Phase 1 project.

- 2.2 Projects 8, 9, 10, 11 and 12 listed in Appendix 2 and estimated to cost £53,000 will be funded from the Rural Footways budget during 2017/18.

Revenue

- 2.3 The Revenue commitments arising from the routine maintenance of traffic calming features, footways, cycle paths and traffic signing (£3,000) will be met from the Roads Maintenance budgets. These costs will require to be prioritised within the existing revenue budgets.

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 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:

Assessed as **relevant** and no actions are required to be taken to reduce or remove negative impacts.

Assessed as **relevant** and the following positive outcomes expected following implementation:

- a) The measures, for example improved crossing facilities, footways and traffic calming features, will provide improved access for communities, and will particularly improve travel opportunities for disabled people with mobility issues, sight or hearing impairment, children, elderly people & parent/carers walking with children in pushchairs/buggies.
- b) The measures will provide improvements for road users of all ages, but particularly for children and elderly people. This will include facilities to enable them to cross roads safely.
- c) The measures will also encourage children to walk or cycle to school, thus bringing health benefits.
- d) The measures will provide opportunities for increased travel by foot and cycle for all age groups.

Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).
- 3.4 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.5 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. 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

- 3.6 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, the Head of Finance and Police Scotland have been consulted in the preparation of this report.
- 4.2 As part of the scheme design, consultation will be carried out with the relevant parties where appropriate, including the local elected members.

5. Communication

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

2. BACKGROUND PAPERS

- 2.1 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:
- Report to Enterprise and Infrastructure Committee 8 June 2011, Cycling, Walking and Safer Streets (CWSS) Projects 2011/12 (11/290)
 - Report to Enterprise and Infrastructure Committee 23 November 2011, Cycling, Walking and Safer Streets Projects 2011/12 Update and Sustrans Community Links Programme 2011/12 (11/580)
 - Report to Enterprise and Infrastructure Committee 5 June 2013, Cycling, Walking and Safer Streets (CWSS) Projects 2013/14 (13/276)
 - Report to Enterprise and Infrastructure Committee 4 June 2014, Cycling,

- Walking and Safer Streets (CWSS) Projects 2014/15 (14/238)
- Report to Enterprise and Infrastructure Committee 3 June 2015, Cycling, Walking and Safer Streets (CWSS) Projects 2015/16 (15/230)
- Report to Enterprise and Infrastructure Committee 1 June 2016, Cycling, Walking and Safer Streets (CWSS) Projects 2016/17 (16/244)

3. APPENDICES

Appendix 1 - Cycling, Walking and Safer Streets Projects 2016/17.

Appendix 2 - Cycling, Walking and Safer Streets (CWSS) Projects 2017/18.

Appendix 3 - Cycling, Walking and Safer Streets (CWSS) Projects 2018/19.

Appendix 4 - Plans 1- 23.

Cycling, Walking and Safer Streets Projects 2016/17

Traffic Calming / Community Schemes			
1	Perth Street/Reform Street, Blairgowrie	CWSS £4,300.00	G
	Provision of flat-topped ramp across junction to reduce vehicle speeds and encourage compliance with Zebra crossing.		
2	Airlie Street, Alyth	CWSS £3,500.00	G
	Provision of build-out at Mart Street junction to reduce vehicle speeds on Airlie Street and improve visibility from Main Street.		
3	City Centre, Perth	CWSS £10,000.00	R
	Provision of corduroy tactile paving and other minor measures to improve the city centre for pedestrians with visual and mobility impairment.		
4	George Street/Union Street, Coupar Angus	CWSS £5,400.00	G
	Provision of speed cushions approaching Zebra crossing at The Cross to reduce vehicle speeds and encourage compliance of the crossing by drivers.		
Safer Routes to Schools			
5	Gowan's Terrace, Perth	CWSS £22,600.00	G
	Provision of alternative access to North Inch Campus car park to relieve congestion at Gowan's Terrace/The Rookery junction.		
6	Main Street, Bridge of Earn	CWSS £12,000.00	G
	Provision of build-out opposite Manse Road junction to facilitate School Crossing Patroller site. Project continued into 2016/17.		
7	South Street, Milnathort	CWSS £8,000.00	G
	Provision of build-out and relocation of Belisha beacon on east side of South Street to facilitate pedestrians using Zebra crossing.		
8	School Exclusion Zones	CWSS £2,600.00 SCSP £19,500.00	G
	Provision of School Exclusion Zones at Luncarty Primary School - Arngask PS, Glenfarg - Burrelton PS - Coupar Angus PS.		
Cycle Schemes			
9	Lawgrove Place, Inveralmond	CWSS £2,000.00	A
	Provision of 2.5m wide shared use path for cyclists and pedestrians from Lawgrove Place to River Almond cycle path.		
10	Ruthvenfield Place, Inveralmond	CWSS £1,700.00	G
	Provision of 2.5m wide shared use path for cyclists and pedestrians from Ruthvenfield Place to River Almond cycle path.		

11	Kingswell Road, Longforgan	CWSS £11,400.00	G
	Provision of 2.5m wide footway on Kingswell Road to link Janet Forbes Avenue with Mary Findlay Drive. Continuation of 2015/16 project.		
12	Ardblair Trail, Blairgowrie Phase 6	CWSS £75,500.00	G
	Provision of 2.5m shared use path for cyclists and pedestrians from Elm Drive to Woodlands Road as continuation of Ardblair Trail. Project deferred from 2015/16 due to land issues.		

	Engineering Administration	CWSS £16,000.00
	TOTAL	CWSS £163,000.00 SCSP £19,500.00

G	Green – Works completed in 2016/17
A	Amber - Works delayed and not completed in 2016/17
R	Red – Works did not proceed in 2016/17

Cycling, Walking and Safer Streets (CWSS) Projects 2017/18

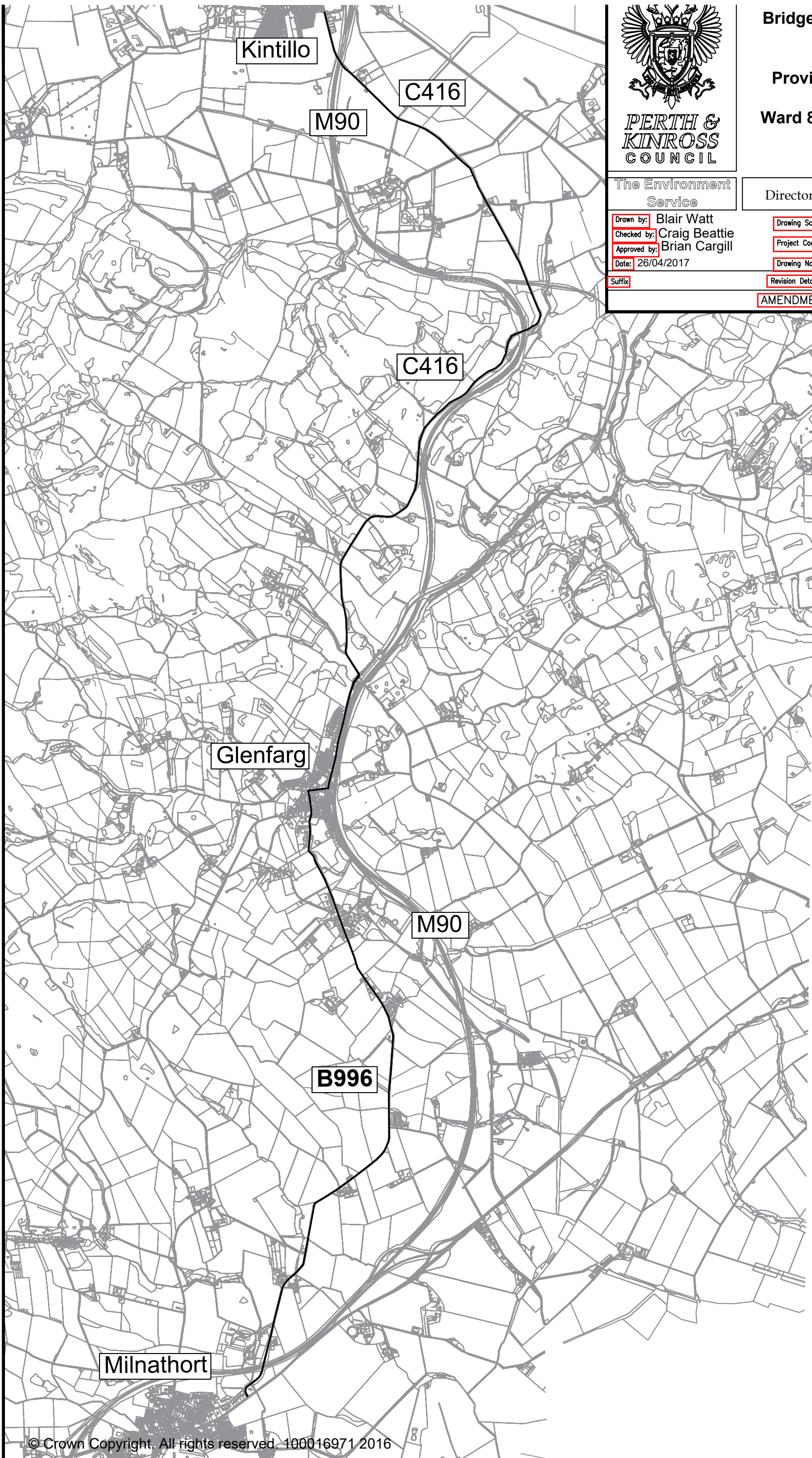
Shared Use Paths / Community Schemes / Safer Routes to Schools		
1	Bridge of Earn to Glenfarg to Milnathort	CWSS £20,000.00
	Provision of Green Route signing for proposed Green Route between Bridge of Earn to Glenfarg to Milnathort. Ward 8 & 9. See Plan No 1	
2	Kintillo, Bridge of Earn	CWSS £60,000.00
	Provision of shared use path, dropped kerbs and warning signs. Ward 9. See Plan No 2	
3	B996/C416 Junction, Glenfarg	CWSS £44,000.00
	Provision of shared use path, dropped kerbs and warning signs. Ward 8. See Plan No 3	
4A	City Centre, Perth	CWSS £16,000.00
	Provision of corduroy tactile paving and other minor measures to improve the city centre for pedestrians with visual and mobility impairment. Ward 10. See Plan No 4A	
4B	Town Centre, Crieff	CWSS £7,000.00
	Provision of minor measures to improve the centre of Crieff for pedestrians with visual and mobility impairment. Ward 6. See Plan No 4B	
4C	Town Centre, Blairgowrie	CWSS £7,000.00
	Provision of minor measures to improve the centre of Blairgowrie for pedestrians with visual and mobility impairment. Ward 3. See Plan No 4C	
5	Longforgan – Phase 1	CWSS £16,000.00
		Sustrans £16,000.00
	Provision of 2.5m wide shared use path in Mary Findlay Drive east to Main Street. An application for match funding from Sustrans has been submitted for this project. Ward 1. See Plan No 5	

Shared Use Paths/Community Links or Safer Routes to Schools continued		
6	Lawgrove Place, Inveralmond	CWSS £2,000.00
	Provision of 2.5m wide shared use path for cyclists and pedestrians from Lawgrove Place to River Almond cycle path. Scheme delayed in 2016/17 due to flood defence works. Ward 11. See Plan No 6	
7	Marshall Way, Luncarty	CWSS £18,000.00
	Provision of 2.5m wide shared use path and build-out in Marshall Way linking Marshall Way to Luncarty Primary School. Ward 5. See Plan No 7	
8	A94 Main Road, Woodside	RF £10,000.00
	Provision of 2.0m wide footpath link from Campmuir Road junction to bus stop to facilitate pedestrians. Ward 2. See Plan No 8	
9	B935 Main Street, Forgandenny	RF £8,000.00
	Provision of footpath link from Kinnaird Road junction to bus stop to facilitate pedestrians. Ward 9. See Plan No 9	
10	B935 Pitkeathly, Bridge of Earn	RF £10,000.00
	Provision of footpath link from Craigrownie to Quarry Hall path to facilitate pedestrians. Ward 9. See Plan No 10	
11	B9099 Murthly Road, Stanley	RF £20,000.00
	Provision of footpath link between Mill Street and Airtully Road to facilitate pedestrians. Ward 5. See Plan No 11	
12	B8081 Moray Street, Blackford	RF £5,000.00
	Provision of footpath link between The Morays and Blackford Primary School, adjacent to the park, to facilitate pedestrians. Ward 7. See Plan No 12	
	Engineering Administration	£15,000.00
	TOTAL	CWSS (Eng. Admin.) £15,000.00 CWSS (Works) £190,000.00 Sustrans £16,000.00 Rural Footways £53,000.00

Cycling, Walking and Safer Streets (CWSS) Projects 2018/19

Potential schemes for 2018/19		
13	Moncur Road, Inchtute	CWSS £30,000.00
	1.0m strip widening of footway along Moncur Road from Flower of Monorgan Close to Orchard Way to provide shared use path for cyclists and pedestrians to link to Inchtute Primary School. Land issues being investigated. Ward No. 1. See Plan No 13	
14	Pittenzie Road, Crieff	CWSS £20,000.00
	Provision of 2.0m wide footway link along east side of Pittenzie Road from Kincardine Road to Hebridean Gardens. Land issues being investigated. Ward No. 6. See Plan No 14	
15	Broich Terrace, Crieff	CWSS £25,000.00
	Provision of 2.0m wide footpath link from Pittenzie Road along north side of Broich Terrace. Land issues being investigated. Ward No. 6. See Plan No 15	
16	Ardblair Trail, Blairgowrie, Phase 9	CWSS £25,000.00
	1.0m strip widening of footway along Elm Drive from Willow Place past Maple Place to the Community Campus to provide shared use path for cyclists and pedestrians. Ward No. 3. See Plan No 16	
17	Longforgan – Phase 2	CWSS £24,000.00
	Provision of 2.5m wide shared use path in Mary Findlay Drive south to Castle Street. Ward No. 1. See Plan No 17	
18	Longforgan – Phase 3	CWSS £28,000.00
	Provision of 2.5m wide shared use path in Mary Findlay Drive north to Kingswell Road. Ward No. 1. See Plan No 18	
19	Longforgan – Phase 4	CWSS £14,000.00
	Provision of 2.5m wide shared use path in Mary Findlay Drive west to link Cul-de-Sacs. Ward No. 1. See Plan No 19	
20	Longforgan – Phase 5	CWSS £16,000.00
	Provision of 2.5m wide shared use path in Mary Findlay Drive west to link Cul-de-Sacs. Ward No. 1. See Plan No 20	
21	Longforgan – Phase 6	CWSS £38,000.00
	Provision of 2.5m wide shared use path in Mary Findlay Drive west to link Cul-de-Sacs. Ward No. 1. See Plan No 21	

22	King Street/Commissioner Street, Crieff	CWSS £18,000.00
	Provision of build-out around King Street/Commissioner Street junction to facilitate School Crossing Patroller site. Ward No. 6. See Plan No 22	
23	B996/C420 Junction, Milnathort	CWSS £24,000.00
	Provision of shared use path, dropped kerbs and warning signs. An application for match funding from Sustrans has been submitted for this project. Ward No. 8. See Plan No 23	
TOTAL		£262,000.00



**PERTH &
KINROSS
COUNCIL**

**Bridge of Earn to Glenfarg to
Milnathort**

Provision of Green Routes

**Ward 8 & 9 (Almond and Earn
& Kinross-shire)**

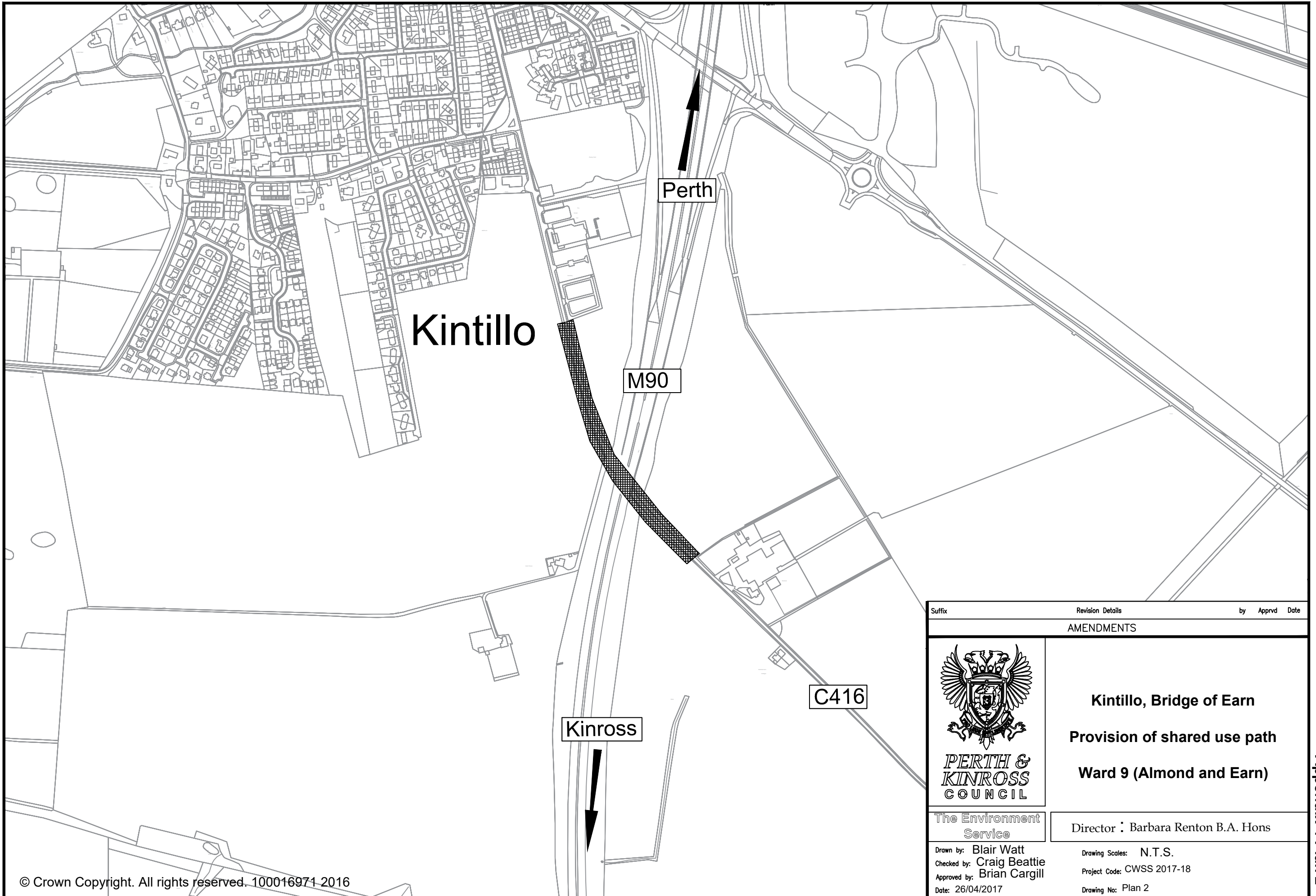
The Environment
Service


Director : Barbara Renton B.A. Hons

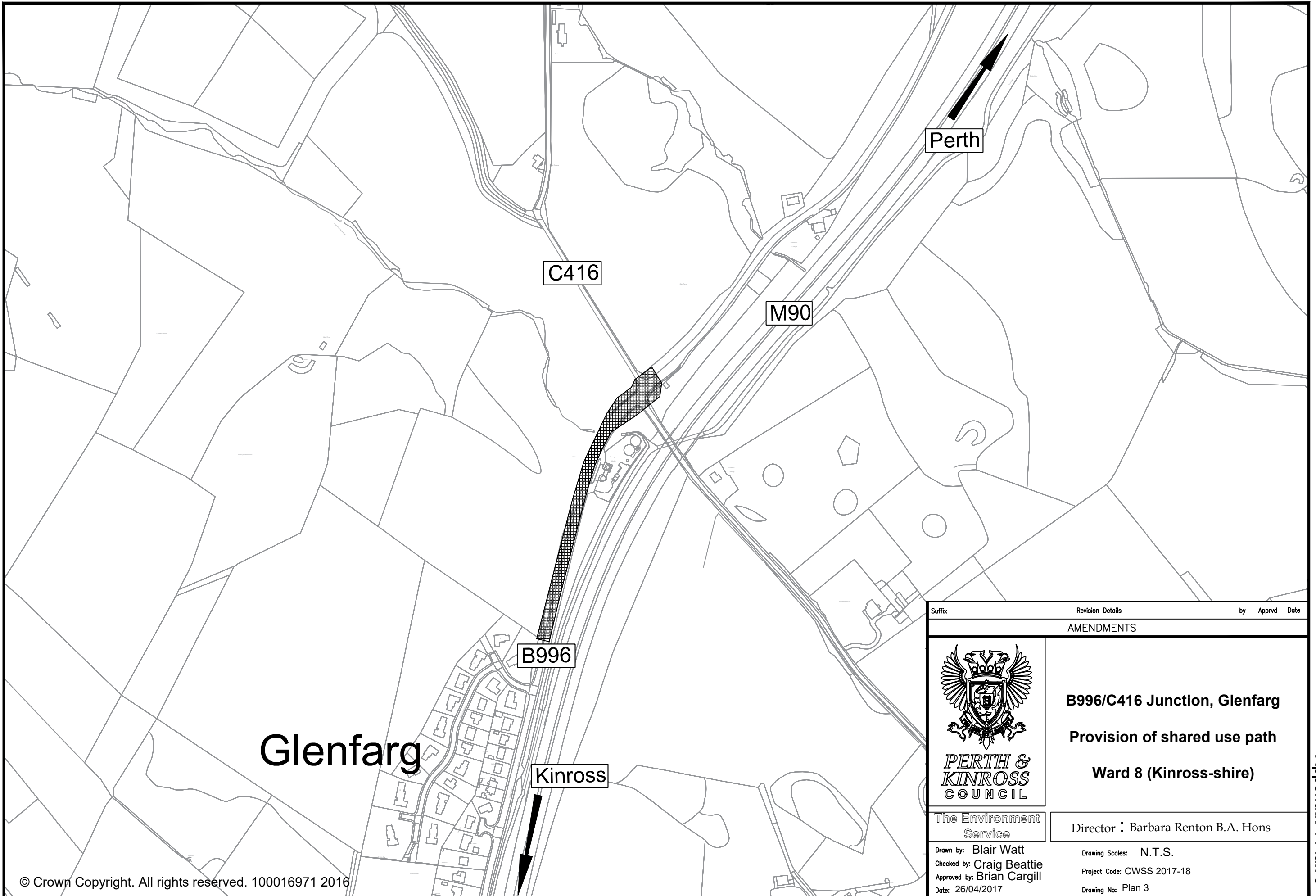
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Checked by: Craig Beattie
Approved by: Brian Cargill
Date: 26/04/2017

Drawing Scales: N.T.S.
Project Code: CWSS 2017-18
Drawing No: Plan 1


Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Kintillo, Bridge of Earn Provision of shared use path Ward 9 (Almond and Earn)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 2		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				



Glenfarg

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 B996/C416 Junction, Glenfarg Provision of shared use path Ward 8 (Kinross-shire)				
Director : Barbara Renton B.A. Hons				
The Environment Service				
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				
Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 3				

