

# Kinross-shire Active Travel Masterplan

Perth and Kinross Council

DRAFT

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# Introduction



# Introduction

## Kinross-Shire Active Travel Masterplan

Perth and Kinross Council (PKC) has appointed Arup to prepare an **Active Travel (walking, wheeling and cycling) Masterplan for Kinross-shire**. The aim of the Masterplan is to identify and prioritise interventions that will facilitate and encourage short everyday journeys to be made actively. It will also consider placemaking improvements to create more inviting, sustainable and attractive places for both residents and visitors.

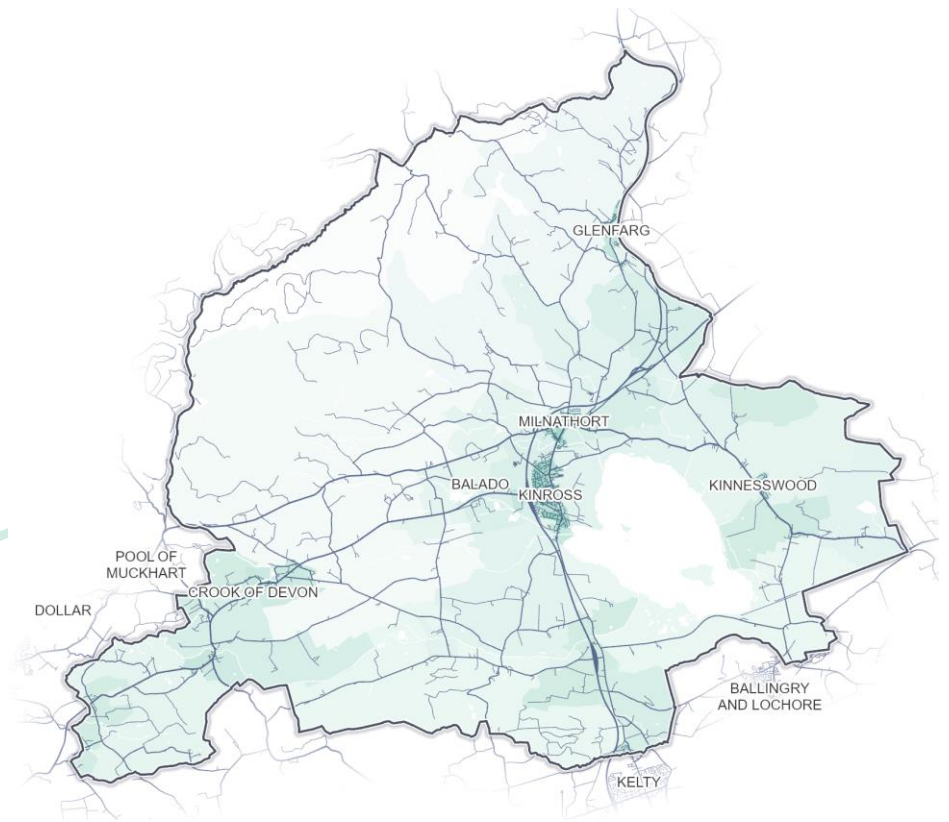
Kinross-shire is an electoral ward that forms part of PKC. It is a sparsely populated area which is predominantly rural with key settlements including Kinross, Glenfarg and Crook of Devon. Kinross-shire is bounded by Fife to the south and east, and Clackmannanshire to the west.

The development of the Masterplan has been informed by the following key activities:

- A targeted baseline desktop study and site visit.
- Comprehensive engagement, including an online community-wide survey and virtual workshops with key stakeholders throughout Kinross-shire.
- Regular liaison with PKC and the Kinross-shire Committee.

The main output from this study will be a Masterplan document, consisting of active travel proposals across Kinross-shire which have undergone a prioritisation exercise.