AMENDMENTS

B996/C416 Junction, Glenfarg

Provision of shared use path

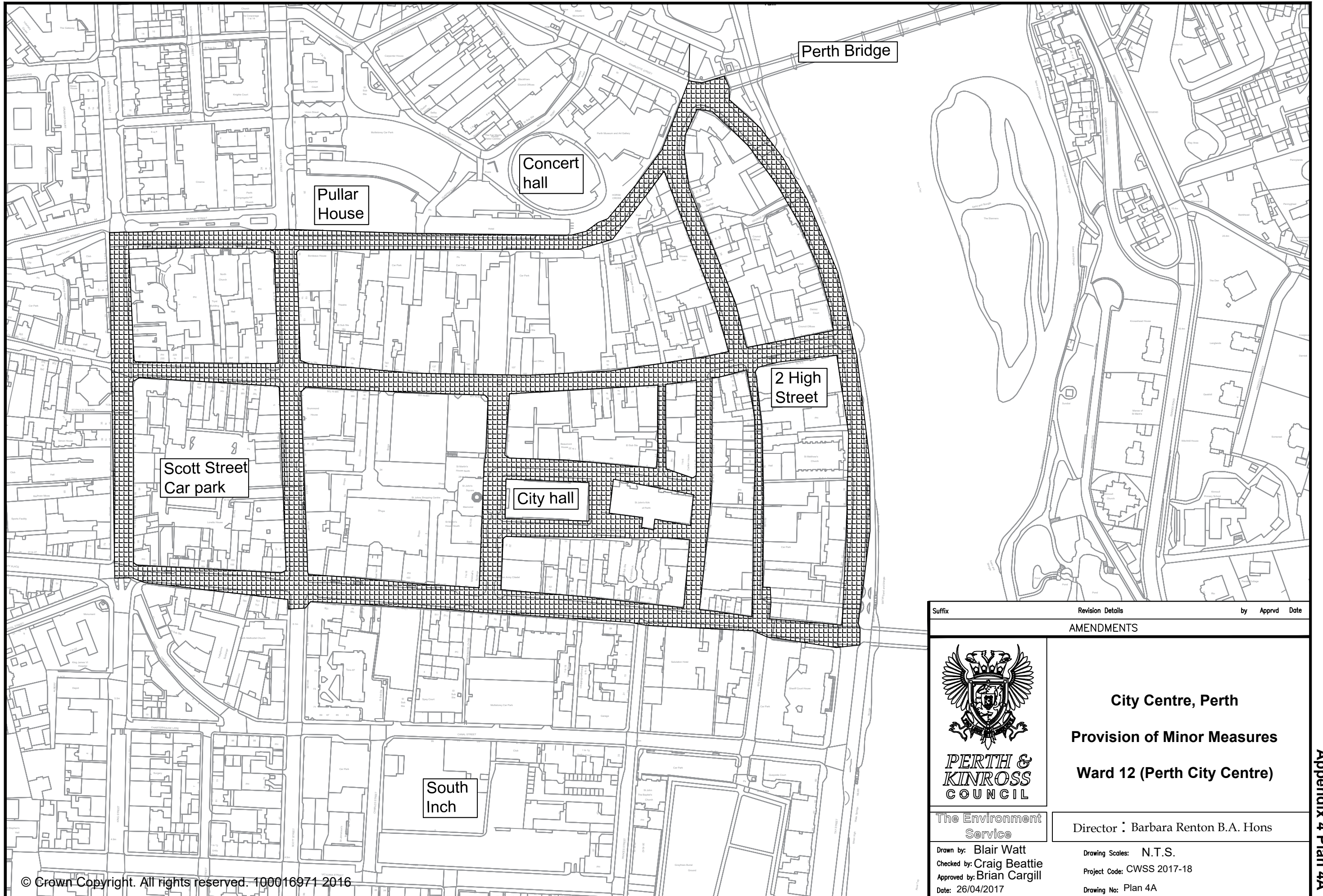
Ward 8 (Kinross-shire)


Director : Barbara Renton B.A. Hons

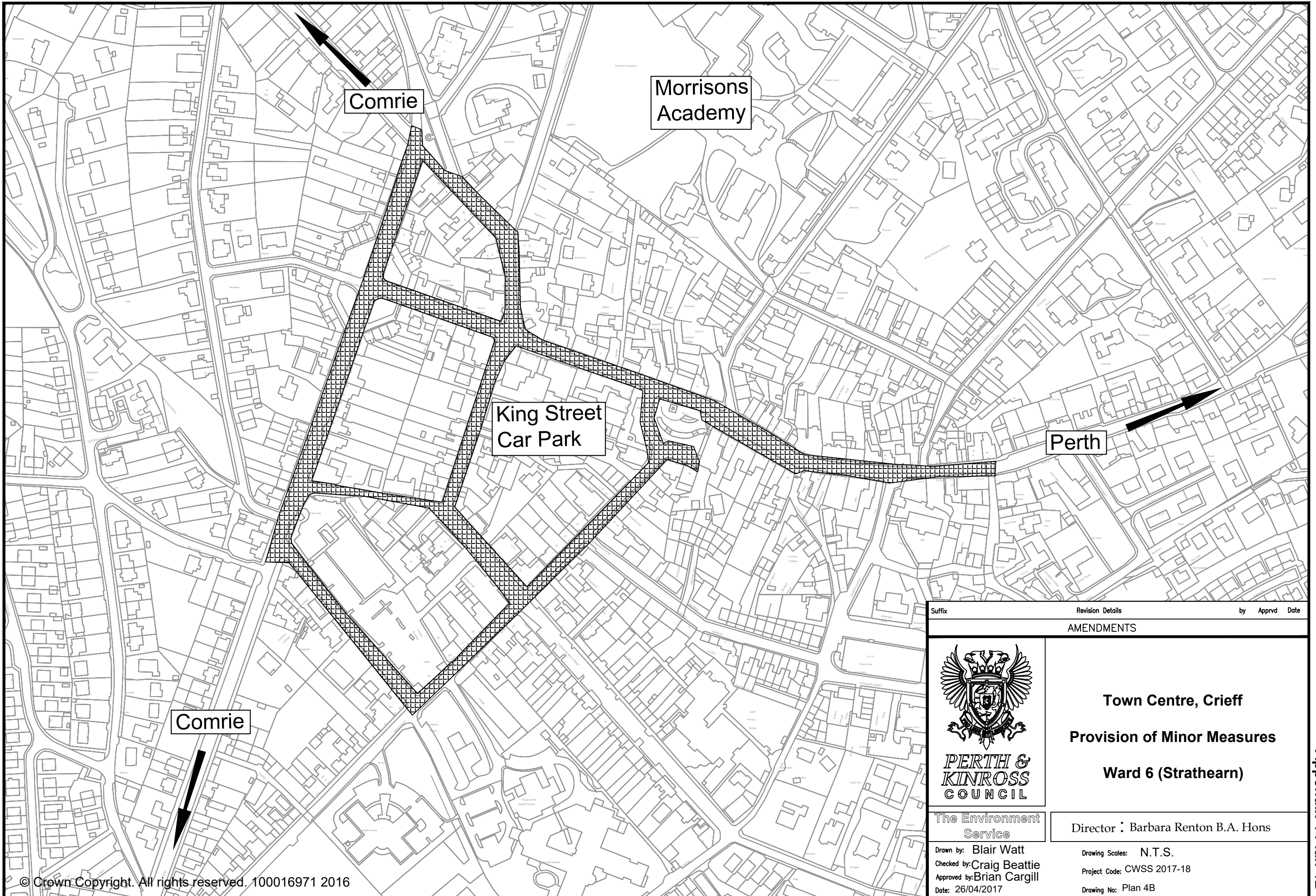
The Environment Service

Drawn by: Blair Watt
 Checked by: Craig Beattie
 Approved by: Brian Cargill
 Date: 26/04/2017

Drawing Scales: N.T.S.
 Project Code: CWSS 2017-18
 Drawing No: Plan 3



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		City Centre, Perth Provision of Minor Measures Ward 12 (Perth City Centre)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 4A		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				



Comrie

Morrisons Academy

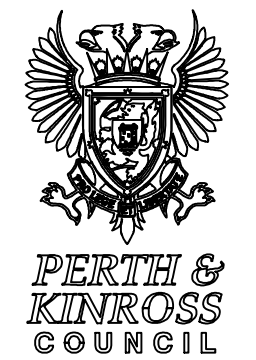
King Street Car Park

Perth

Comrie

Suffix Revision Details by Apprd Date

AMENDMENTS



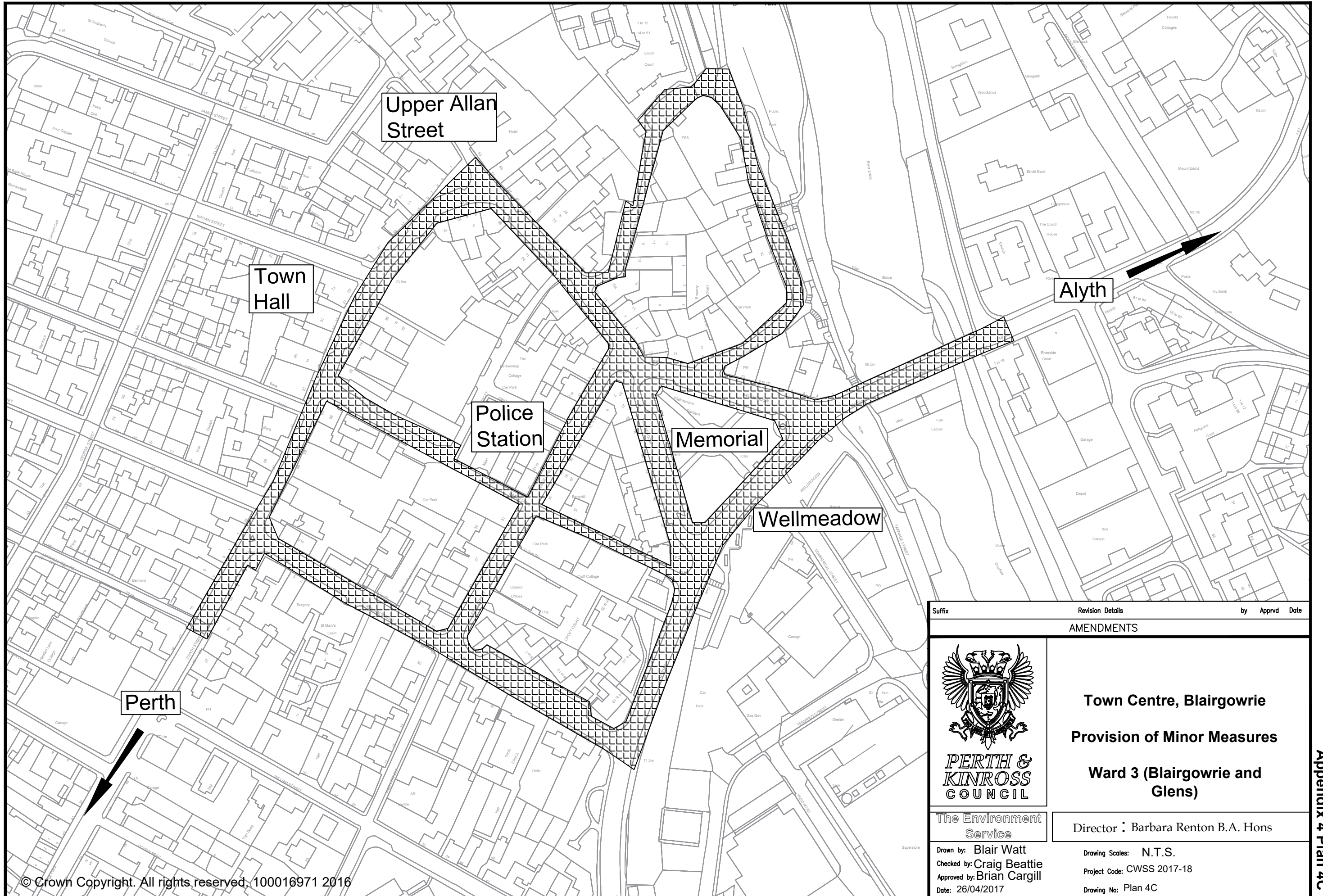
Town Centre, Crieff
Provision of Minor Measures
Ward 6 (Strathearn)

The Environment Service

Director : Barbara Renton B.A. Hons

Drawn by: Blair Watt
 Checked by: Craig Beattie
 Approved by: Brian Cargill
 Date: 26/04/2017

Drawing Scales: N.T.S.
 Project Code: CWSS 2017-18
 Drawing No: Plan 4B



Upper Allan Street

Town Hall


Police Station

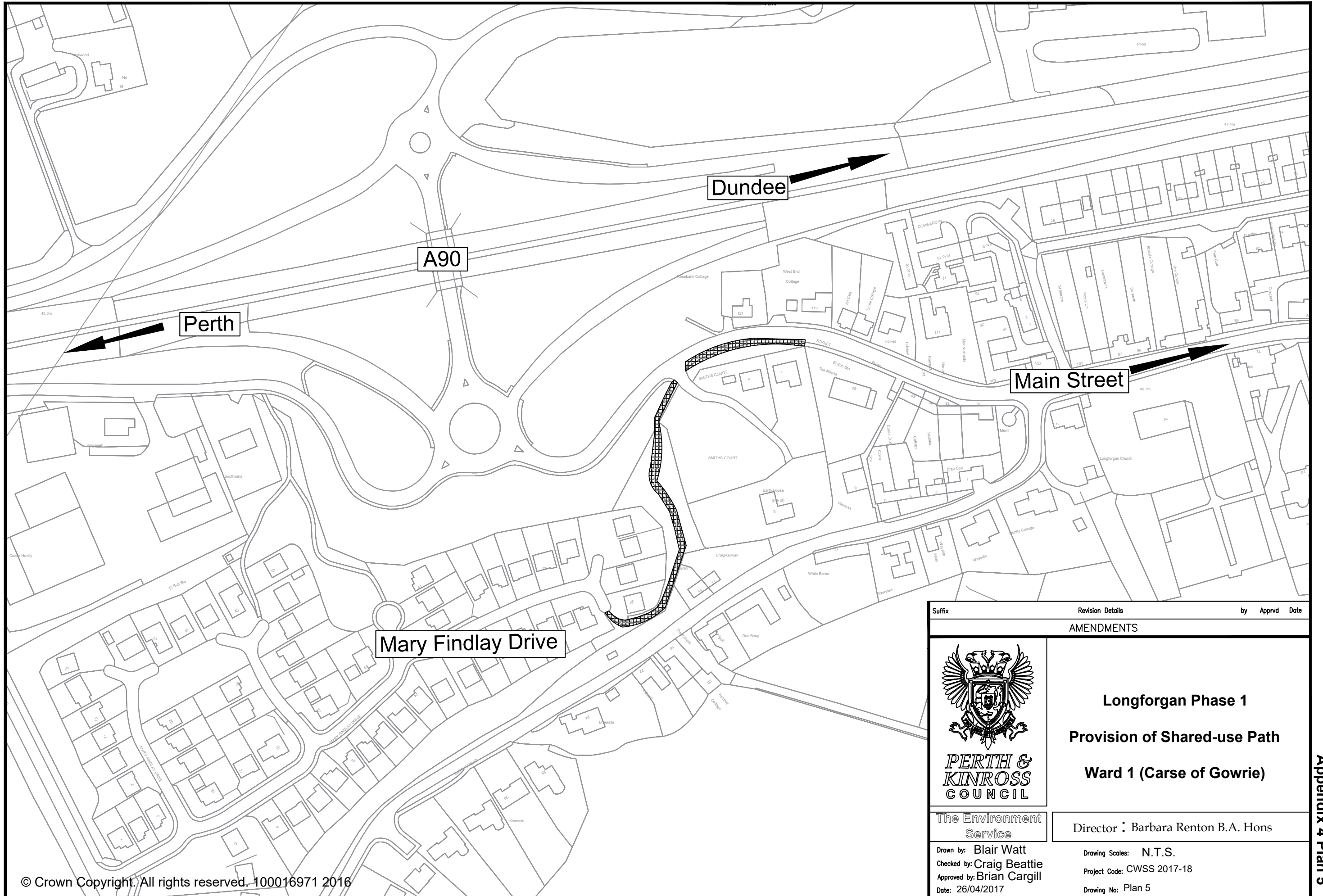
Memorial


Wellmeadow

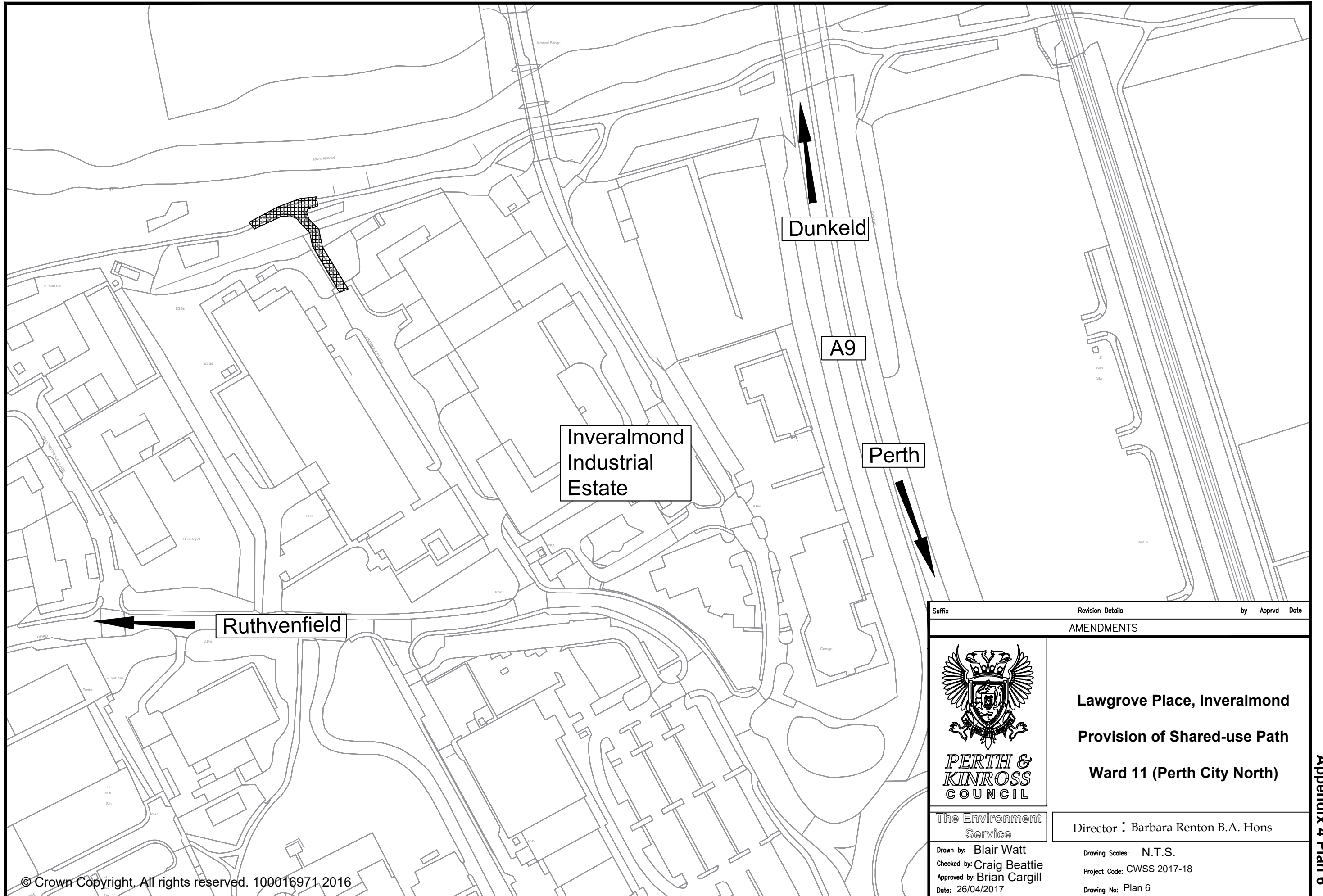
Alyth

Perth


Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Town Centre, Blairgowrie Provision of Minor Measures Ward 3 (Blairgowrie and Glens)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 4C		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				



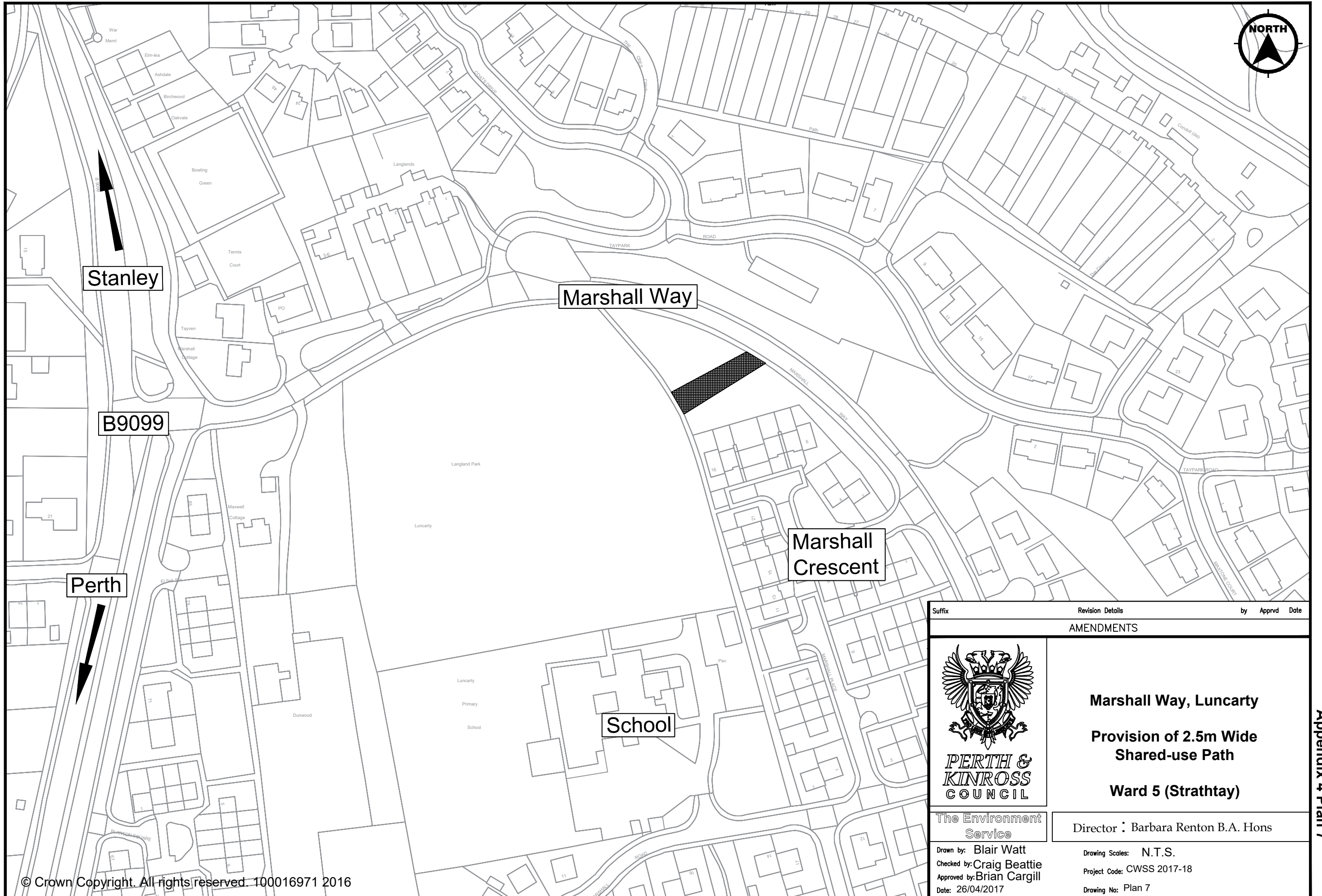
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Longforgan Phase 1		
		Provision of Shared-use Path		
The Environment Service		Ward 1 (Carse of Gowrie)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 5		



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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Lawgrove Place, Inveralmond Provision of Shared-use Path Ward 11 (Perth City North)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 6		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				

Appendix 4 Plan 6



Stanley


Marshall Way

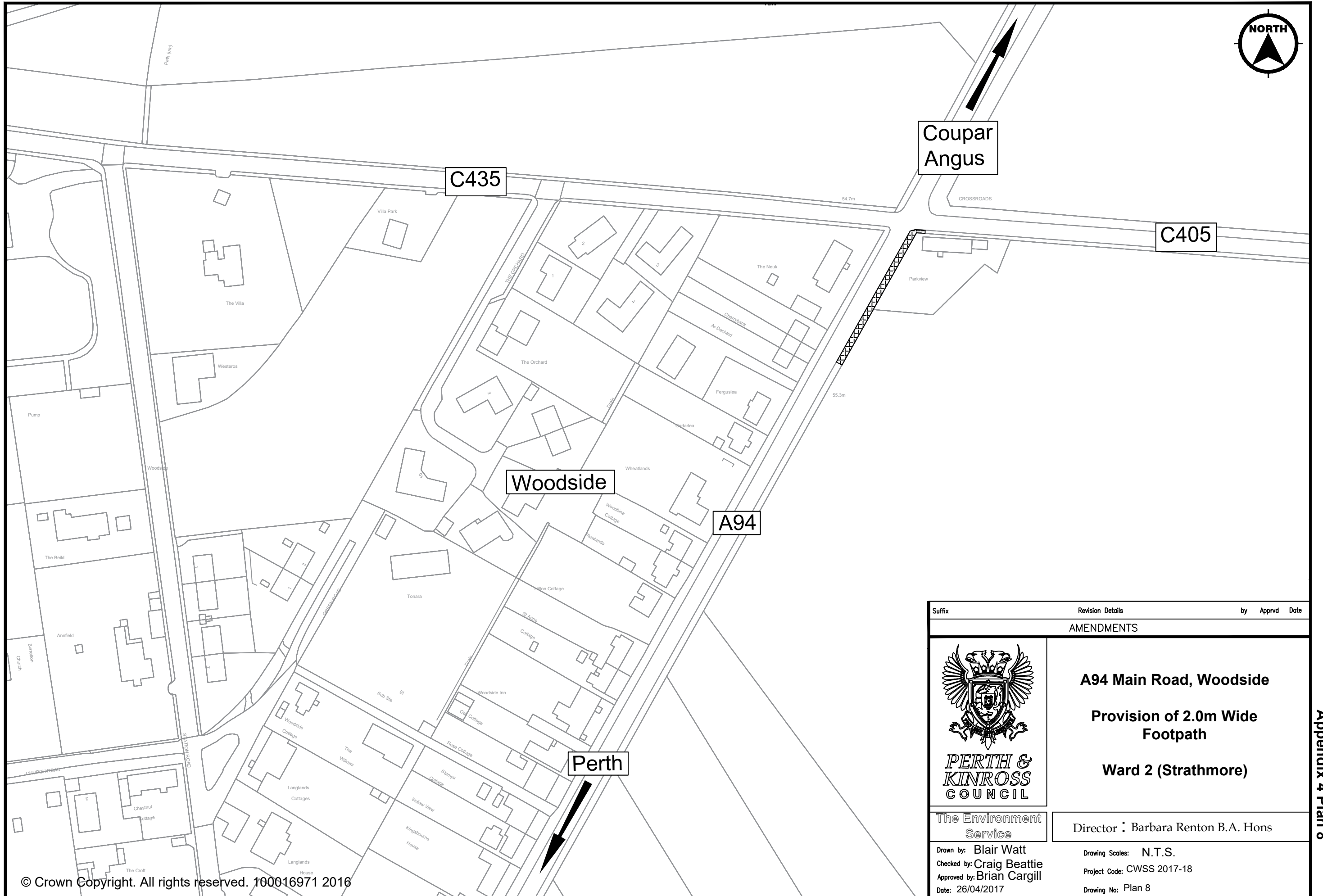
Marshall Crescent

School


Perth

B9099

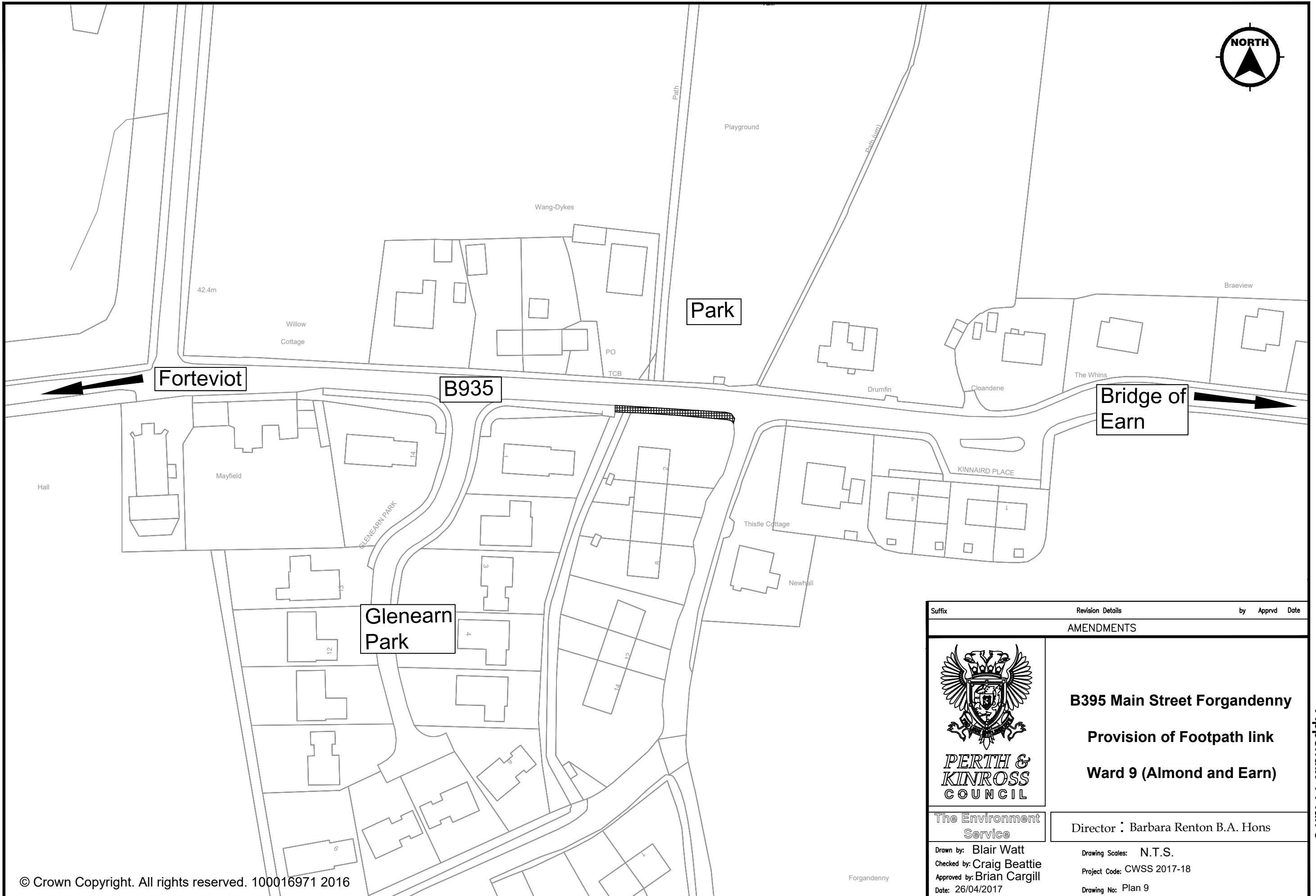
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Marshall Way, Luncarty		
		Provision of 2.5m Wide Shared-use Path		
The Environment Service		Ward 5 (Strathtay)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 7		




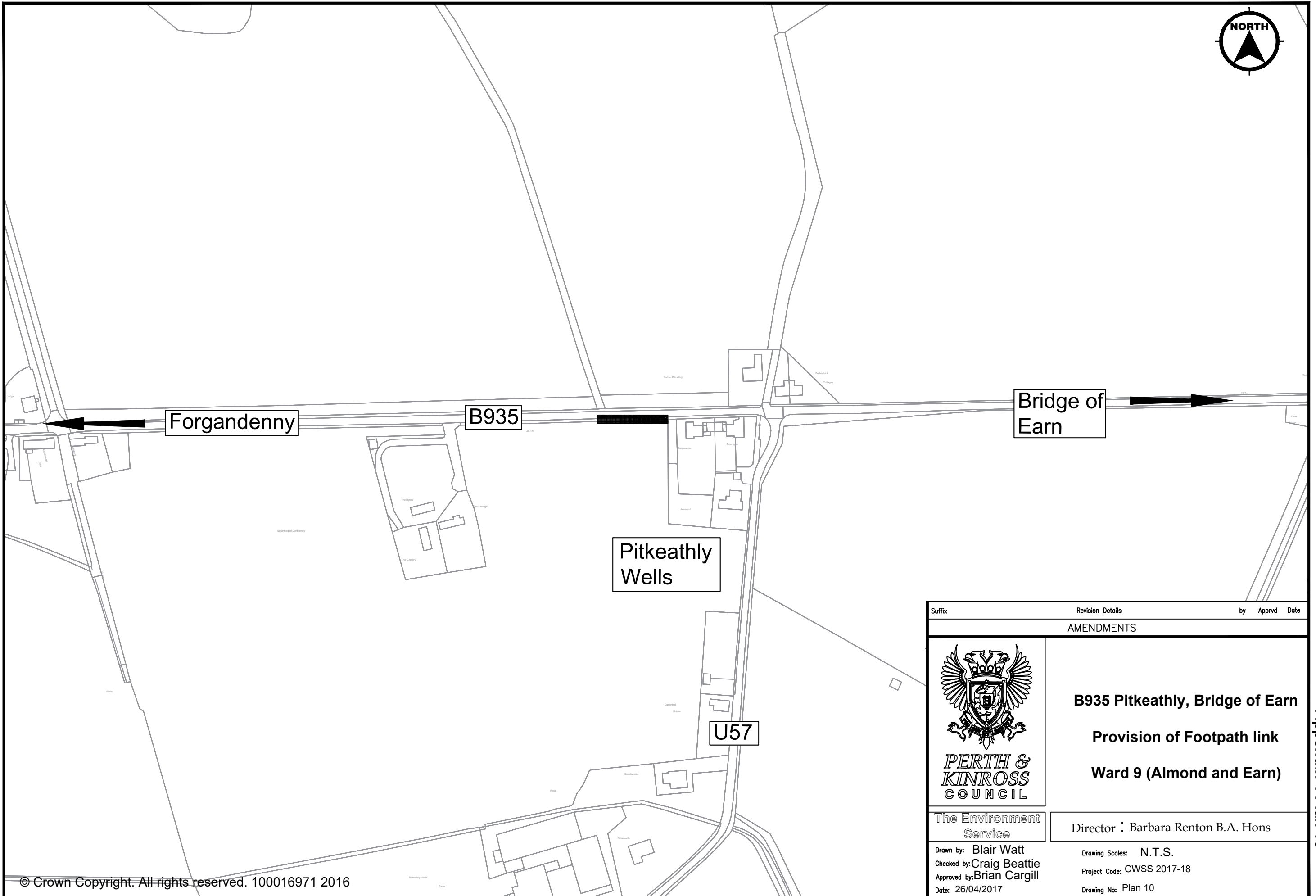
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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		A94 Main Road, Woodside Provision of 2.0m Wide Footpath Ward 2 (Strathmore)		
The Environment Service		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 8		

Appendix 4 Plan 8

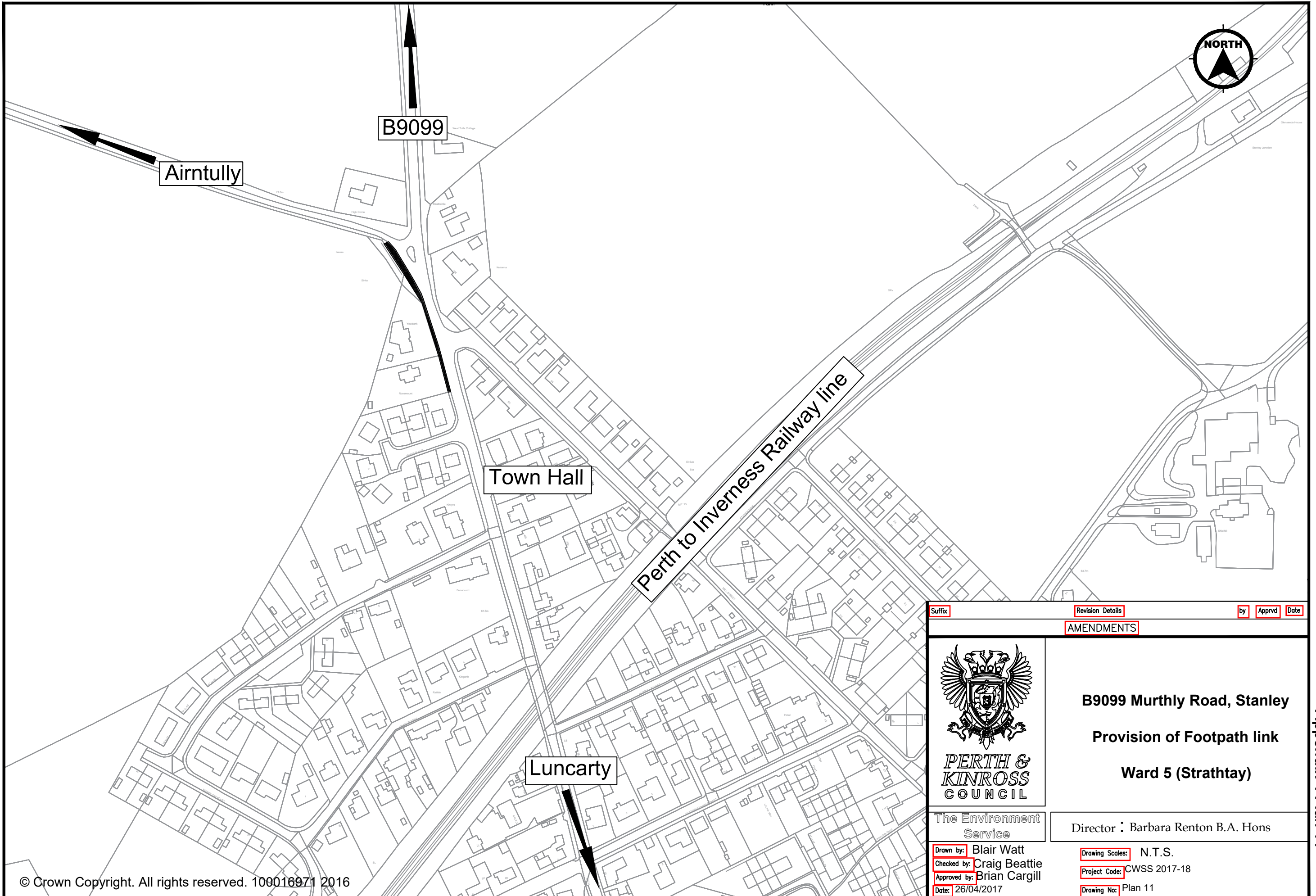


Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		B395 Main Street Forgandenny		
		Provision of Footpath link		
The Environment Service		Ward 9 (Almond and Earn)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 9		




Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		B935 Pitkeathly, Bridge of Earn Provision of Footpath link Ward 9 (Almond and Earn)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 10		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				

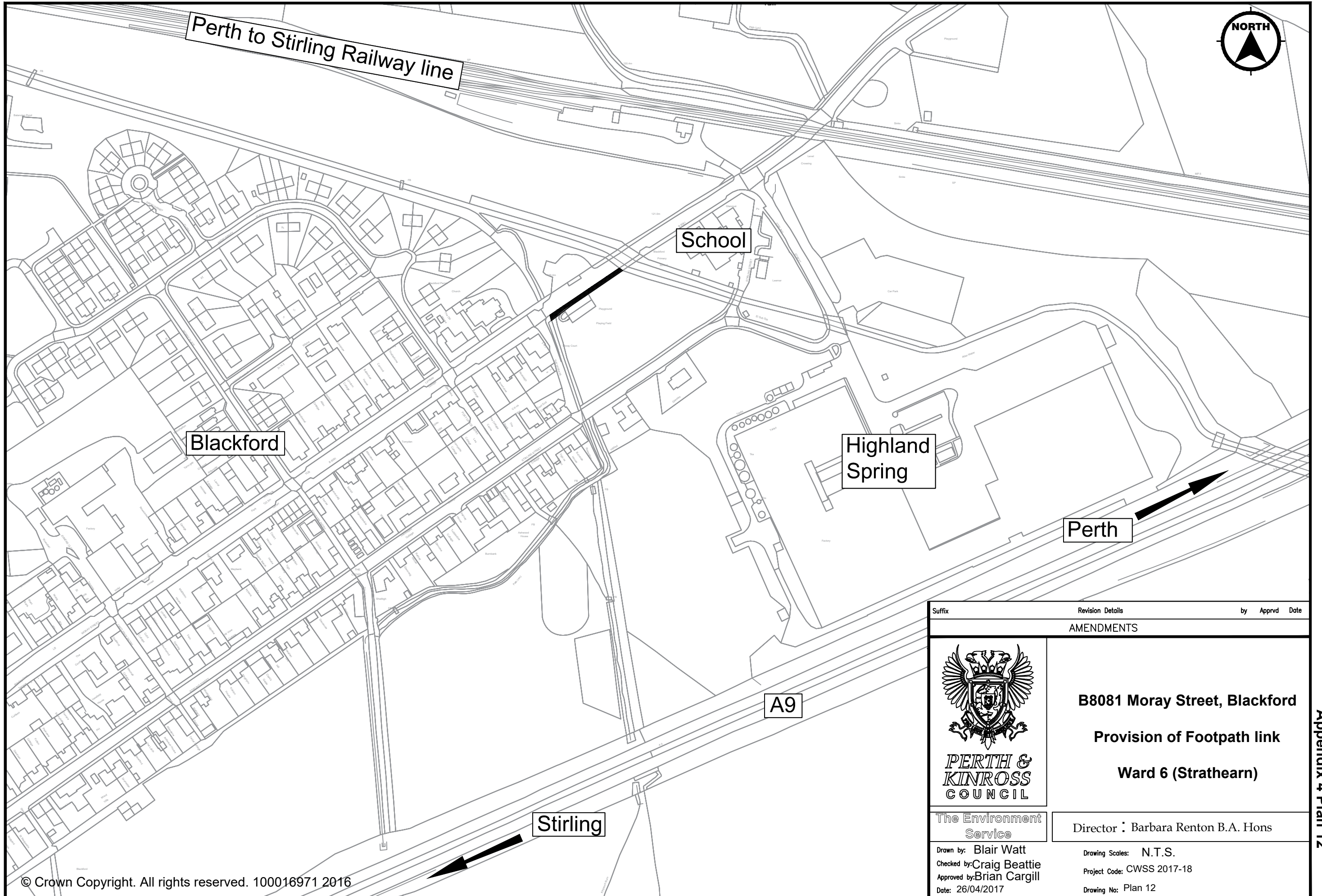
Appendix 4 Plan 10




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Revision Details		by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		B9099 Murthly Road, Stanley Provision of Footpath link Ward 5 (Strathtay)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		
Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 11				

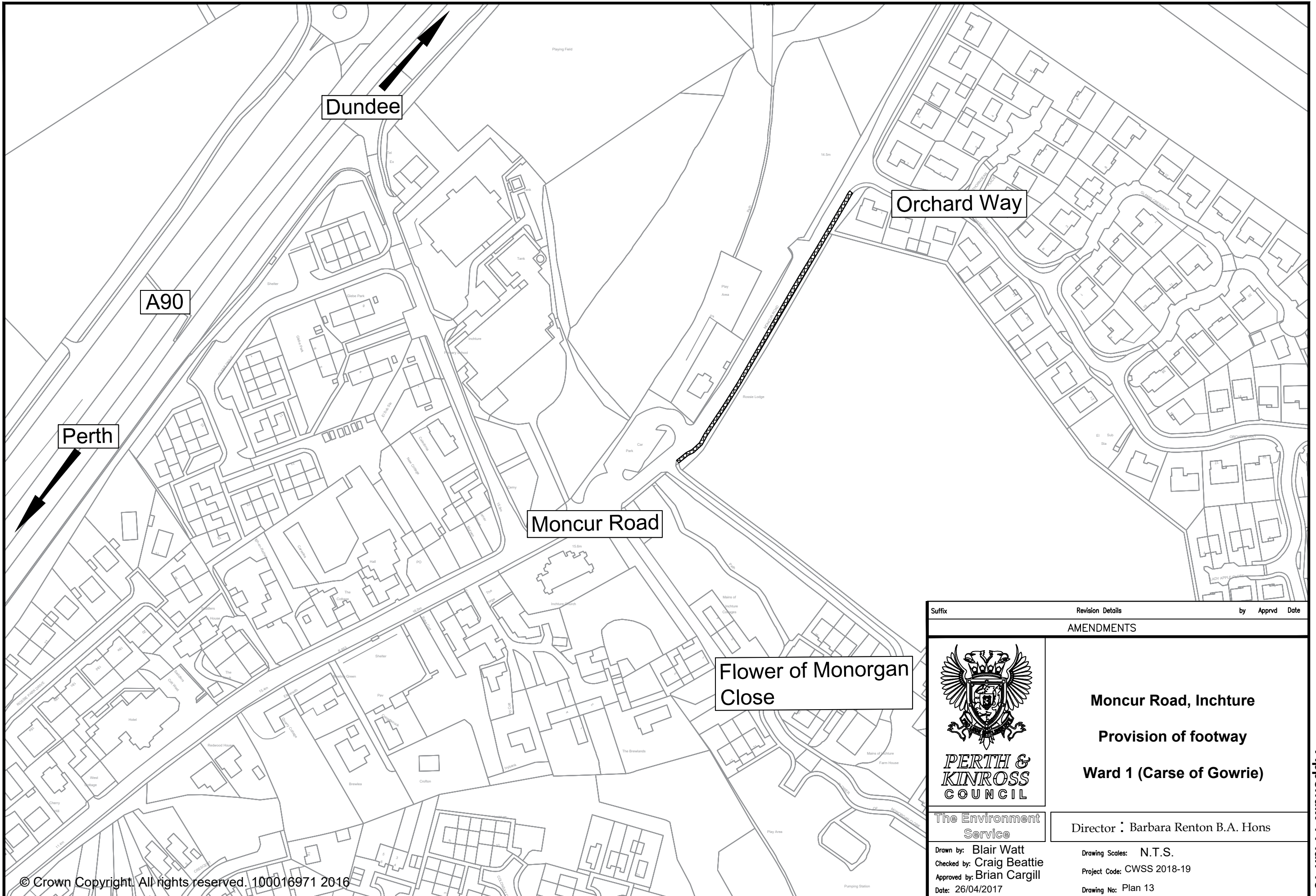
Appendix 4 Plan 11




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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		B8081 Moray Street, Blackford Provision of Footpath link Ward 6 (Strathearn)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2017-18 Drawing No: Plan 12		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				

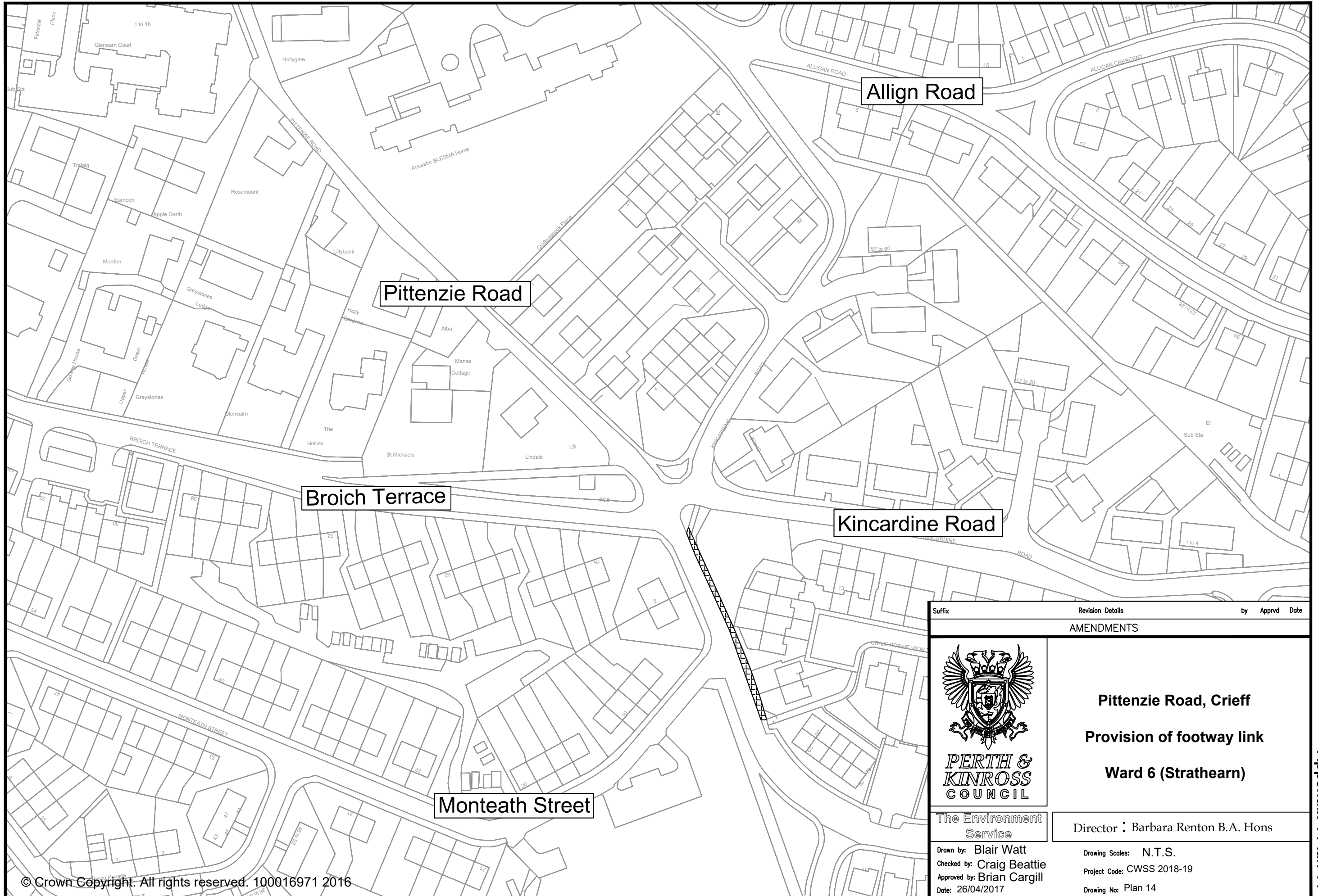
Appendix 4 Plan 12




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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Moncur Road, Inchtute Provision of footway Ward 1 (Carse of Gowrie)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 13		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				