The goal is to develop proposals that improve local environments, enrich quality of life for local communities and improve people’s wellbeing by providing facilities that support movement by active travel. The Masterplan will also strive to propose interventions that facilitate an increase in physical activity across the local population, as shown in the World Health Organisation diagram (see right).



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Source: World Health Organisation (2022)- Global status report on physical activity 2022

# Introduction

## Masterplan Objectives

Objectives were developed during the early stages of the Kinross-shire Active Travel Masterplan project. The Masterplan objectives have been used to inform decision making associated with the development of the Masterplan as well as the prioritisation and phasing exercise (see [page 34](#)).

The Masterplan objectives focus on climate change, improved health and wellbeing, reduced inequalities and aim to deliver sustainable, inclusive economic growth throughout Kinross-shire.

The objectives are closely aligned with the Transport Planning Objectives (TPOs) developed for the [Tactran Regional Active Travel Network](#). These TPOs were developed to ensure alignment to national policy documents, such as [Scottish Transport Projects Review \(STPR2\)](#) and [Scotland’s National Transport Strategy 2 \(NTS2\)](#), as well as the regional policy documents such as the [Tactran Regional Transport Strategy](#).

### Take Climate Action

- *Enable and encourage multi-modal journeys.*
- *Enable and encourage shorter trips to local facilities by active travel.*

### Improve Health and Wellbeing

- *Improve health outcomes for local communities by increasing physical activity.*
- *Reduce fatalities and injuries by creating safer and accessible active travel facilities.*
- *Improve air quality by enabling and encouraging more journeys by active modes.*

### Reduce Inequalities

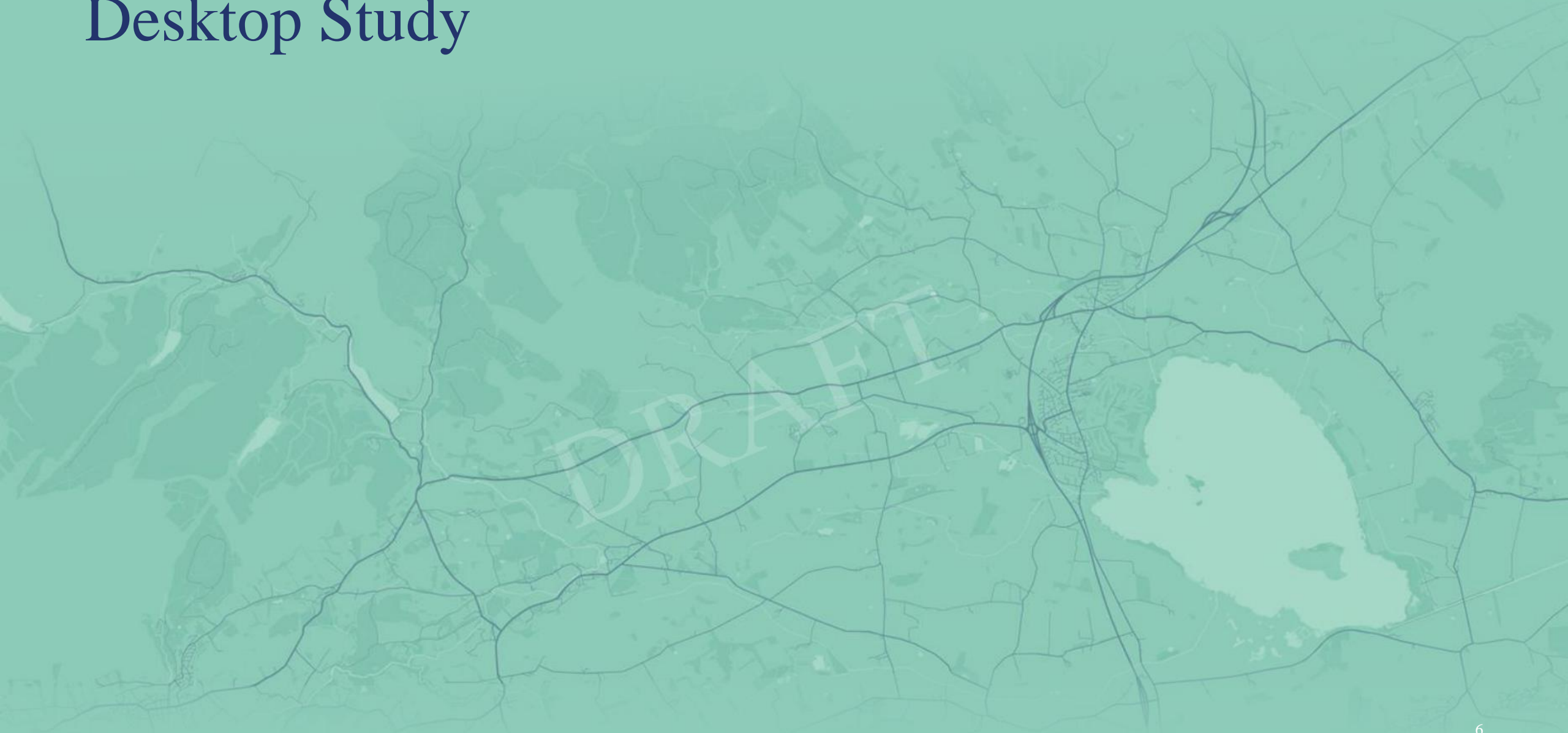
- *Improve access for everyone to key destinations and services by active modes.*
- *Provide alternative travel options for those facing economic hardship.*
- *Connect disadvantaged young people and rural communities to opportunities for further education and employment.*