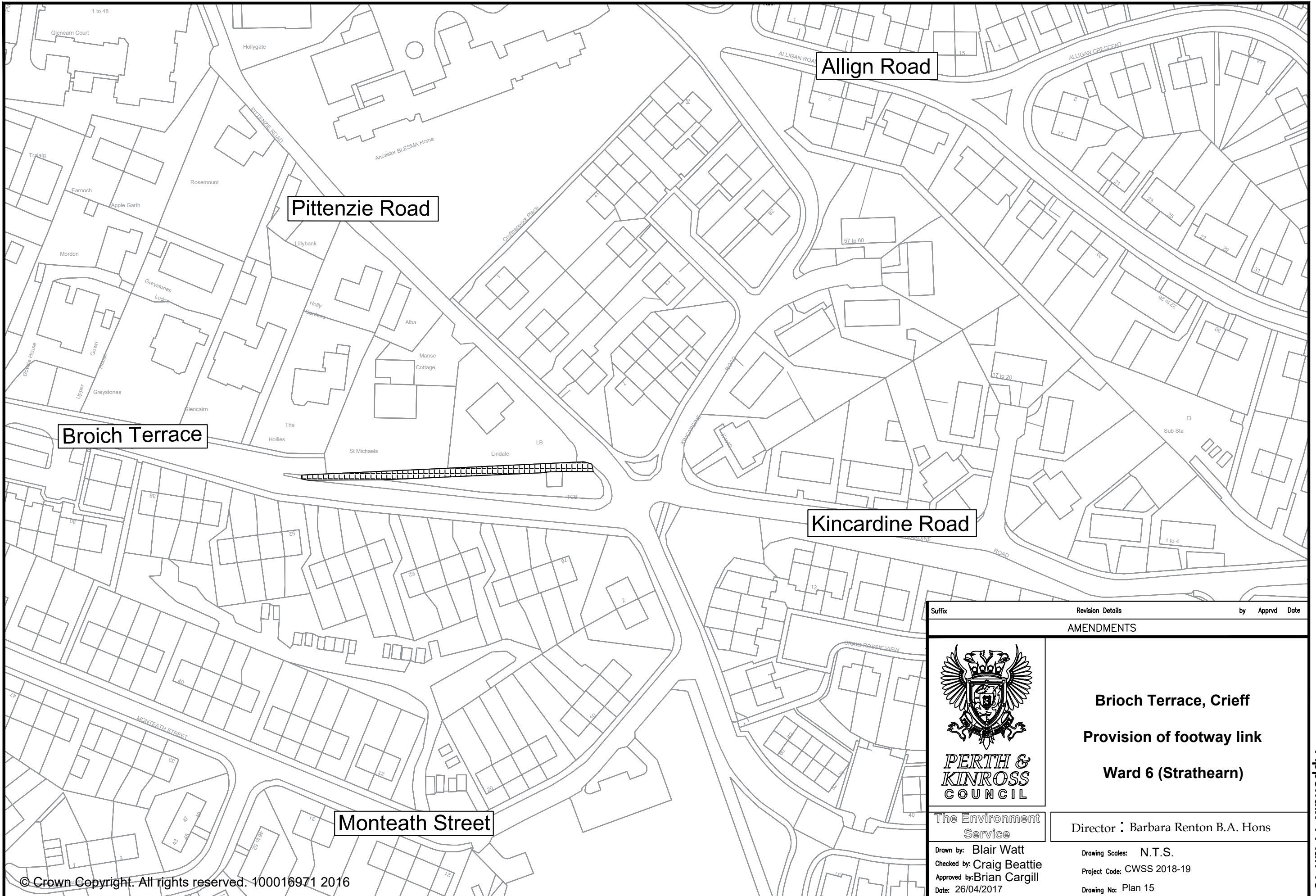
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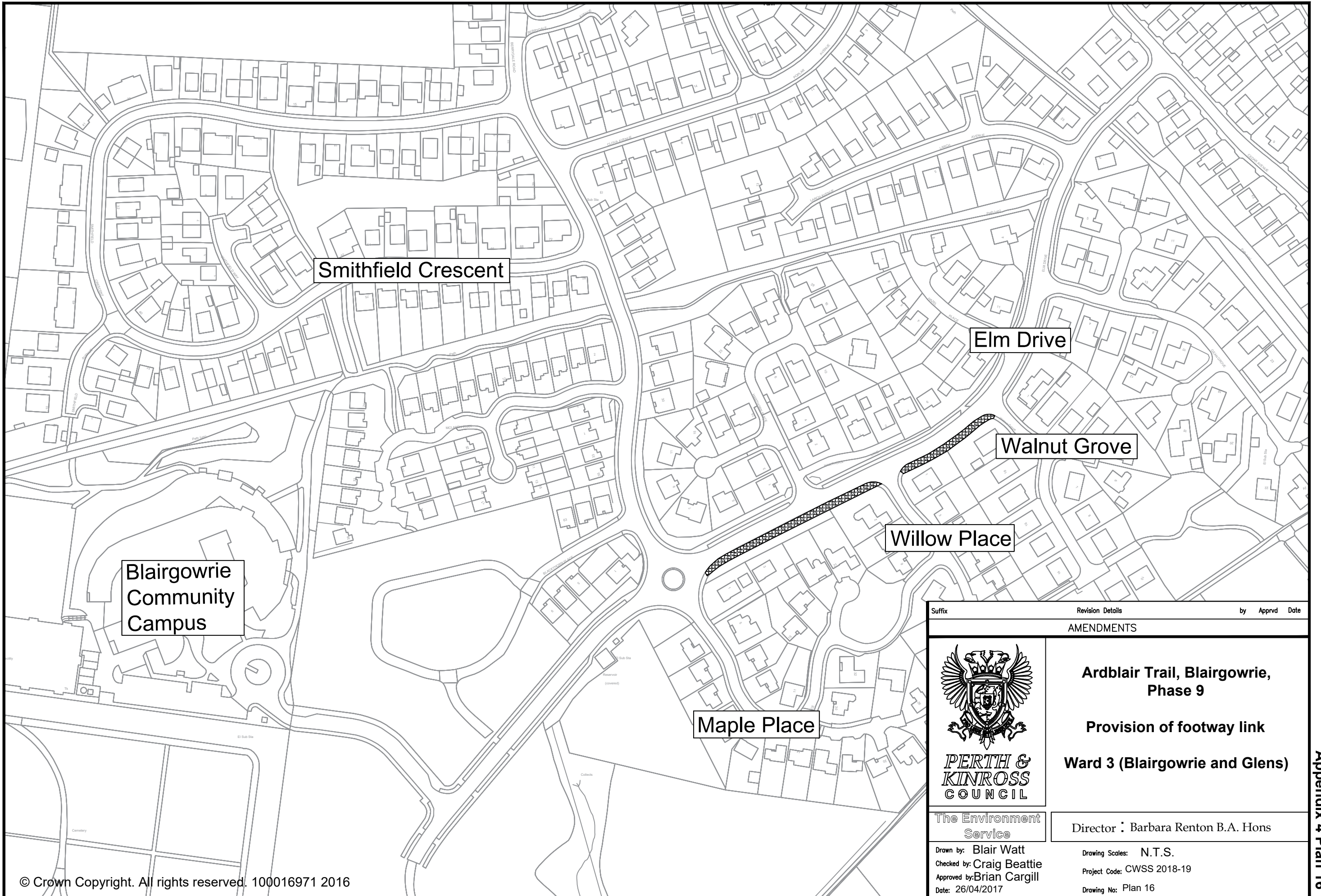
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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Pittenzie Road, Crieff Provision of footway link Ward 6 (Strathearn)		
The Environment Service		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 14		

Appendix 4 Plan 14



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Brioch Terrace, Crieff Provision of footway link Ward 6 (Strathearn)		
The Environment Service		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 15		



Blairgowrie
Community
Campus


Smithfield Crescent

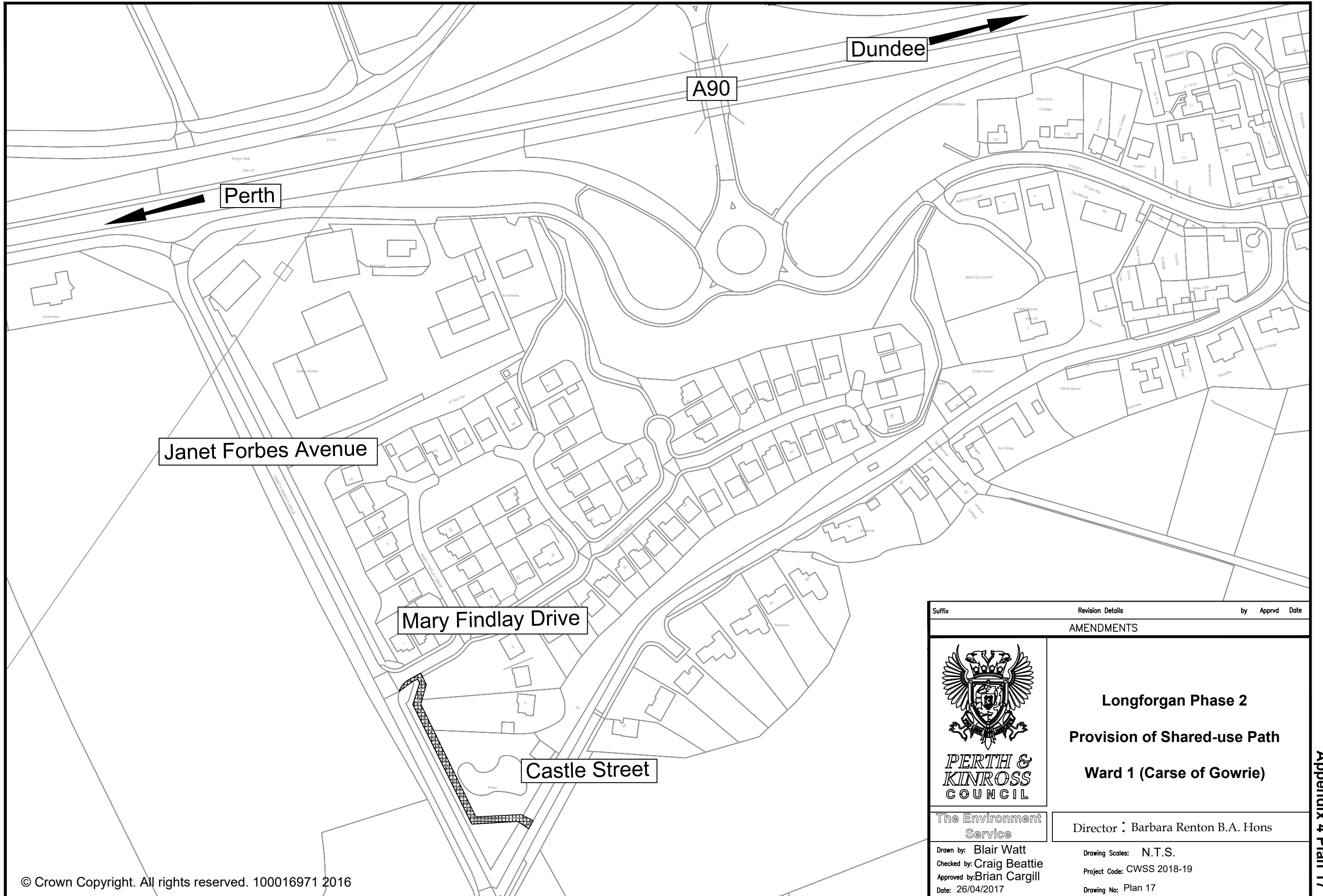
Elm Drive


Walnut Grove

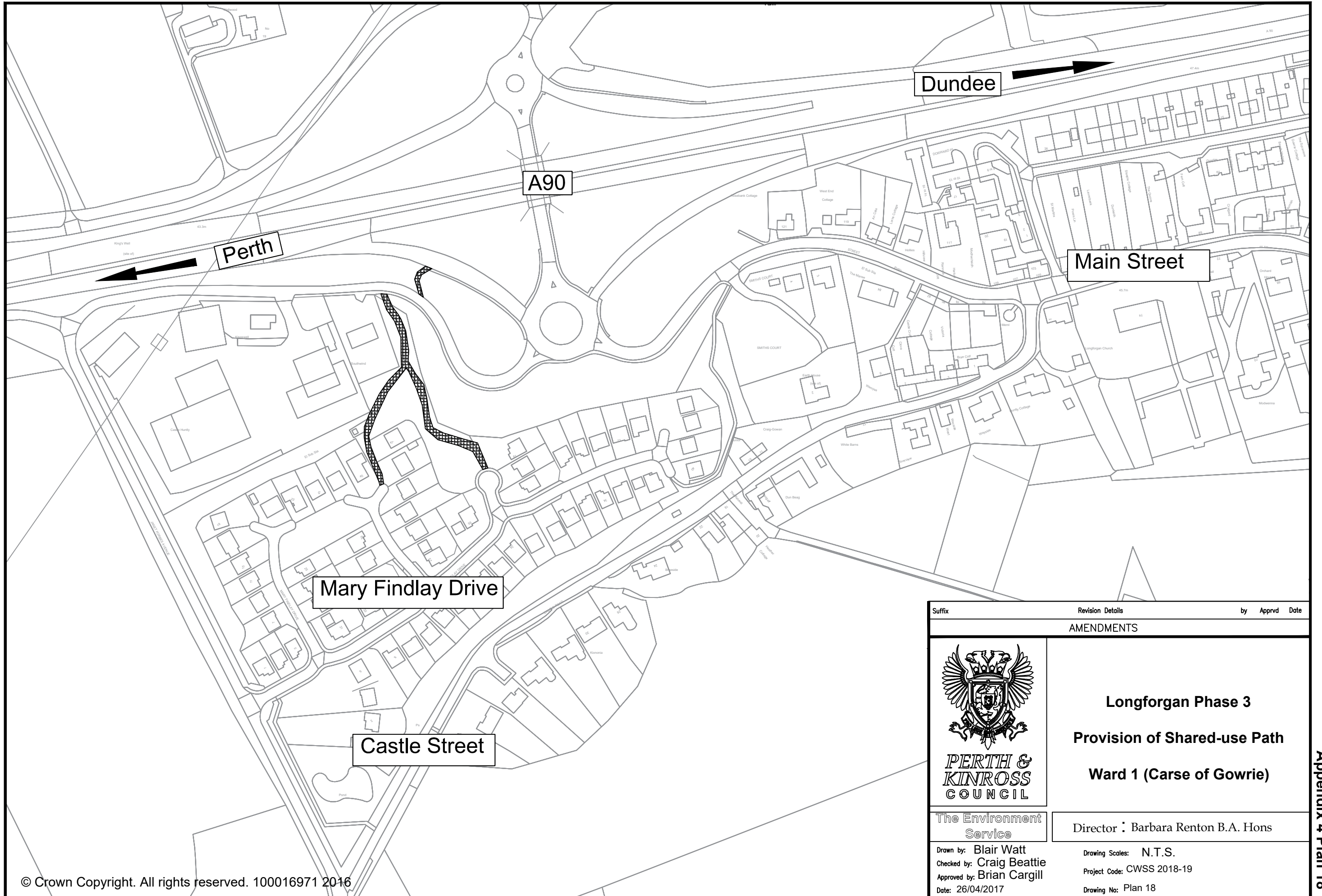
Willow Place


Maple Place

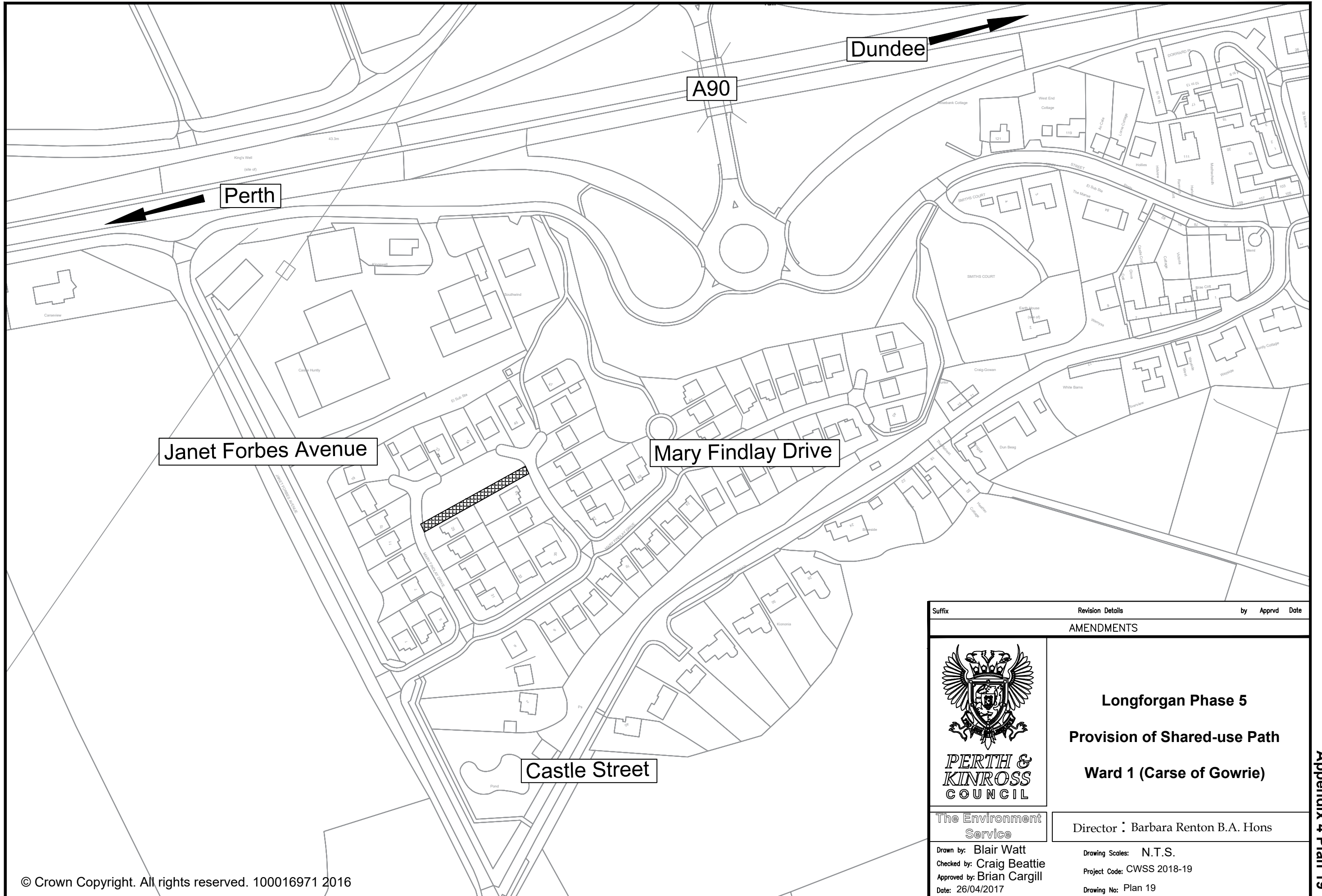
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Ardblair Trail, Blairgowrie, Phase 9 Provision of footway link Ward 3 (Blairgowrie and Glens)		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 16		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017				




Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Longforgan Phase 2		
		Provision of Shared-use Path		
The Environment Service		Ward 1 (Carse of Gowrie)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 17		



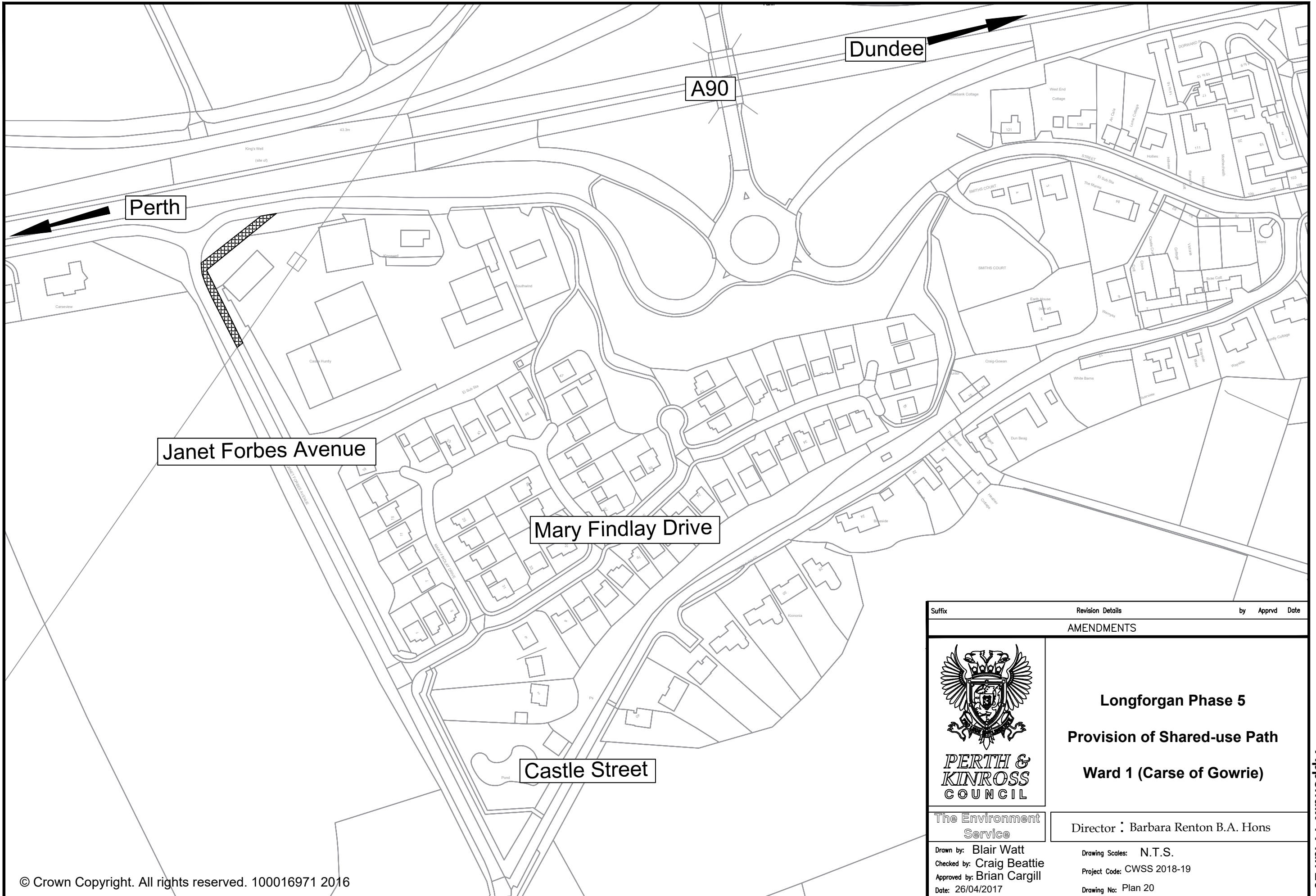
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Longforgan Phase 3		
		Provision of Shared-use Path		
The Environment Service		Ward 1 (Carse of Gowrie)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 18		




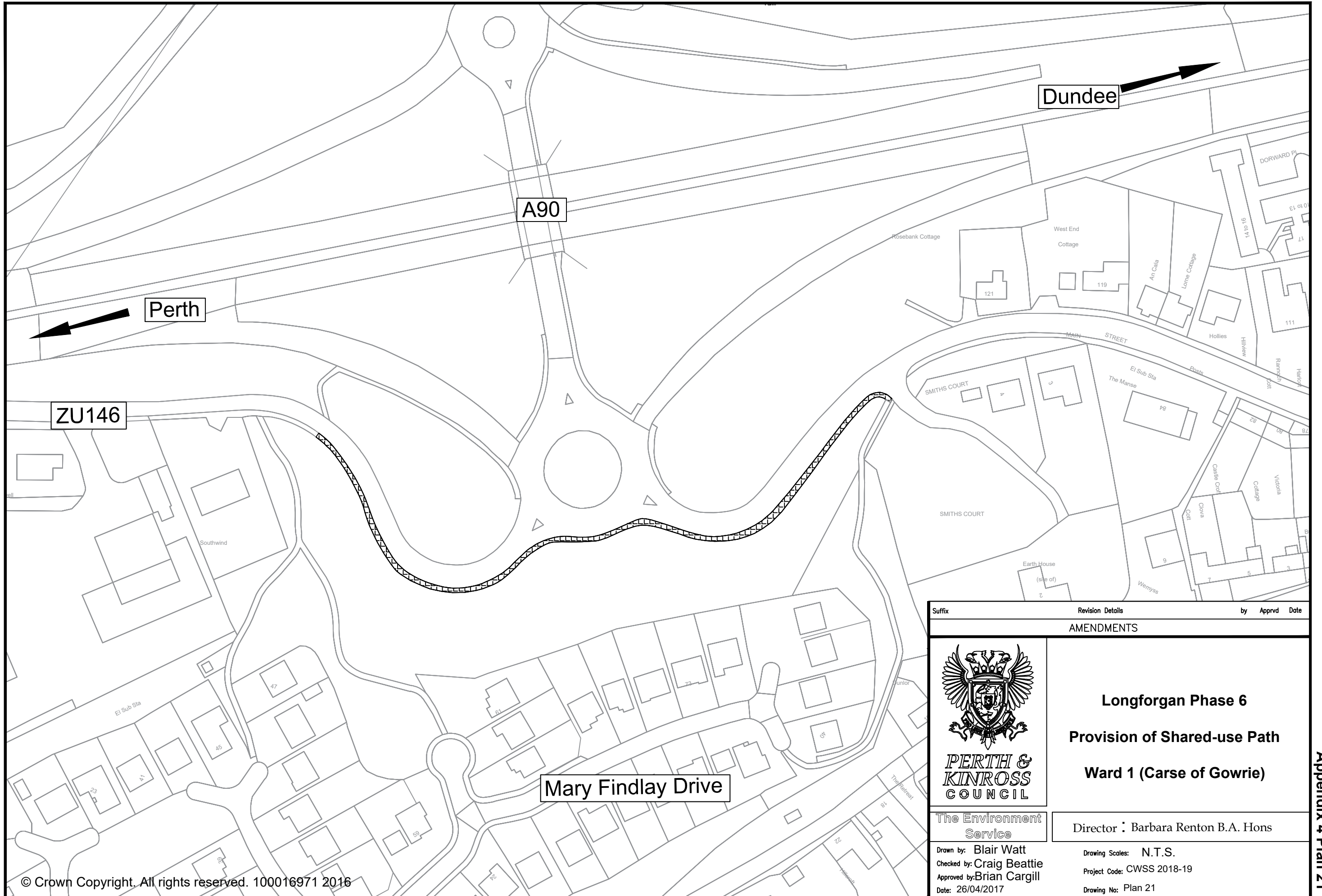
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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Longforgan Phase 5		
		Provision of Shared-use Path		
The Environment Service		Ward 1 (Carse of Gowrie)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 19		

Appendix 4 Plan 19



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Longforgan Phase 5		
		Provision of Shared-use Path		
The Environment Service		Ward 1 (Carse of Gowrie)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 20		




Dundee

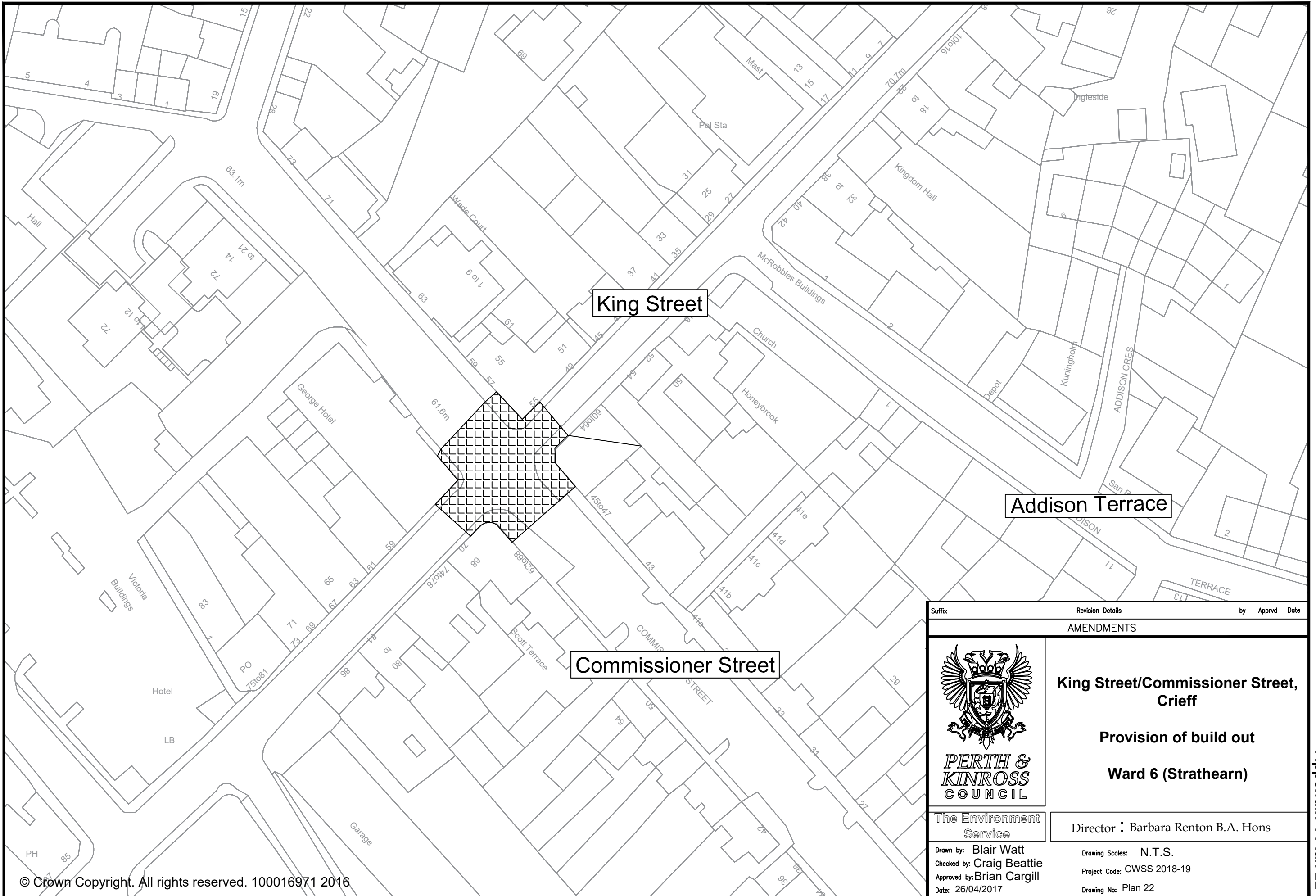
A90

Perth

ZU146

Mary Findlay Drive


Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Longforgan Phase 6		
		Provision of Shared-use Path		
The Environment Service		Ward 1 (Carse of Gowrie)		
		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 21		

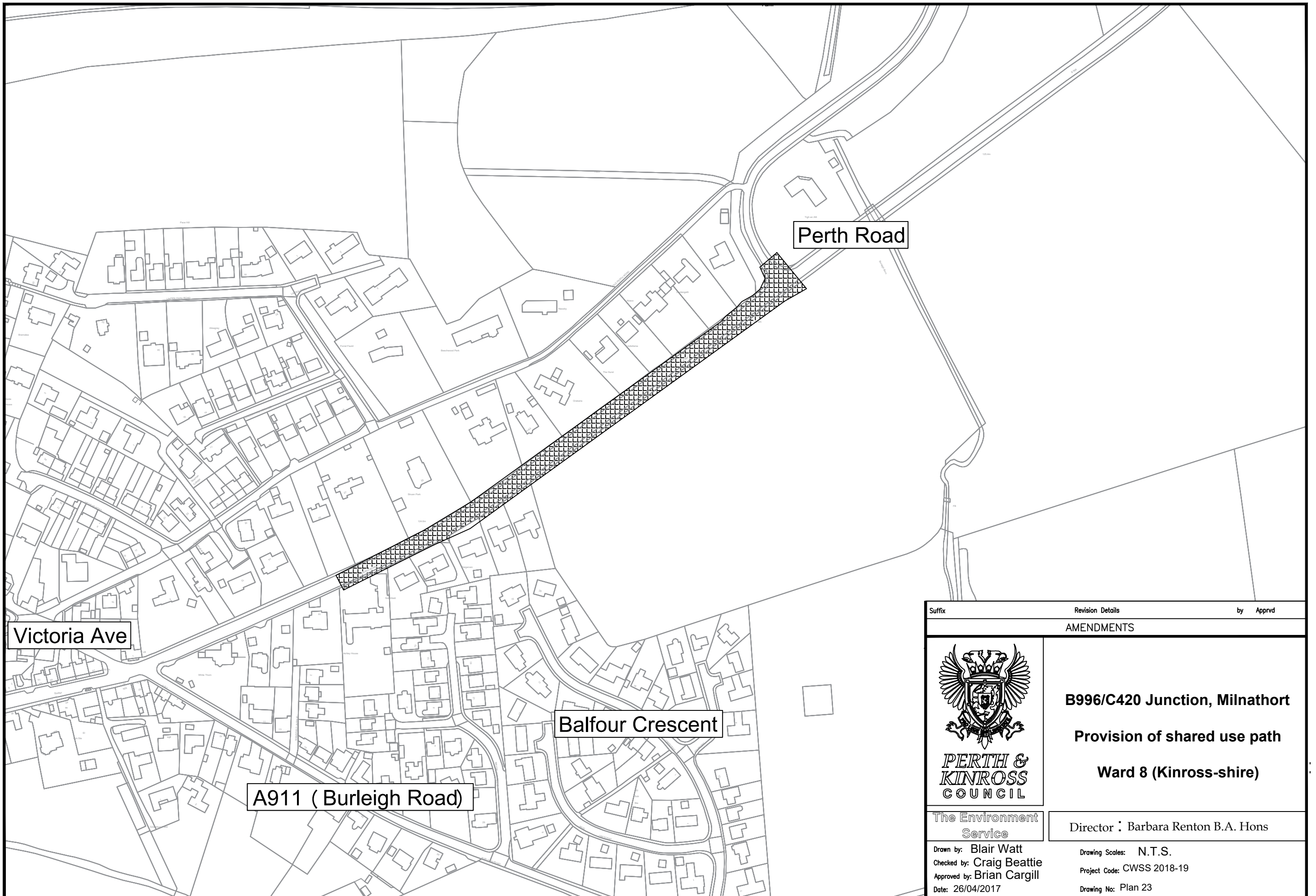



King Street

Addison Terrace

Commissioner Street

Revision Details	
Suffix	by Apprvd Date
AMENDMENTS	
 PERTH & KINROSS COUNCIL	
King Street/Commissioner Street, Crieff Provision of build out Ward 6 (Strathearn)	
The Environment Service	Director : Barbara Renton B.A. Hons
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017	Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 22



Suffix	Revision Details	by	Apprvd
AMENDMENTS			
 PERTH & KINROSS COUNCIL		B996/C420 Junction, Milnathort	
		Provision of shared use path	
		Ward 8 (Kinross-shire)	
The Environment Service		Director : Barbara Renton B.A. Hons	
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargill Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: CWSS 2018-19 Drawing No: Plan 23	

PERTH AND KINROSS COUNCIL**Environment, Enterprise and Infrastructure Committee****14 June 2017****PROPOSED ADDITIONAL GREEN ROUTES****Report by Director (Environment)**

This report outlines the success of previously introduced Green Routes in promoting these roads for use by more sustainable transport modes. It also recommends that an additional four routes (Bridge of Earn/Glenfarg, Glenfarg/Milnathort, and Rattray/Alyth, Kirkton Road/Old Mill Road to Ashgrove Road to West Mill farm, Rattray) be promoted as Green Routes.

1. BACKGROUND**Green Routes**

- 1.1 The objective of the provision of “Green Routes” is to improve the infrastructure for cyclists, walkers and equestrians within the area. A report to the Enterprise & Infrastructure Committee in January 2013 (Report 13/43 refers) gave approval for the provision of a pilot project in, and around, the Balado/Crook of Devon, Loch Earn and Kingoodie areas. This pilot project was successful and a report to the Enterprise & Infrastructure Committee in September 2014 (Report 14/373 refers) gave approval for the provision of further Green Routes in the Carse of Gowrie and Coupar Angus areas. A report submitted to the Enterprise & Infrastructure Committee on 11 November 2015 (Report 15/527 refers) gave approval for further Green Routes in the Kenmore, Wester Balgeddie/Glenlomond and Longforgan areas. In addition, a report submitted to the Enterprise & Infrastructure Committee (Report 16/496 refers) gave approval for further Green Routes in the Cleish and Muthill areas.
- 1.2 A list of the sites where Green Routes have been established in the Perth and Kinross area is show in Appendix 1.
- 1.3 It is important to ensure that the routes chosen to have reduced speed limits are self-enforcing. The routes must be narrow lanes, and, on average, no more than 4m wide. It is considered very unlikely that the provision of a reduced speed limit on a route that is wider than 4m will have the desired effect. In addition, it will not reduce vehicle speeds to a satisfactory level to allow the route to be promoted and used by cyclists, walkers and equestrians.

2. PROPOSALS

- 2.1 Discussions with local communities and cycling groups indicate that the Green Routes have proved very popular with road users. As a result, it is now proposed to continue the provision of similar measures in other areas of Perth and Kinross.
- 2.2 It is proposed to introduce new Green Routes between Bridge of Earn and Glenfarg, Glenfarg and Milnathort, Rattray and Alyth, and Kirkton Road/Old Mill Road to Ashgrove Road to West Mill farm, Rattray. These routes have been identified and are shown in Appendices 2 to 5.
- 2.3 The proposed routes have been assessed and vehicle speeds recorded. Each of the routes is currently subject to the national speed limit although the traffic survey data reveals that average speeds are well below this. It is, therefore, proposed that the routes will be subject to 30/40mph speed limits and the changes to the relevant Traffic Regulation Orders (TROs) progressed.

3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee has previously agreed to make a number of roads into Green Routes to improve the infrastructure for cyclists, walkers and equestrians. If objections are raised, these will be reported back to Committee, with appropriate recommendations. The changes to the relevant Traffic Regulation Orders to amend the speed limits will be progressed in 2017/18.
- 3.2 It is recommended that the Committee approves:
- (i) that the proposed routes in Appendices 2 to 5 are taken forward as an addition to the Green Routes projects, to be implemented in financial year 2017/18.
 - (ii) the start of the legal process to promote the relevant Traffic Regulation Orders to vary the speed limits as detailed in Appendices 2 to 5.
 - (iii)

Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	1 May 2017

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All Council Services can offer a telephone translation facility.

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

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 no capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2 There will be costs for advertising the necessary Order in the press. It is proposed that an Order be promoted to cover the listed location. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2017/18.
- 2.3 There will also be costs for the signage required. This has been estimated at £28,000 and will be met from the Cycling, Walking and Safer Streets budget (£20,000), Traffic Regulation Order Works (£5,000) and Road Safety Initiatives (£3,000) in 2017/18.

Workforce

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

Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.

3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

Strategic Environmental Assessment

3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.

3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging lower traffic speeds.

Legal and Governance

3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

4.1 The Head of Legal and Governance, the Head of 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 Councils have also been consulted and support the proposal.

5. Communication

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

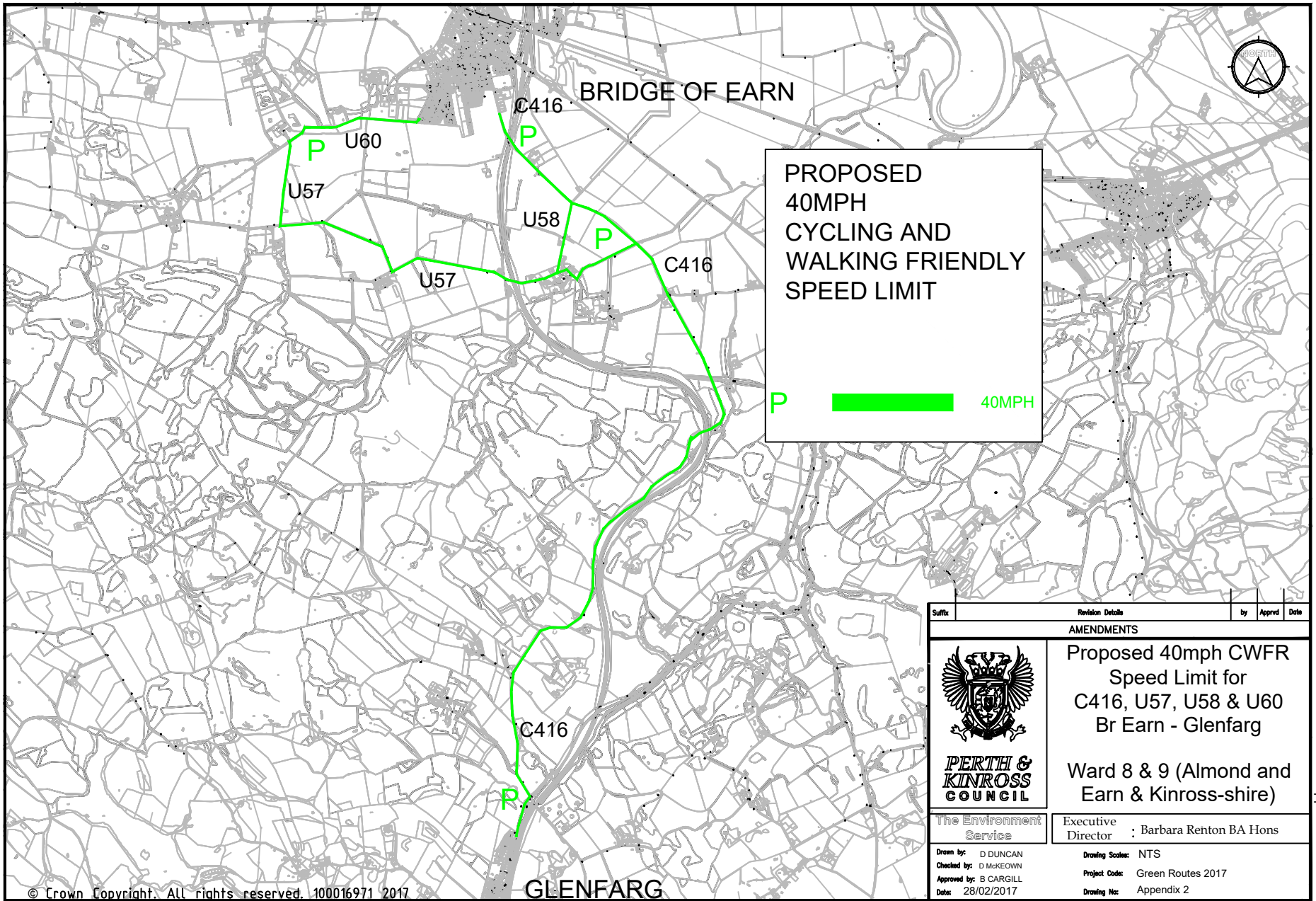
2. BACKGROUND PAPERS

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:
- Enterprise & Infrastructure Committee January 2013 (Report 13/43 refers)
 - Enterprise & Enterprise Committee September 2014 (Report 14/373 refers)
 - Enterprise & Infrastructure Committee November 2015 (Report 15/527 refers)
 - Enterprise & Infrastructure Committee November 2016 (Report 16/496 refers)

3. APPENDICES


- 3.1 Appendix 1– Green Routes – list of routes
3.2 Appendix 2, 3, 4 and 5 – proposals for new Green Routes

Ref. No.	Route/Location	Approved by E&I Committee
1	U246 Middle Balado (old A977)	30 January 2013
2	C494 between B9097 and A977 Balado	30 January 2013
3	C494 between Powmill and B9097	30 January 2013
4	U241 between A977 Drum and B9097	30 January 2013
5	U222 between U238 and A977 at Drum	30 January 2013
6	U238 between Crook of Devon and U222	30 January 2013
7	U237 between A823 and Crook of Devon	30 January 2013
8	A823 spur between A823 and A977	30 January 2013
9	U215/U216 between Blairingone, Vicar's Bridge and A977	30 January 2013
10	U213 between Blairingone and Easter Muirhead	30 January 2013
11	U213 between Easter Muirhead and Tethyknowe	30 January 2013
12	C470 South Lochearnhead Road	30 January 2013
13	C484 Templehall to Kingoodie	30 January 2013
14	C401 Glendoick to Inchtute	3 September 2014
15	Kinnaird Village	3 September 2014
16	C403 Invergowrie towards Tullybaccart	3 September 2014
17	U142 Kinnaird to Abernyte, U142 Abernyte to the C405	3 September 2014
18	C405 from its junction with the U142 to its junction with the U344	3 September 2014
19	U344 to Coupar Angus including the U137 and the C433. C16 through Kettins	3 September 2014
20	C19 from its junction with the A94 at Coupar Angus to the Angus Council boundary via Keillor. C18 from its junction with the C16 to Meigle via Ardler	3 September 2014
21	C423 from its junction with the A94 towards New Alyth	3 September 2014
22	C451/C107 at Kenmore along the South Loch Tay Road	11 November 2015
23	C484 from Kingoodie to the level crossing at Templehall.	11 November 2015
24	U143 between Longforgan and the C484.	11 November 2015
25	U145 between Longforgan and the C484.	11 November 2015
26	U243 Dryside Road	11 November 2015
27	U11/U13 at Muthill	9 November 2016
28	C493/U212 at Cleish	9 November 2016



PROPOSED
40MPH
CYCLING AND
WALKING FRIENDLY
SPEED LIMIT

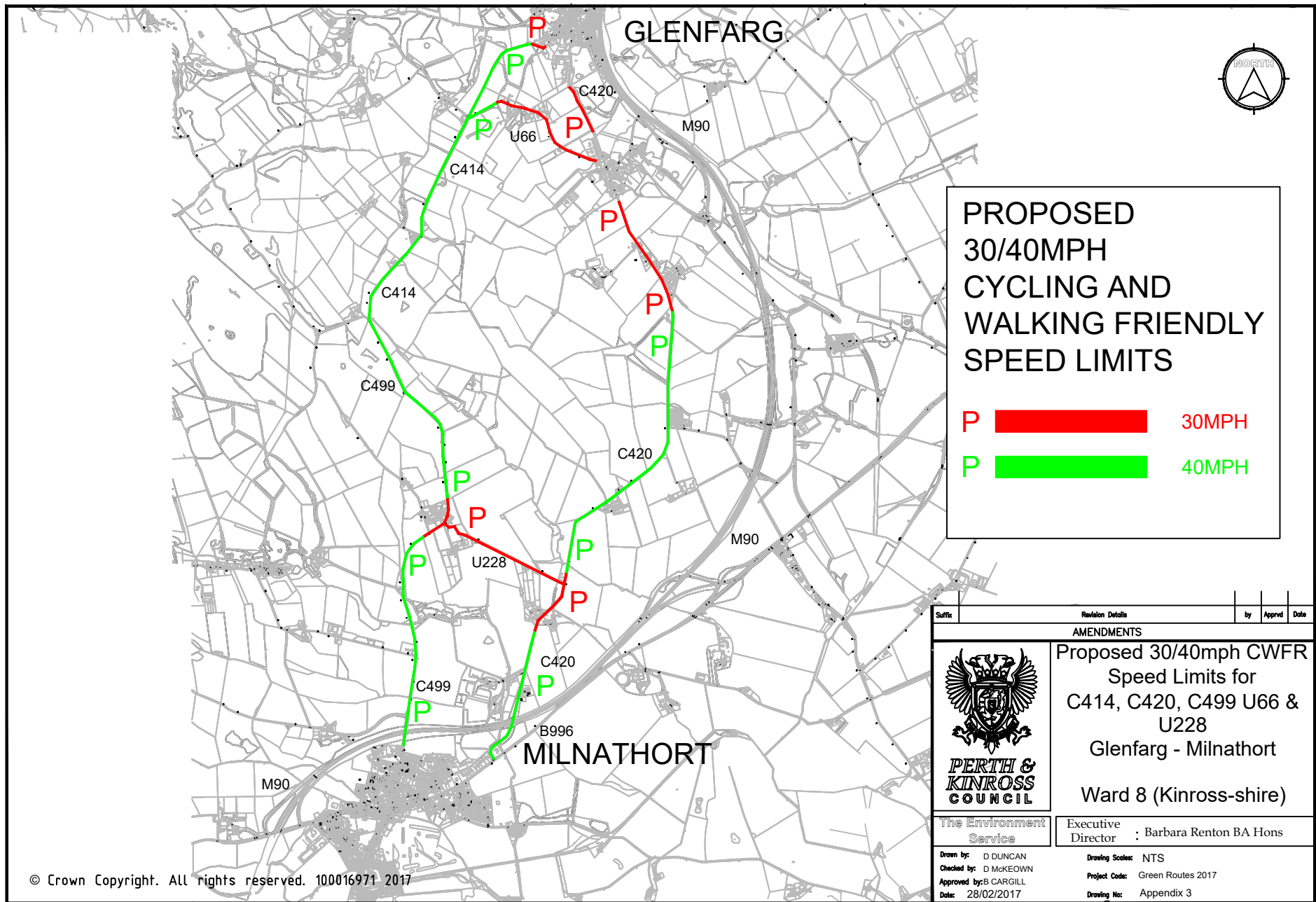
P 40MPH

Suffix	Revision Details	by	Approved	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Proposed 40mph CWFR Speed Limit for C416, U57, U58 & U60 Br Earn - Glenfarg		
		Ward 8 & 9 (Almond and Earn & Kinross-shire)		
The Environment Service		Executive Director : Barbara Renton BA Hons		
Drawn by: D DUNCAN Checked by: D McKEOWN Approved by: B CARGILL Date: 28/02/2017		Drawing Scale: NTS Project Code: Green Routes 2017 Drawing No: Appendix 2		