### Deliver Sustainable, Inclusive Economic Growth

- *Develop an active travel masterplan that will contribute to local tourism growth.*
- *Develop an inclusive, future-proof masterplan that supports access to opportunities.*
- *Help reduce congestion and promote modal shift to active modes.*

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# Desktop Study

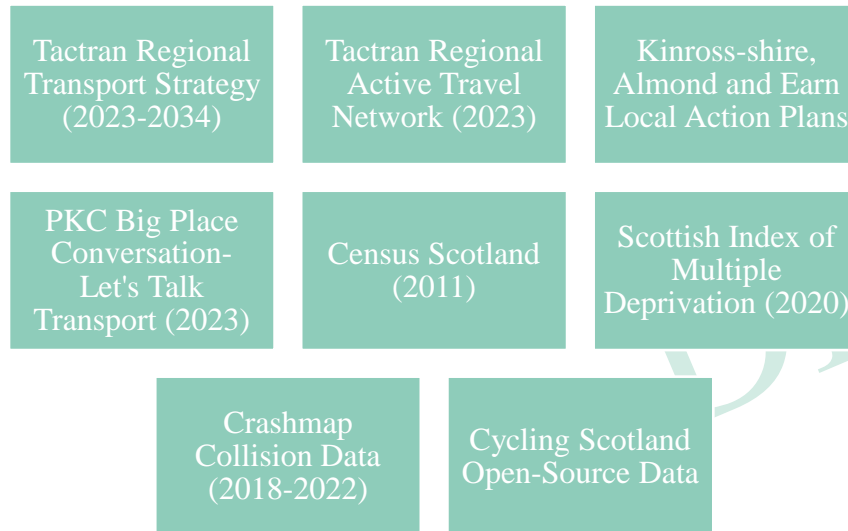


# Desktop Study

## Overview

The desktop study has been carried out in a **structured and targeted manner**, building on relevant work already undertaken. Select sources have been collated and analysed to produce an evidence base used to inform the site visit and engagement stages, and eventually the Masterplan development.

Data sources reviewed included, but were not limited to the following:



More details regarding findings from the desktop study can be found in [Appendix A](#).



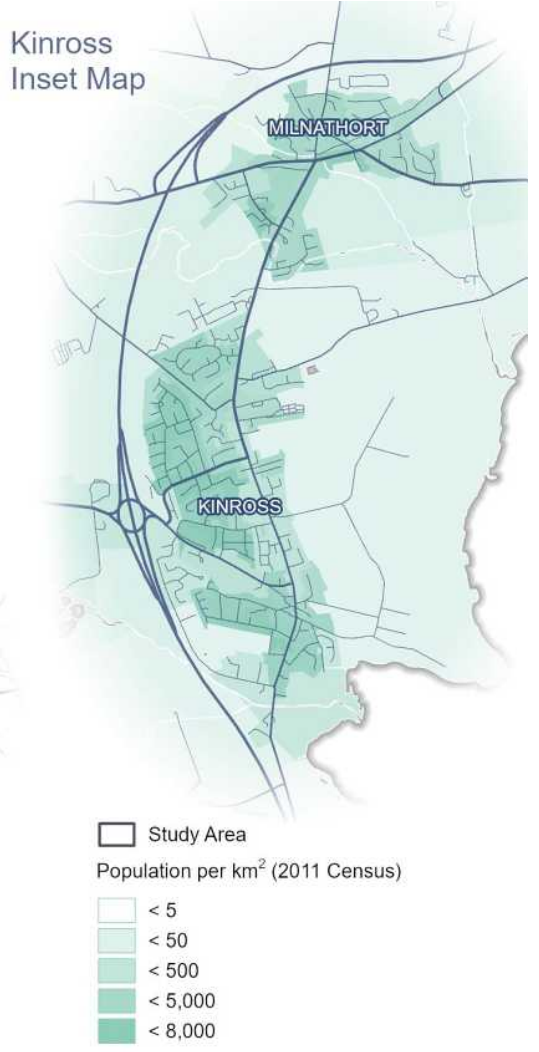