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GLENFARG

Appendix 2



**PROPOSED
30/40MPH
CYCLING AND
WALKING FRIENDLY
SPEED LIMITS**

P **30MPH**

P **40MPH**

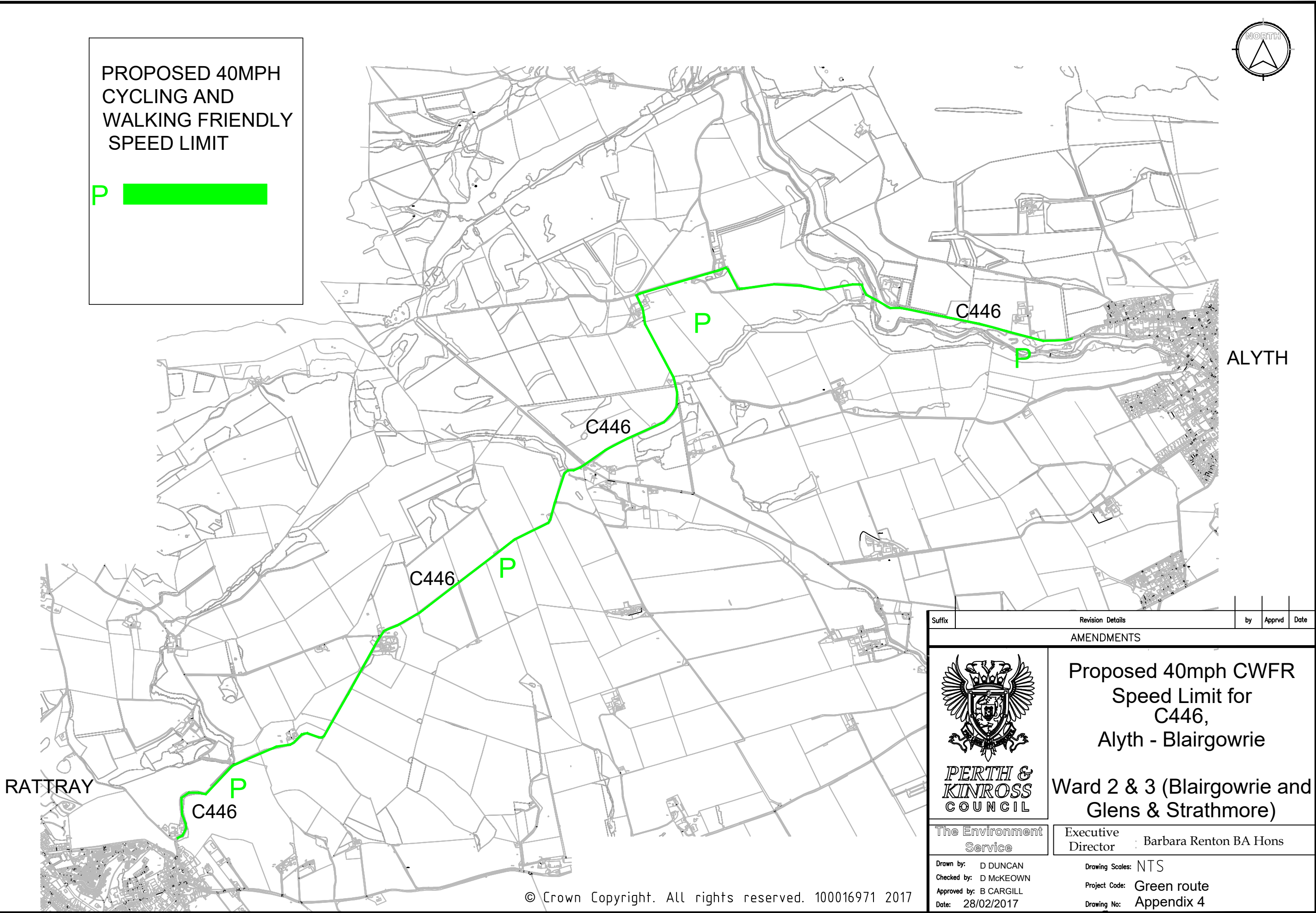
Suffix	Revision Details	by	Approved	Date
AMENDMENTS				
 Proposed 30/40mph CWFR Speed Limits for C414, C420, C499 U66 & U228 Glenfarg - Milnathort Ward 8 (Kinross-shire)				
The Environment Service		Executive Director : Barbara Renton BA Hons		
<small>Drawn by: D DUNCAN Checked by: D McKEOWN Approved by: B CARGILL Date: 28/02/2017</small>		<small>Drawing Scale: NTS Project Code: Green Routes 2017 Drawing No: Appendix 3</small>		

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Appendix 3



PROPOSED 40MPH
CYCLING AND
WALKING FRIENDLY
SPEED LIMIT



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



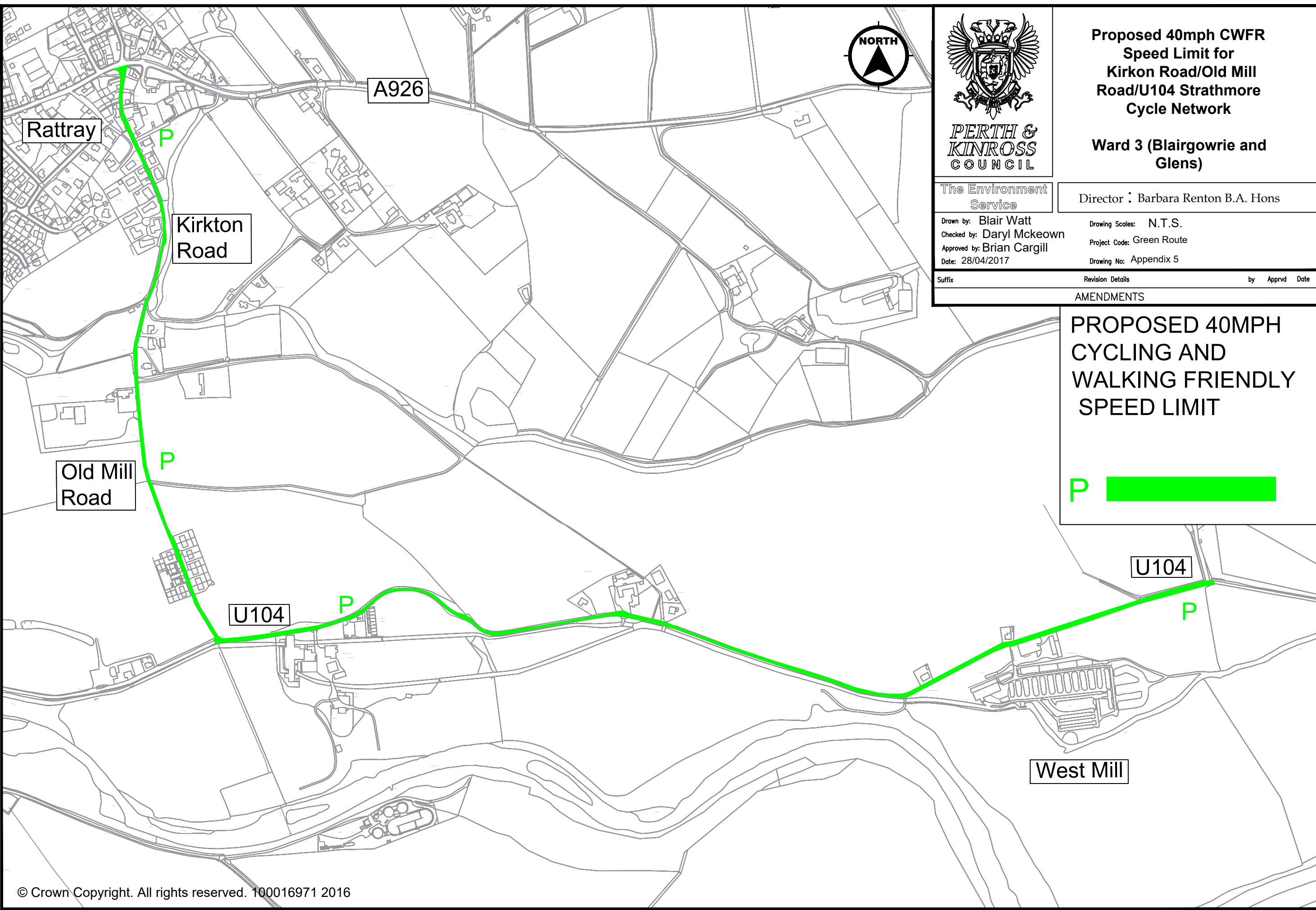
**Proposed 40mph CWFR
Speed Limit for
C446,
Alyth - Blairgowrie**

**Ward 2 & 3 (Blairgowrie and
Glens & Strathmore)**

<p>The Environment Service</p> <p>Drawn by: D DUNCAN Checked by: D McKEOWN Approved by: B CARGILL Date: 28/02/2017</p>	<p>Executive Director : Barbara Renton BA Hons</p> <p>Drawing Scales: NTS Project Code: Green route Drawing No: Appendix 4</p>
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Appendix 4



**PERTH &
KINROSS
COUNCIL**

**Proposed 40mph CWFR
Speed Limit for
Kirkton Road/Old Mill
Road/U104 Strathmore
Cycle Network**

**Ward 3 (Blairgowrie and
Glens)**

The Environment
Service

Director : Barbara Renton B.A. Hons

Drawn by: Blair Watt
Checked by: Daryl Mckeown
Approved by: Brian Cargill
Date: 28/04/2017

Drawing Scales: N.T.S.
Project Code: Green Route
Drawing No: Appendix 5

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

**PROPOSED 40MPH
CYCLING AND
WALKING FRIENDLY
SPEED LIMIT**



PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

**RE-DETERMINATION OF FOOTWAYS / FOOTPATHS FOR SHARED USE AT
MARY FINDLAY DRIVE AREA, LONGFORGAN**

Report by Director (Environment)

This report seeks approval to commence the legal process to propose to re-determine the footpath at Mary Findlay Drive, Longforgan to shared use for pedestrians and cyclists. The report indicates where shared use is proposed and seeks approval to commence the legal process required to implement this.

1. BACKGROUND

- 1.1 Over a number of years, the Council has developed a network of cycle routes in and around Perth. In Perth, the National Cycle Network (NCN) Route 77 runs along the North Inch and then travels eastwards along the Carse towards Dundee. NCN 77 passes Longforgan along the C484. In addition, in 2015, it was linked to Longforgan when Green Routes on the U143 and U145 were introduced. By joining this network of paths and Green Routes together, a comprehensive cycle network is being developed, and will continue to be further progressed over the coming years.
- 1.2 In addition to the redetermination of the existing paths, engineering work is planned to be carried out to widen and expand the cycle network in and around Longforgan. This work will develop a network of routes to link residential housing areas to key destinations including the primary school, post office and NCN 77. Some of this work will include the upgrading and widening of a number of existing paths as well as the provision of new paths.
- 1.3 Where this work will be undertaken on existing footways for cycle use, the footways will required to be re-determined for shared use by pedestrians and cyclists. This requires the promotion of a Redetermination Order.

2. PROPOSALS

2.1 It is proposed that the following footpaths/footways at Mary Findlay Drive, Longforgan are re-determined as shared use for pedestrians and cyclists:

LOCATION	DESCRIPTION
Footpath at Mary Findlay Drive to Main Street	From its junction with Mary Findlay Drive eastwards then northwards to its junction with Main Street for a distance of 150 metres or thereby as shown in Appendix 1.
Footway on Main Street	South side thereof from its junction with the Smiths Court eastwards for a distance of 65 metres or thereby as shown in Appendix 1.
Footpath on U146	From its junction with Mary Findlay Drive southwards then westwards to Janet Forbes Avenue and eastwards to Castle Road for a distance of 115 metres or thereby as shown in Appendix 2.
Footpath at Mary Findlay Drive to U146 – West Leg	From its junction with Mary Findlay Drive northwards to its junction with the U146 for a distance of 125 metres or thereby as shown in Appendix 3.
Footpath at Mary Findlay Drive to U146 – East Leg	From its junction with Mary Findlay Drive northwards to its junction with the footpath from Mary Findlay Drive to U146 for a distance of 75 metres or thereby as shown in Appendix 3.
Footpath at U146 to A90	From its junction with the U146 northwards then eastwards to its junction with the A90 for a distance of 25 metres or thereby as shown in Appendix 3.
Footway on Janet Forbes Avenue	From its junction with the U146 south-westwards then southwards on the east side thereof of Janet Forbes Avenue for a distance of 100 metres or thereby as shown in Appendix 4.
Footway on U146	South side thereof from its junction with Smiths Court south-westwards, westwards then north-westwards for a distance of 250 metres or thereby as shown in Appendix 5.

2.2 Therefore, it is proposed to include the sections of footpaths/footways listed in the above table in the Redetermination Order to allow for shared use. See also plans at Appendices 1, 2, 3, 4 and 5.

3. CONCLUSION AND RECOMMENDATION

- 3.1 The report outlines the background to the introduction of shared use for pedestrians and cyclists in the Mary Findlay Drive area, Longforgan.
- 3.2 It is recommended that the Committee approves the legal process for the promotion of a Redetermination Order under Section 152(2) of the Roads (Scotland) Act 1984 to allow the footways identified in Appendix 1-5 to be converted to shared use for pedestrians and cyclists.

Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	2 May 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

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 no capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2. There will be costs for advertising the necessary Order in the press. It is proposed that an Order be promoted to cover the listed locations. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2017/18.
- 2.3 The estimated costs of £32,000 for the widening of the footway will be met from the Cycling Walking and Safer Streets budget (£16,000) and Sustrans Grant funding (£16,000) in 2017/18.

Workforce

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

Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.

3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

Strategic Environmental Assessment

3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.

3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging lower traffic speeds.

Legal and Governance

3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

4.1 The Head of Legal and Governance, the Head of 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

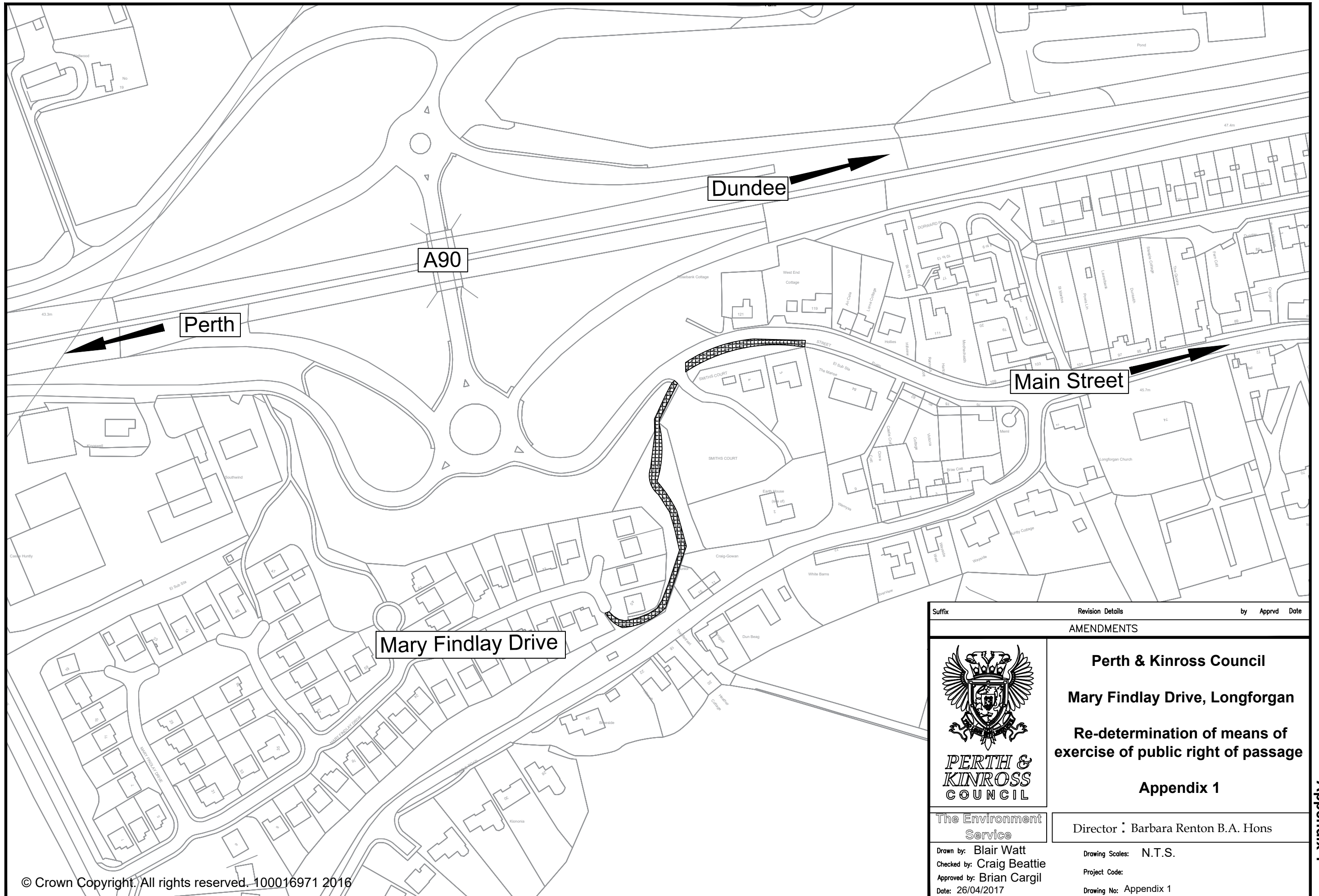
- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to 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;
- Report to Enterprise and Infrastructure Committee 7 June 2017, Cycling, Walking and Safer Streets (CWSS) Projects 2017/18

3. APPENDICES

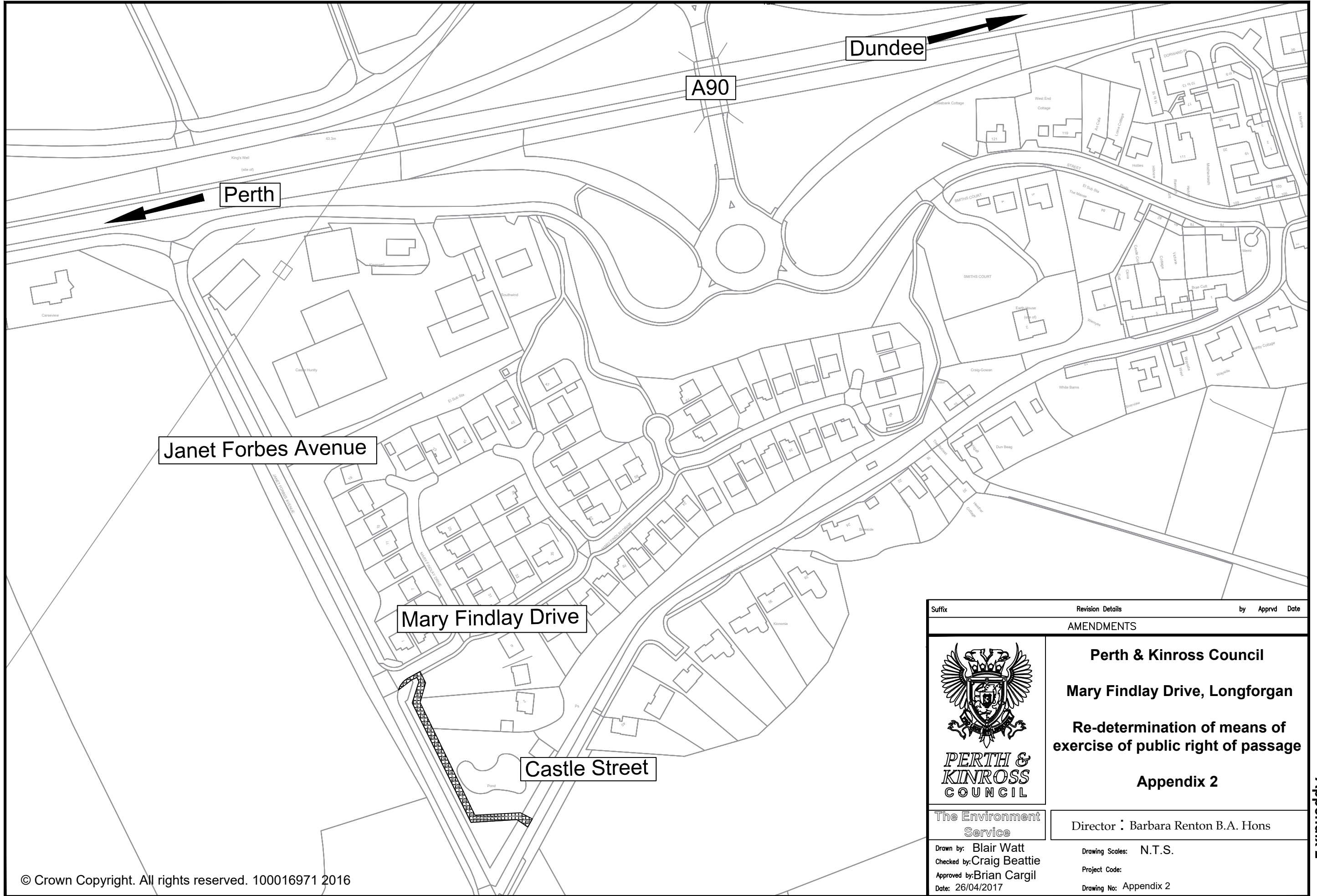
- 3.1 The proposal are shown in Appendices 1-5.