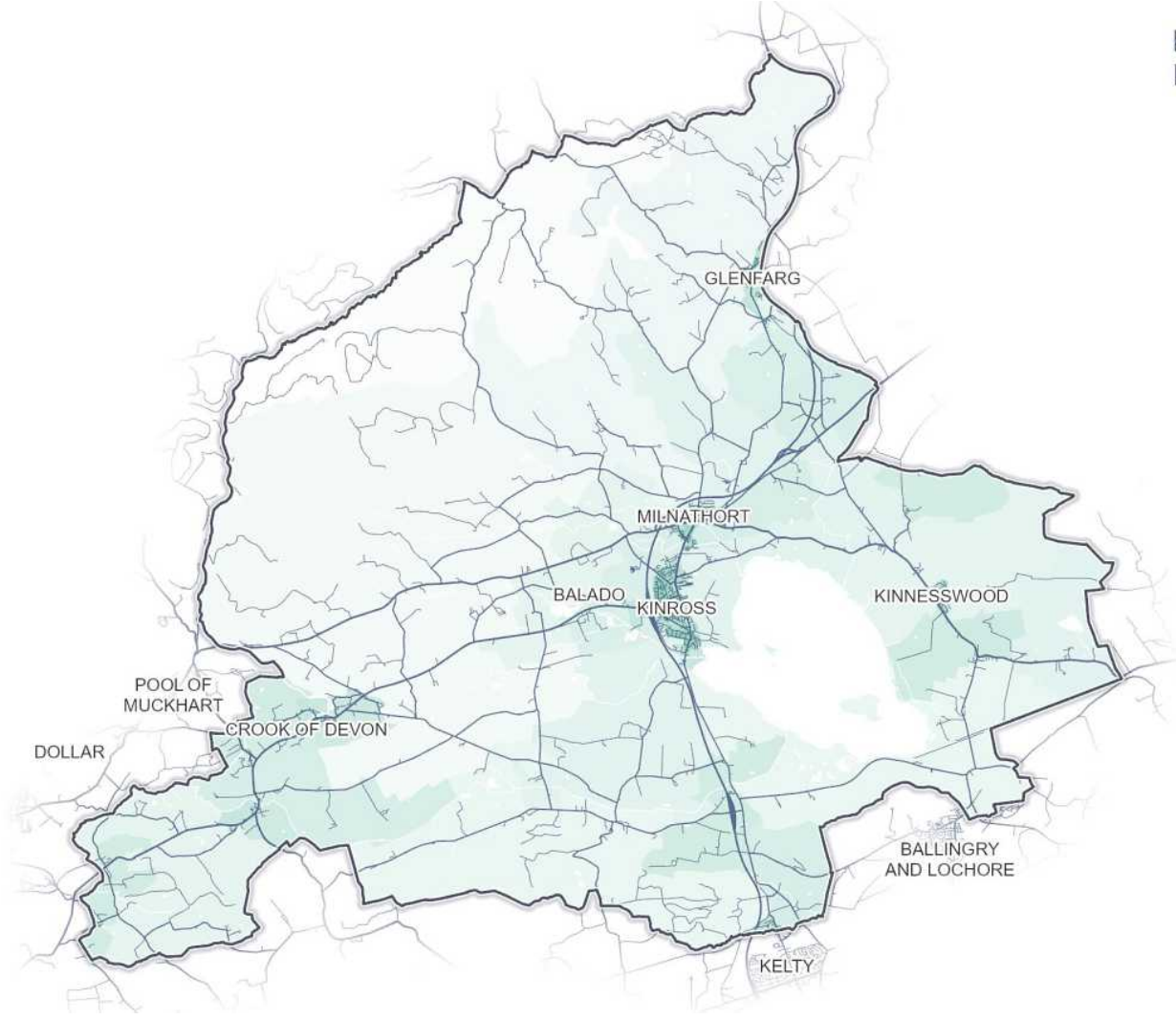
# Baseline Mapping

## Population Distribution

Mapping of population distribution across Kinross-shire has been developed using Census Scotland 2011 data.

Mapping outputs show that Kinross and Milnathort are the most densely populated locations across Kinross-shire. Crook of Devon and Glenfarg are also considered to be among the higher populated settlements within the ward.

When reviewing the Scottish Government's Urban Rural Classification (2020), most of the Kinross-shire area is classified as 'accessible rural' or 'remote rural'. Remote rural areas are particularly prevalent to the north-west of the ward.





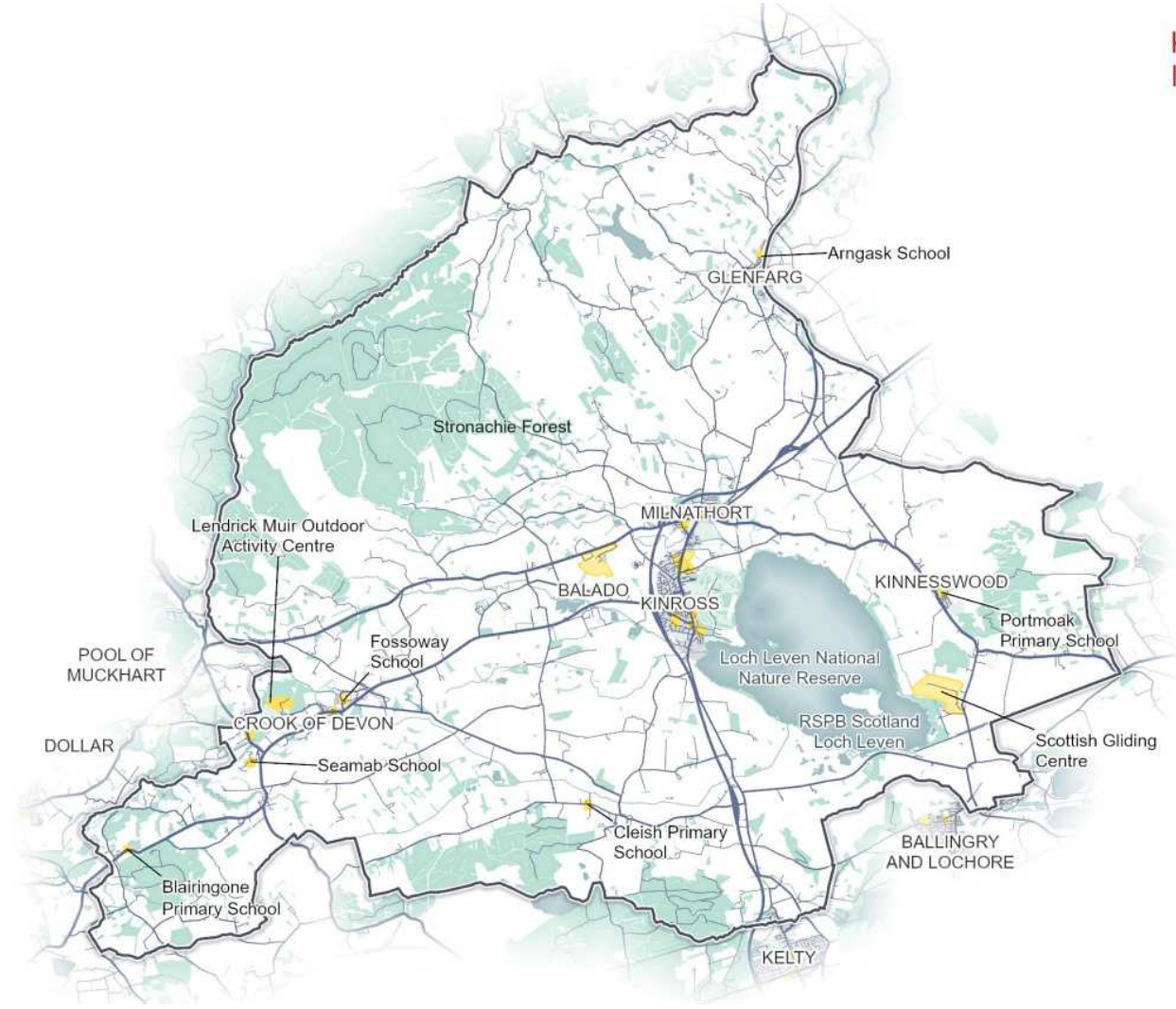
# Baseline Mapping

## Key Services and Facilities

Mapping of key services and facilities across Kinross-shire has also been undertaken. These include the main education, healthcare, employment and leisure facilities throughout the ward.

Mapping outputs show that there are numerous education facilities around Kinross and Milnathort, including Loch Leven Community Campus and Kinross and Milnathort Primary Schools. Loch Leven Health Centre is the main healthcare facility identified.

The mapping also shows leisure and visitor facilities such as Loch Leven Nature Reserve, Stronachie Forest, Lendrick Muir Outdoor Centre and the Scottish Gliding Centre.