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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 Perth & Kinross Council Mary Findlay Drive, Longforgan Re-determination of means of exercise of public right of passage Appendix 1				
The Environment Service		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargil Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: Drawing No: Appendix 1		

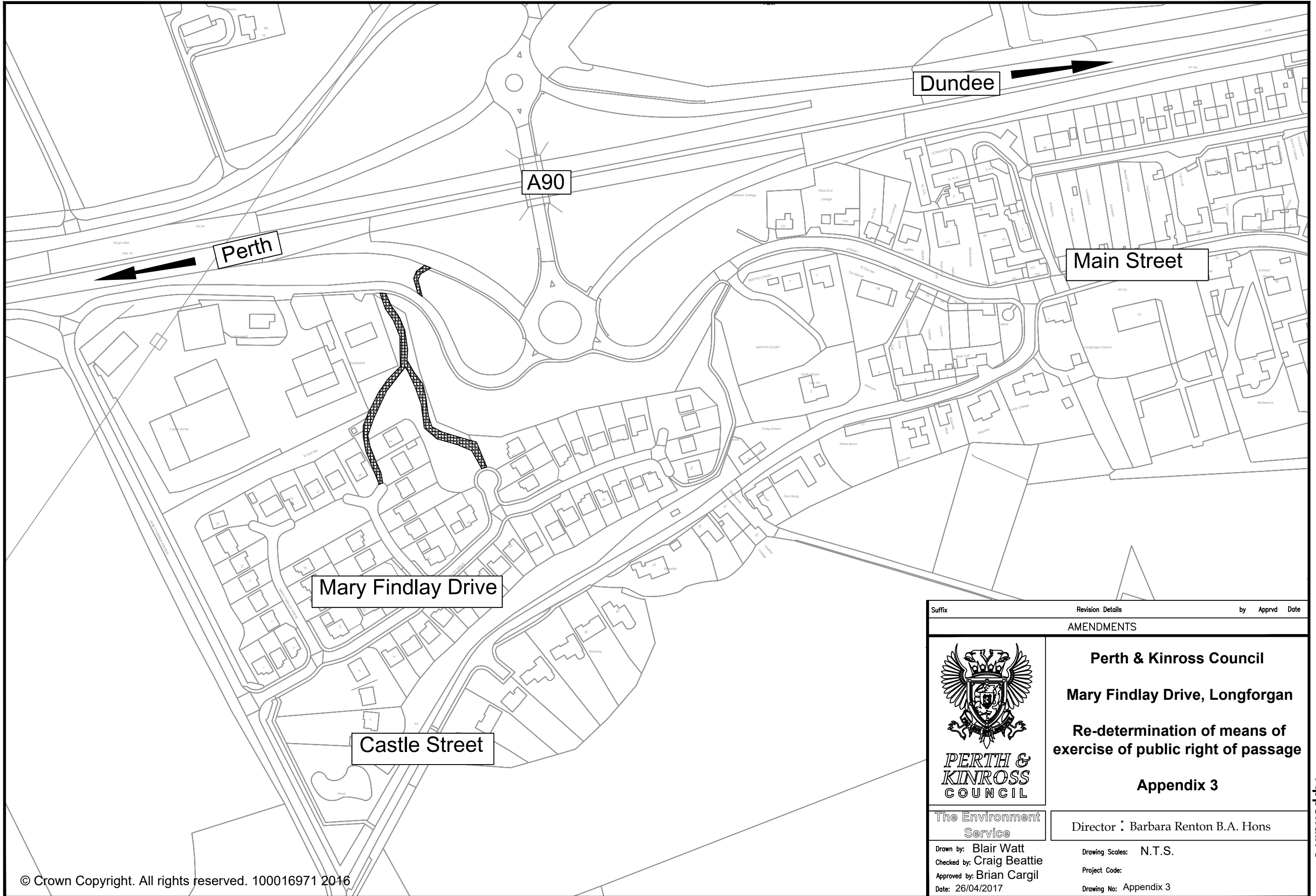
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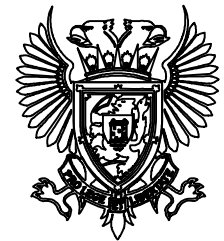


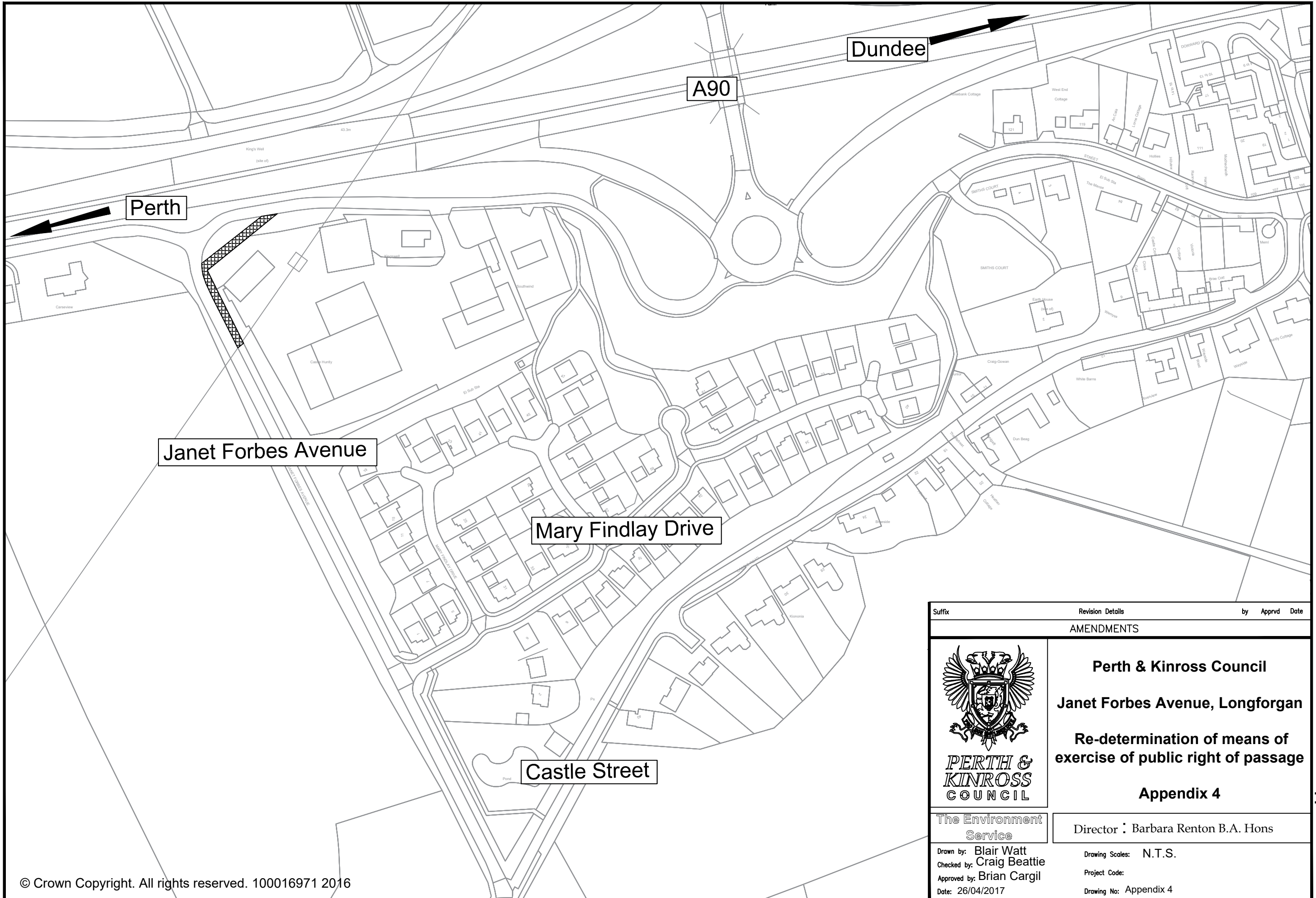
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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Perth & Kinross Council Mary Findlay Drive, Longforgan Re-determination of means of exercise of public right of passage Appendix 2		
		Director : Barbara Renton B.A. Hons		
The Environment Service		Drawing Scales: N.T.S. Project Code: Drawing No: Appendix 2		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargil Date: 26/04/2017				

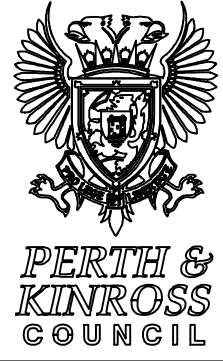
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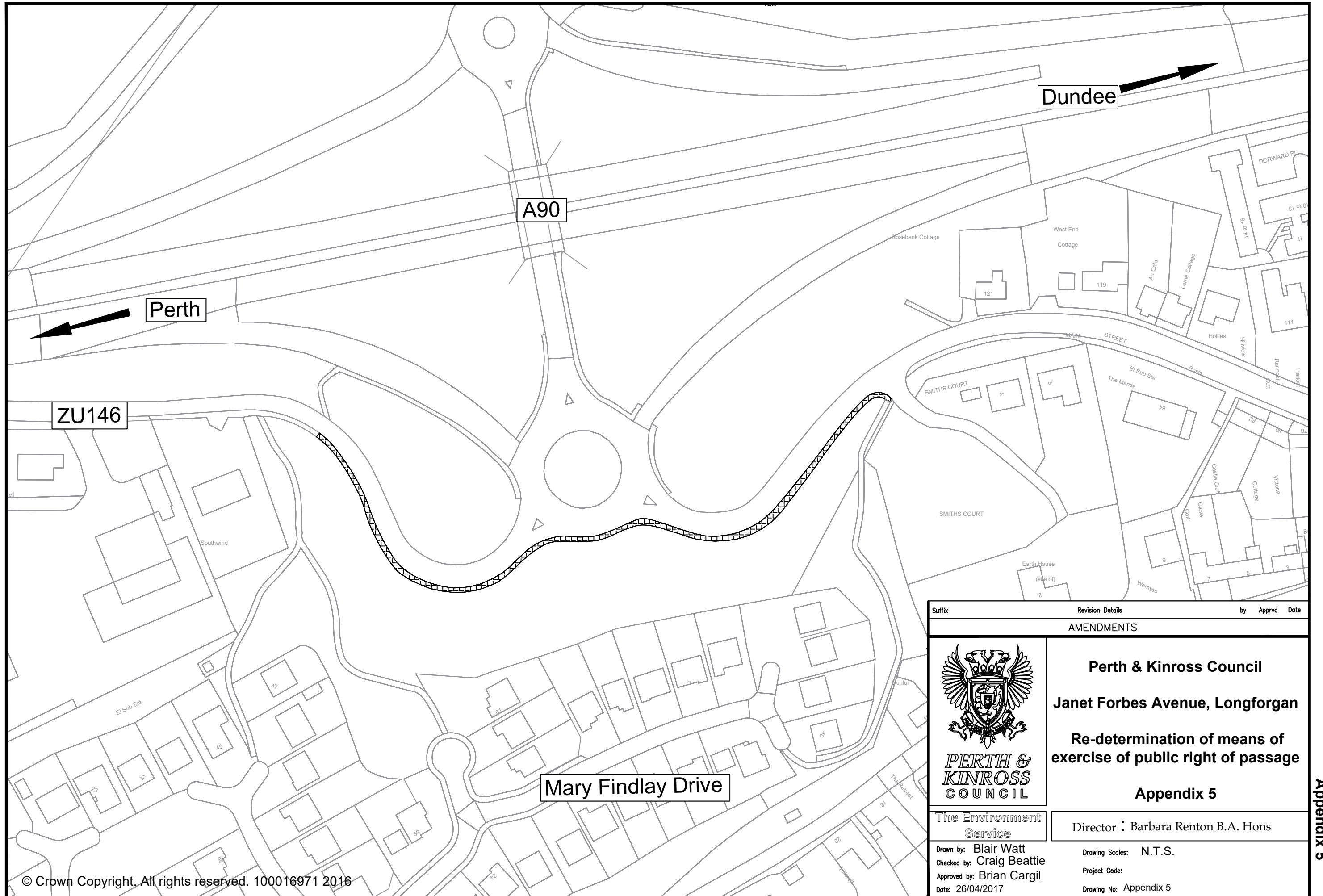
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Perth & Kinross Council		
		Mary Findlay Drive, Longforgan		
The Environment Service		Re-determination of means of exercise of public right of passage		
		Appendix 3		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargil Date: 26/04/2017		Director : Barbara Renton B.A. Hons		
		Drawing Scales: N.T.S.		
		Project Code:		
		Drawing No: Appendix 3		




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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
Perth & Kinross Council				
Janet Forbes Avenue, Longforgan				
Re-determination of means of exercise of public right of passage				
Appendix 4				
 PERTH & KINROSS COUNCIL		Director : Barbara Renton B.A. Hons		
		Drawing Scales: N.T.S. Project Code: Drawing No: Appendix 4		
The Environment Service Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargil Date: 26/04/2017				

Appendix 4



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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 Perth & Kinross Council Janet Forbes Avenue, Longforgan Re-determination of means of exercise of public right of passage Appendix 5				
The Environment Service		Director : Barbara Renton B.A. Hons		
Drawn by: Blair Watt Checked by: Craig Beattie Approved by: Brian Cargil Date: 26/04/2017		Drawing Scales: N.T.S. Project Code: Drawing No: Appendix 5		

Appendix 5

PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

RE-DETERMINATION OF NORTH MUIRTON, PERTH - FOOTWAYS FOR SHARED USE

Report by Director (Environment)

This report seeks approval to commence the legal process to propose to re-determine the footpath at North Muirton, Perth to shared use for pedestrians and cyclists. The report indicates where shared use is proposed and seeks approval to commence the legal process required to implement this.

1. BACKGROUND

- 1.1 Over a number of years, the Council has developed a network of cycle routes in and around Perth. In Perth, the National Cycle Network Route 77 runs along the North Inch and the Tay and Almond rivers. Paths along the Scouring Burn and Craigie Hill golf course have also been upgraded. By joining this network of paths together, a Round Perth Cycle Route is being developed, and will be further progressed over the coming years.
- 1.2 In addition to the Round Perth Cycle Route, work has been carried out to develop a network of routes to link key destinations. Some of this work has included the upgrading and widening of a number of existing paths.
- 1.3 In some places where this work has been undertaken, the footways have required to be re-determined for shared use by pedestrians and cyclists. This has required the promotion of a Redetermination Order.

2. PROPOSALS

- 2.1 It is proposed that the following footpath/footway at North Muirton are re-determined as shared use for pedestrians and cyclists:

LOCATION	DESCRIPTION
Lewis Place, Perth	Footway to the rear of numbers 57-62 Lewis Place, for a distance of 45m or there by.

- 2.2 It is proposed to include the sections of footpaths/footways listed in the above table in the Redetermination Order to allow for shared use, as shown in Appendix 1.

3. CONCLUSION AND RECOMMENDATION

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

Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	1 May 2017

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All Council Services can offer a telephone translation facility.

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

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 no capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2. There will be costs for advertising the necessary Order in the press. It is proposed that one Order be promoted to cover the listed location. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2017/18.
- 2.3 The estimated costs of £500 for all new posts and signs will be met from the Road Safety and Design budget in 2017/18.

Workforce

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

Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.

3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

Strategic Environmental Assessment

3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.

3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging lower traffic speeds. .

Legal and Governance

3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

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

4.2 Police Scotland, local elected members and Community Councils have also been consulted and support the proposal.

5. Communication

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

2. BACKGROUND PAPERS

- 2.1 None.

3. APPENDICES

- 3.1 The proposal is shown at Appendix 1.



PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

**EXTENSION OF 15 MINUTES FREE PARKING FOR ALL COUNCIL
OPERATED PAY-AND-DISPLAY PARKING BAYS****Report by Director (Environment)**

This report recommends changes to the relevant Traffic Regulation Orders to support the budget decision that 15 minutes free parking be enabled across the whole of the Council area in all Council operated Pay-and-Display parking bays.

1. BACKGROUND

- 1.1 Car parking within Perth and Kinross provides an important resource that supports business and leisure activities for both visitors and residents.
- 1.2 It is also important that business activities are promoted and supported with a turnover of vehicles being encouraged via the use of pay-and-display parking control.
- 1.3 Concerns were raised by some Perth city centre businesses regarding the lack of very short term parking within the inner core that could support new patterns of retailing such as click-and-collect. As a result, a trial providing 15 minutes of free parking was introduced within the on-street and Council owned car parks within Perth City Centre (Committee Report 15/227 refers).
- 1.4 As a result of very positive feedback from customers and businesses in Perth City Centre, several requests were received for the initiative to be extended across the whole of Perth and Kinross. As a result, Council agreed, as part of the budget process undertaken in February 2017, that 15 minutes free parking be enabled across the whole of the Council area in all Council operated Pay-and-Display parking bays.
- 1.5 As the 15 minutes free parking in Perth City Centre was only undertaken as a trial with no guarantee of continuation, the relevant Traffic Regulation Order (TRO) was not amended, with the administration of the trial based solely on the Committee decision.
- 1.6 However, as the trial will be made permanent and apply across the whole of Perth and Kinross Council area, it is appropriate that the TROs are changed to reflect the new arrangements.

2. PROPOSALS

- 2.1 It is proposed that the necessary TROs are amended to support the 15 minutes free parking across the whole of the Council area in all Council operated Pay-and-Display parking bays.
- 2.2 This will include all Council operated Pay-and-Display parking bays, both on-street and off-street in the following towns:
- Blairgowrie
 - Crieff
 - Dunkeld
 - Pitlochry

3. CONCLUSION AND RECOMMENDATION

- 3.1 It is recommended that Committee:
- (i) instructs the Director (Environment) to arrange the necessary changes to the relevant TROs to support the introduction of 15 minutes free parking across the whole of the Council area in all Council operated Pay-and-Display parking bays.

Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	1 May 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

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 no capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2 There will be costs for advertising the necessary Order in the press. It is proposed that an Order be promoted to cover the listed location. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2017/18.
- 2.3 There will also be costs for changes to signage and Ticket Issuing Machines. This is estimated at £4000 and have been met from the Car Park Trading Account.

Workforce

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

Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.

3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

Strategic Environmental Assessment

3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.

3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging lower traffic speeds.

Legal and Governance

3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

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

4.2 All elected members were consulted as part of the budget process.

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:
- 2.2 Enterprise & Infrastructure Committee 3 June 2015 (Report 15/227 refers).

3. APPENDICES

- 3.1 None.

PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

**PROPOSED CHANGES TO 20 MPH SPEED LIMIT AT HIGH STREET,
KINROSS**

Report by Director (Environment)

This report details proposals to extend the existing 20mph speed limit on the High Street, and adjoining roads, in Kinross, as a result of requests from the local community with the support of the Community Council and the local elected members. The report recommends the start of varying the Traffic Regulation Order for Speed Limits.

1. BACKGROUND

- 1.1 As part of the work to install a new Puffin Crossing at the north end of High Street, Kinross, it was agreed with the local elected members that, to allow greater clarity for drivers, the existing 20mph speed limit should be extended beyond the roundabout at the High Street/Station Road junction.
- 1.2 During discussions on the implementation of the new crossing, safety concerns were raised by the local elected members, the Community Council and local residents.
- 1.3 As a result of these concerns, it is now proposed to amend the existing speed limits on the High Street and adjoining roads in Kinross as part of a wider road improvement scheme.

2. PROPOSALS

- 2.1 It is proposed to amend the existing speed limit on the High Street and adjoining roads. The routes have been identified and shown in Appendix 1.

3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the location where it is proposed to amend the existing speed limits on the High Street and adjoining streets in Kinross.
- 3.2 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 Traffic Regulation Order 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 approves the promotion of a variation to the relevant Traffic Regulation Order to allow the introduction of the new speed limit and enable its implementation.

Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	1 May 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	None
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

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 Urban Traffic Control (UTC) budget in 2017/18.
- 2.3 The estimated costs of £5,000 for new posts and signs will be met from the Urban Traffic Control (UTC) budget in 2017/18.

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 The local elected members and the Community Council for the area have been consulted and support the proposals.

5. Communication

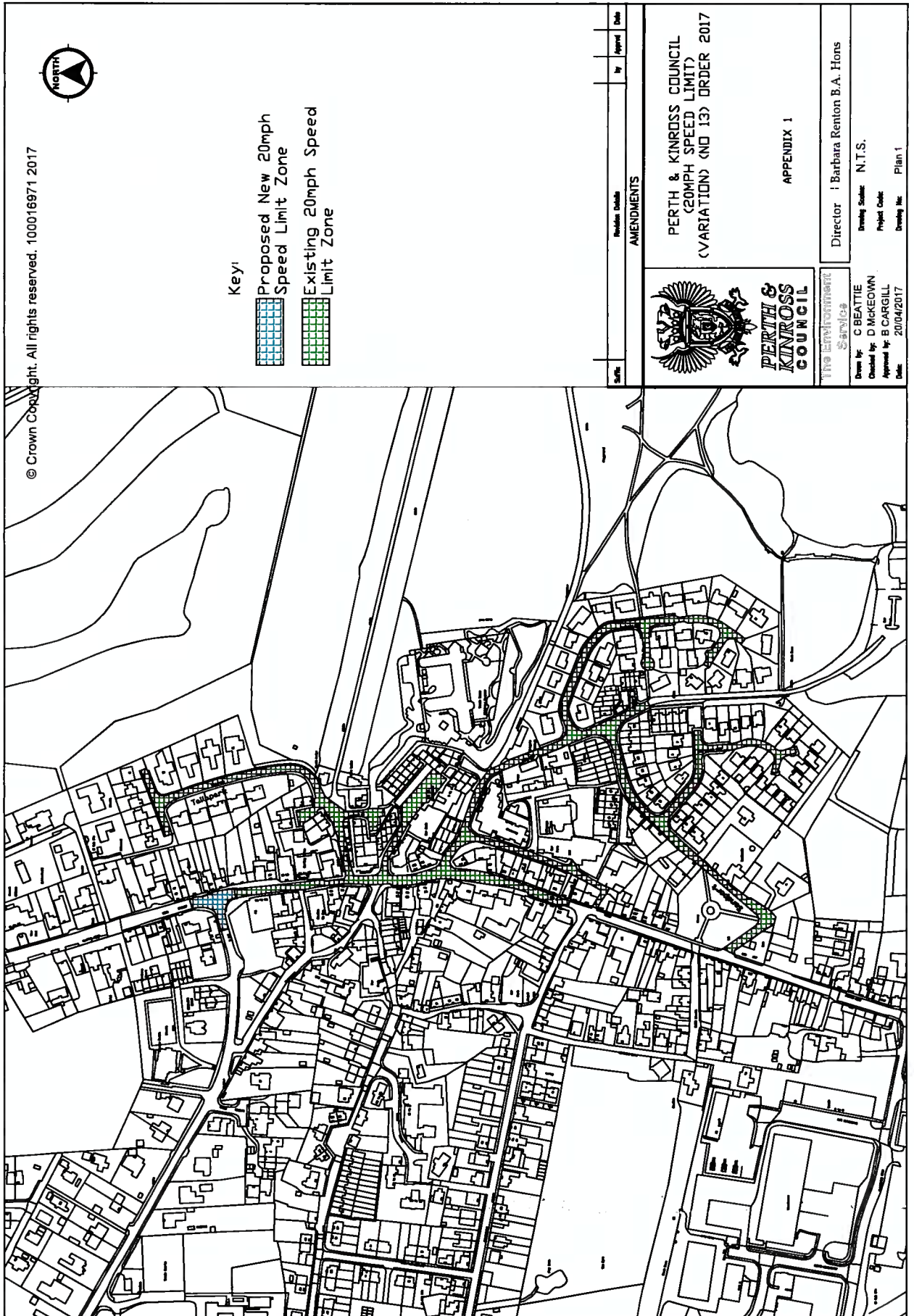
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections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

2. BACKGROUND PAPERS

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

3. APPENDICES

- 3.1 The proposals are as shown in Appendix 1.



PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

**PROPOSED PROHIBITION ON DRIVING,
FLORENCE PLACE, PERTH**

Report by Director (Environment)

This report outlines the problems experienced by Perth and Kinross Council due to the continued misuse of the automatic bollard at Florence Place, Perth. This report recommends that a prohibition of driving is introduced to allow the automatic bollard to be removed and prevent vehicles from using Florence Place as a through road.

1. BACKGROUND

FLORENCE PLACE

- 1.1 Currently, Florence Place 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-sac with no through road access. The bollard was initially installed to reduce through traffic on Florence Place and stop it 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, causing damage to the bollard. 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 frequently the party responsible for the damage is not identified.

2. PROPOSALS

- 2.1 As a result of the above problems and continued damage incurred by the bollard, 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. Appendix 1 shows the proposed change.

2.2 Initial consultation has been carried out with the local elected members. However, given the implications of these proposals, it is proposed to undertake full consultation including with residents, emergency services, etc, and report back to Committee with the results of the consultation. This further report will include final proposals and recommendations.

3. CONCLUSION AND RECOMMENDATION

3.1 Approval of this report 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 Traffic Regulation Order (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 agree to the promotion of a variation to the relevant Traffic Regulation Order (TRO) to introduce a prohibition of driving for a distance of 2 metres or thereby on Florence Place, Perth, as shown in Appendix 1.

Author

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Charles Haggart	Traffic & Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	25 April 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	YES
Workforce	YES
Asset Management (land, property, IST)	YES
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

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

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 no Capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2 There will be costs involved in promoting the variation to the Traffic Regulation Orders and carrying out civil construction works to amend the road layout to suit. The indicative cost of £300 for advertising the TRO will be met from the Urban Traffic Control (UTC) Revenue budget in 2017/18. The estimated cost of £7,500 for the construction works will be funded from the UTC Revenue budget in 2017/18.
- 2.3 It is estimated from the previous three years spend on bollard repairs and maintenance, that there will be an annual saving of £4,000.

Workforce

- 2.4 There will be a reduction in staff time spent organising repairs, as well as replying to customer queries and Freedom of Information requests.

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, local Elected Members for the area have also been consulted and support the proposals.

5. Communication

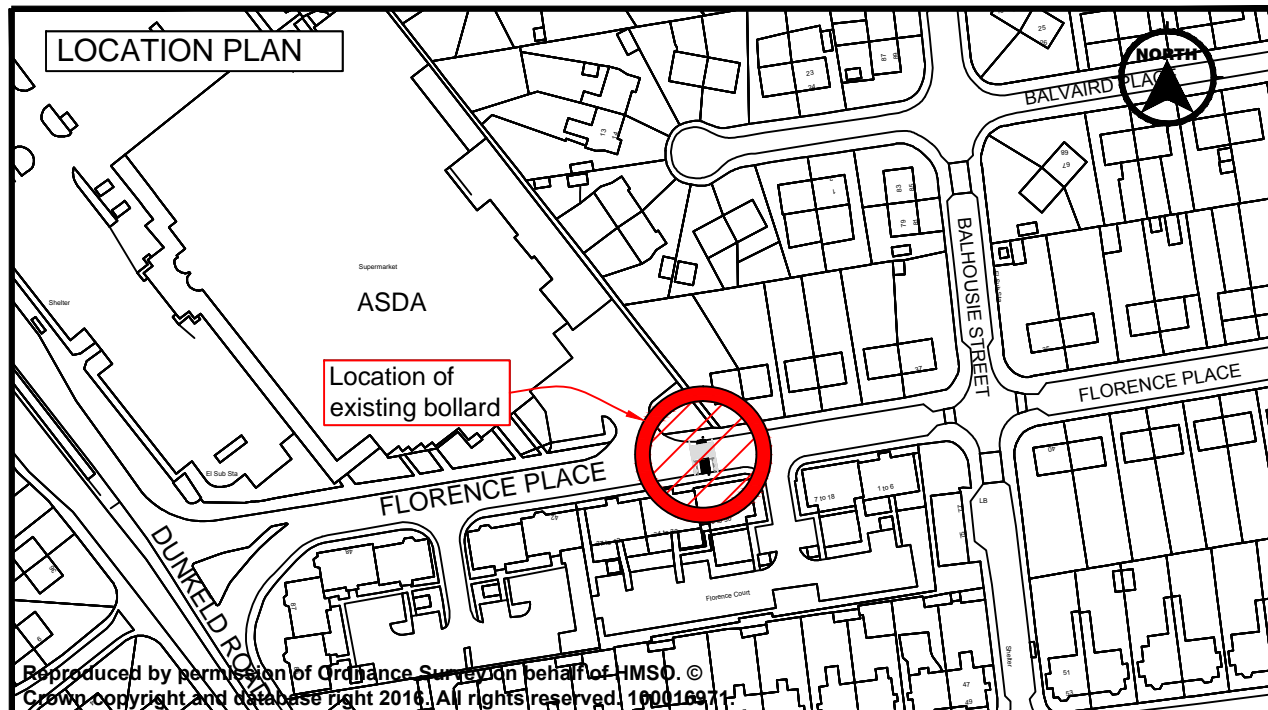
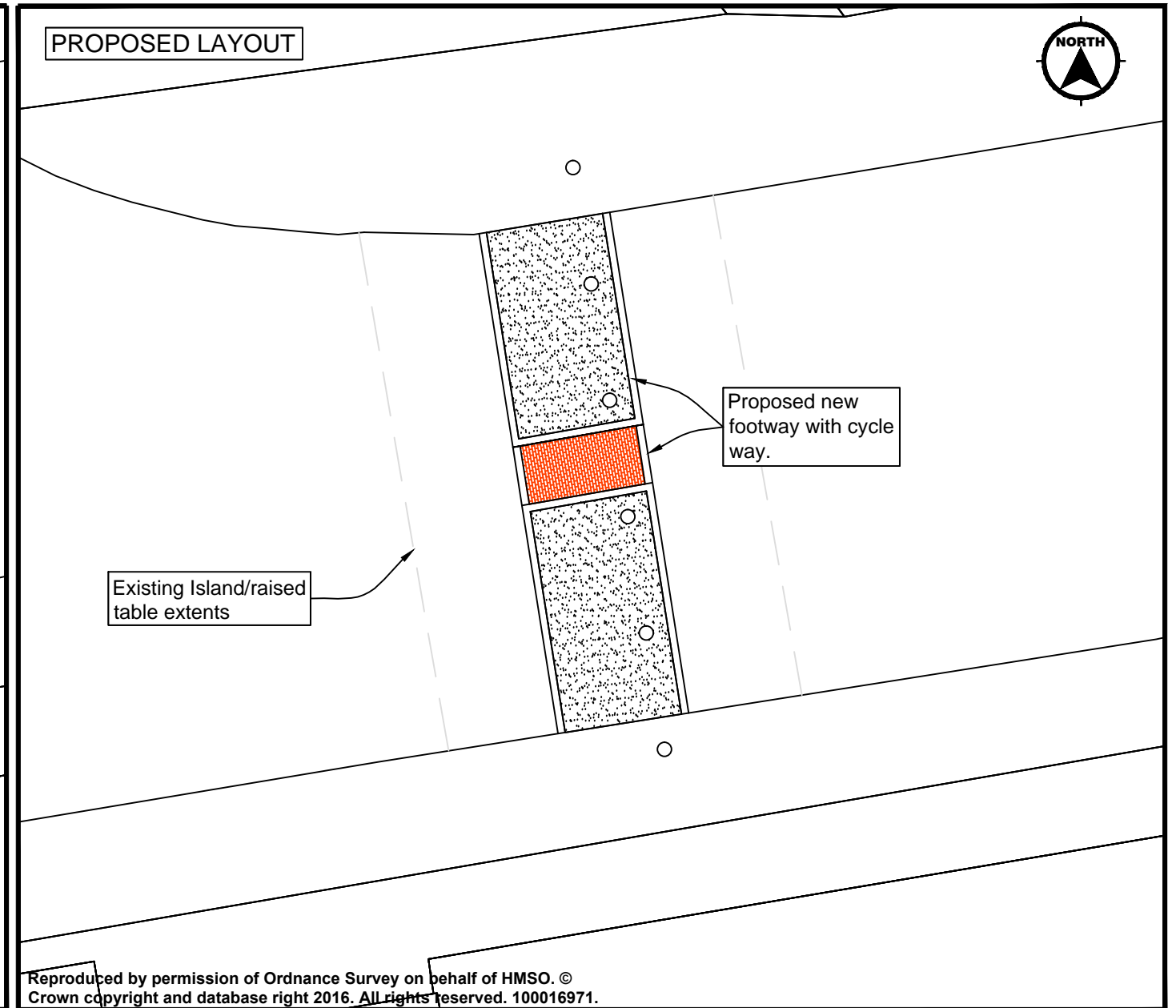
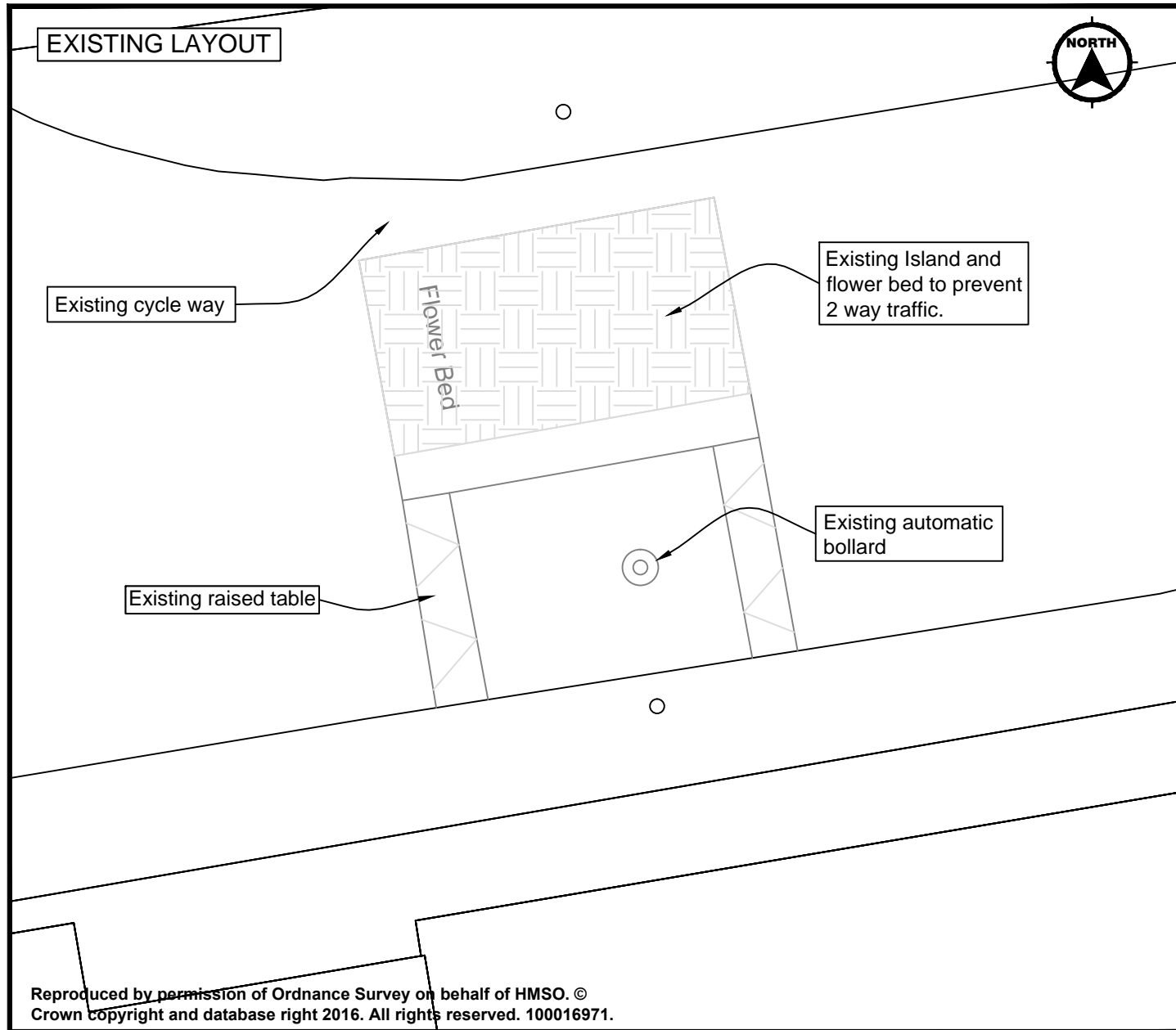
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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

2. BACKGROUND PAPERS

- 2.1 None.


3. APPENDICES

- 3.1 The proposals are as shown on the drawings in Appendix 1.



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

Appendix 1

PERTH AND KINROSS COUNCIL

Environment, Enterprise & Infrastructure Committee

14 June 2017

Amendments to the List of Public Roads

Report by Director (Environment)

This report recommends that the List of Public Roads is 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 roads listed on the attached schedule were constructed to the required standard. 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 are 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.

2. PROPOSALS

- 2.1 It is proposed to amend the List of Public Roads as detailed in the attached Schedule (Appendix 1).

3. CONCLUSION AND RECOMMENDATION

- 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

Name	Designation	Contact Details
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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	25 April 2017

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

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 £19,070 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.

2. BACKGROUND PAPERS

- 2.1 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

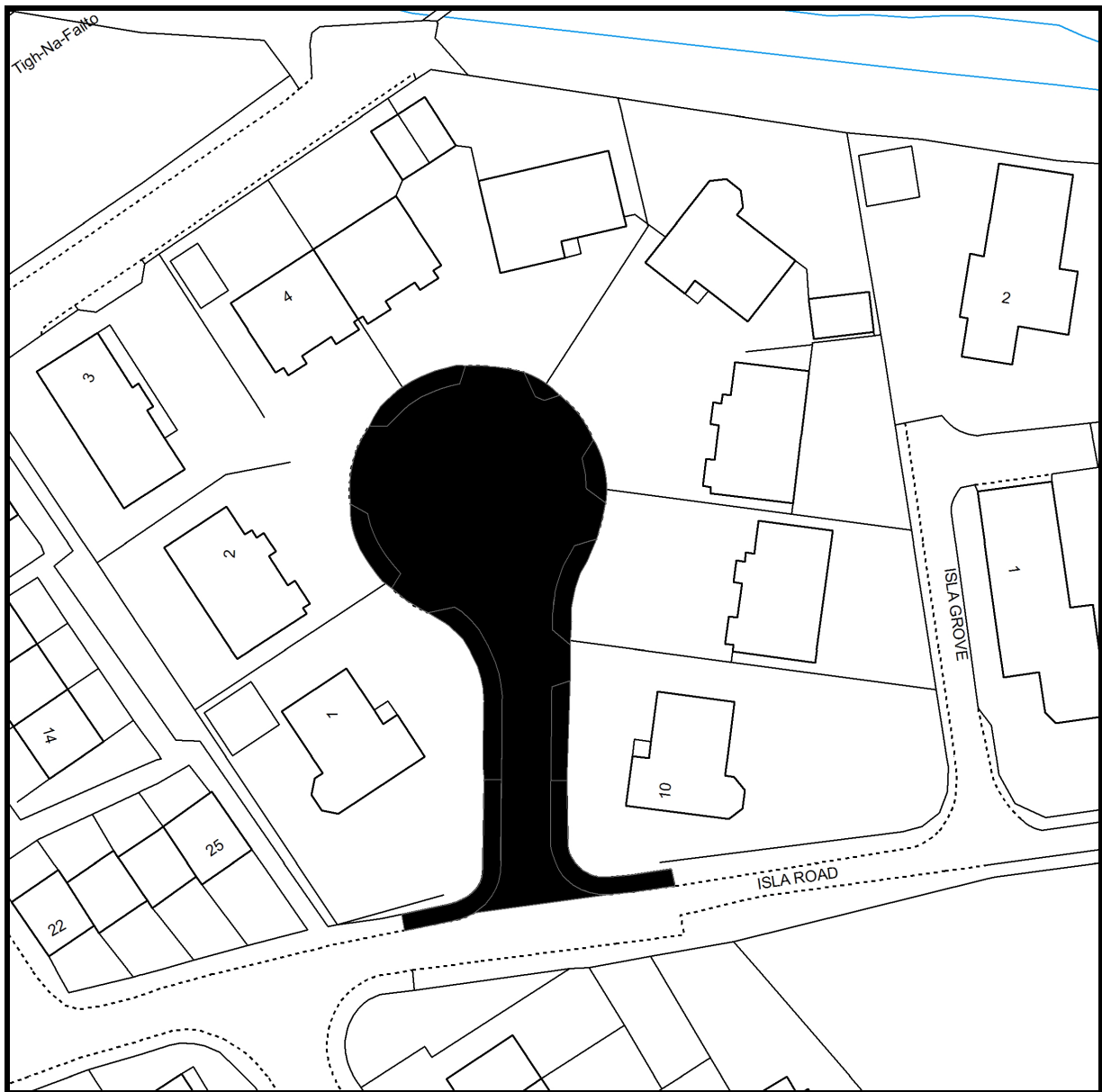
- 3.1 Appendix 1 - Schedule for Additions to the List of Public Roads

Schedule for Additions to the List of Public Roads

Appendix 1

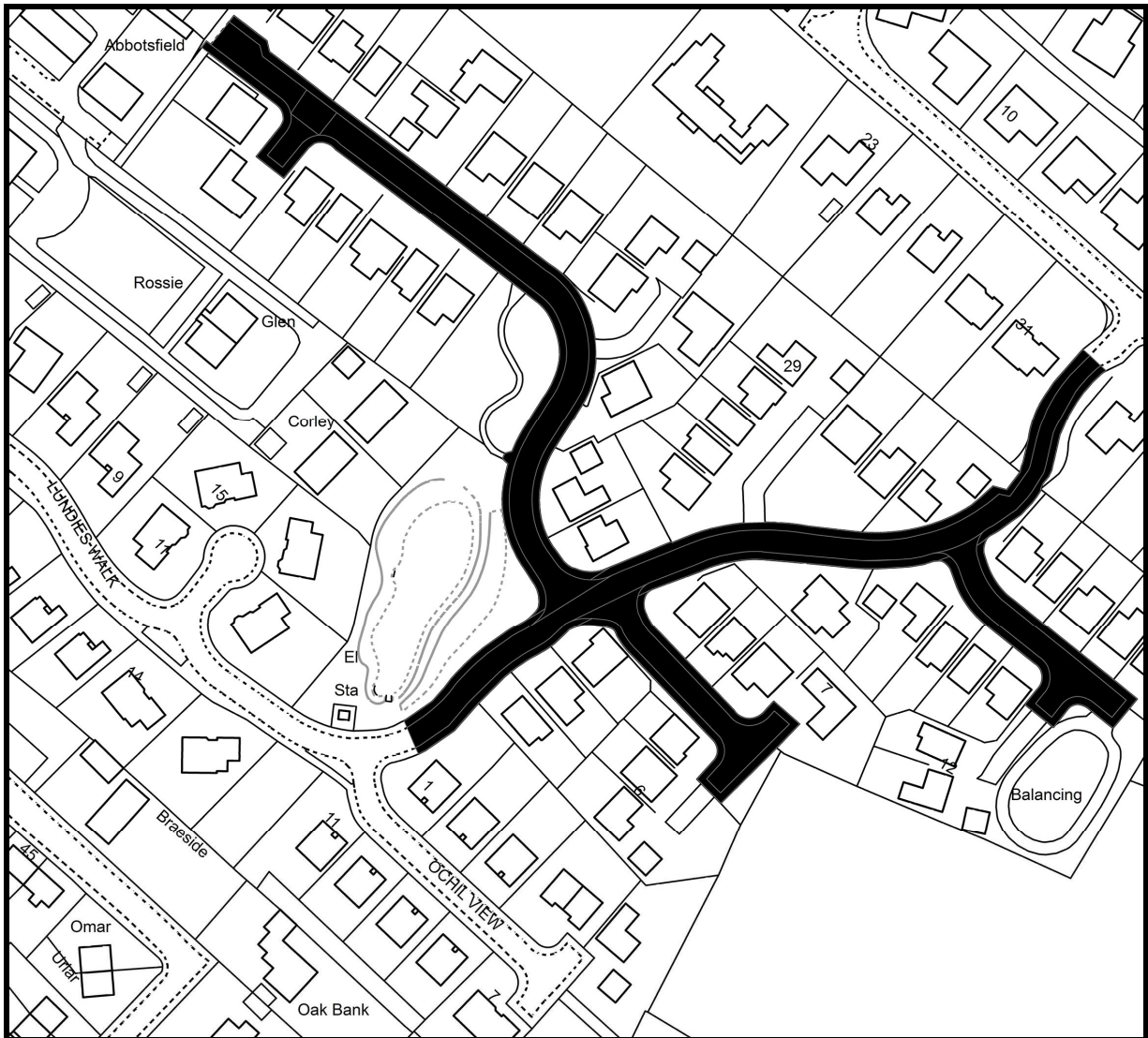
Town	Street Name	Construction Consent No.	Developer	Length	Ward	Street Lighting Columns	Remarks	Financial Implications	
								Roads	Street Lighting
Alyth	Anderson Place	CC/PK/06/20	Cullochgold Services	60m	2	5		£1,392	£325
Auchterarder	Kirkfield Place	CC/PK/08/28	Bett Homes	217m	7	9		£4,872	£585
Auchterarder	Lundies Walk	CC/PK/08/28, CC/PK/11/11 & CC/PK/10/02	Bett Homes	218m	7	9	Extension of existing public road	£4,894	£585
Auchterarder	Millview Close	CC/PK/11/11	Bett Homes	80m	7	4		£1,796	£260
Auchterarder	Priory Place	CC/PK/10/02	Bett Homes	89m	7	3		£1,998	£195
Meigle	Steading Place	CC/PK/09/08	Beattie Holdings Limited	85m	2	4		£1,908	£260
TOTALS				749m		34		£16,860	£2,210

Anderson Place, Alyth



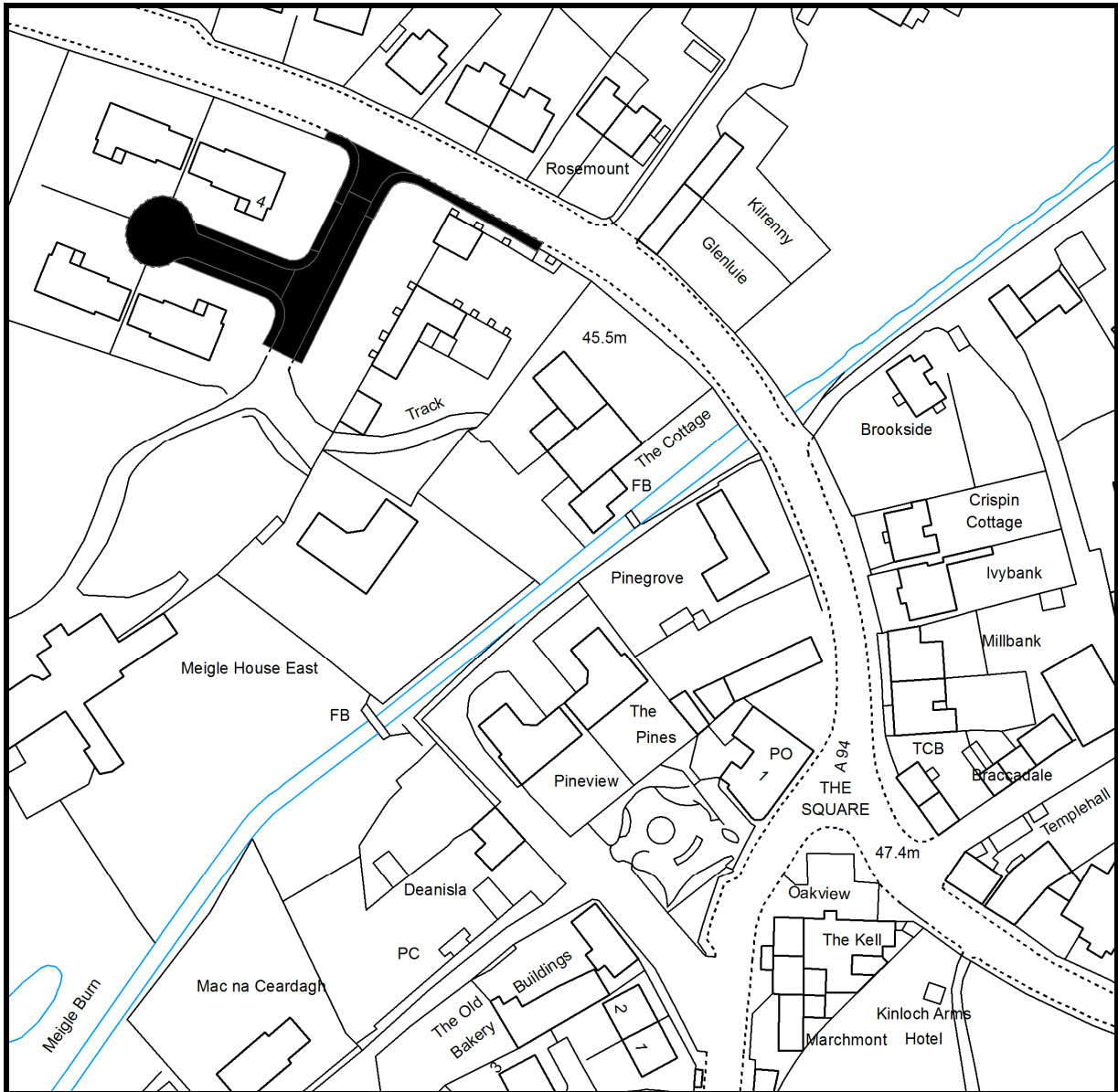
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Kirkfield Place, Lundies Walk, Millview Close, Priory Place
Auchterarder



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Steading Place, Meigle



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