# Baseline Mapping

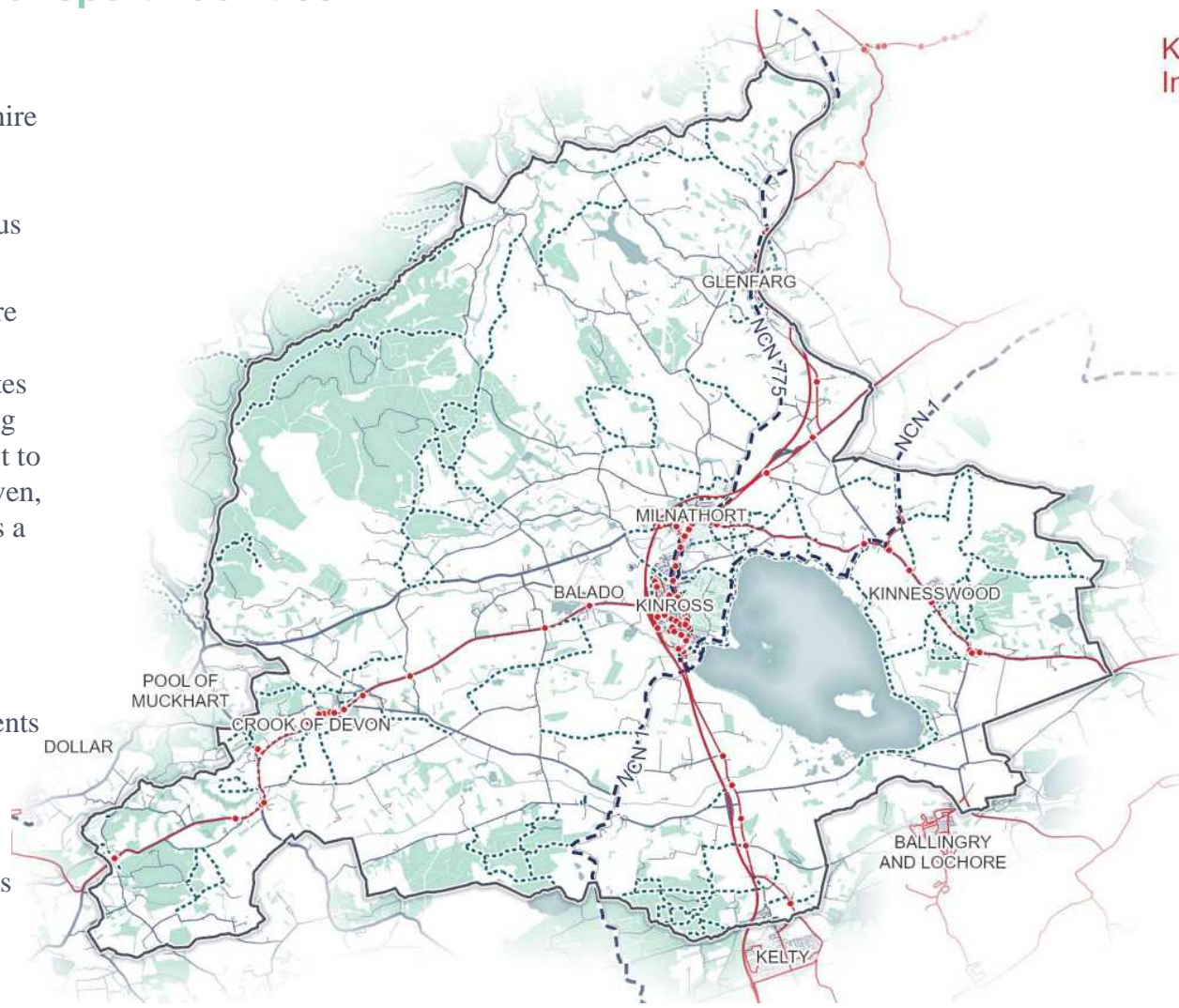
## Existing Sustainable Transport Facilities

Mapping of existing sustainable transport facilities across Kinross-shire has been carried out. These include existing local core paths, National Cycle Network (NCN) routes and bus stops/ routes across the ward.

Mapping outputs reveal that there are several local core paths located throughout Kinross-shire. NCN routes also pass through the ward, including NCN Route 1 which runs south-west to north-east via Kinross and Loch Leven, and NCN Route 775 which provides a north-south connection between Glenfarg and Milnathort / Kinross.

The mapping also shows local bus stops and routes, which currently provide connectivity to key settlements such as Kinross, Minlathort, Kinnesswood, Crook of Devon and Glenfarg.

In addition, Kinross Park and Ride is also shown, which provides connectivity to Perth, Dundee and Edinburgh.



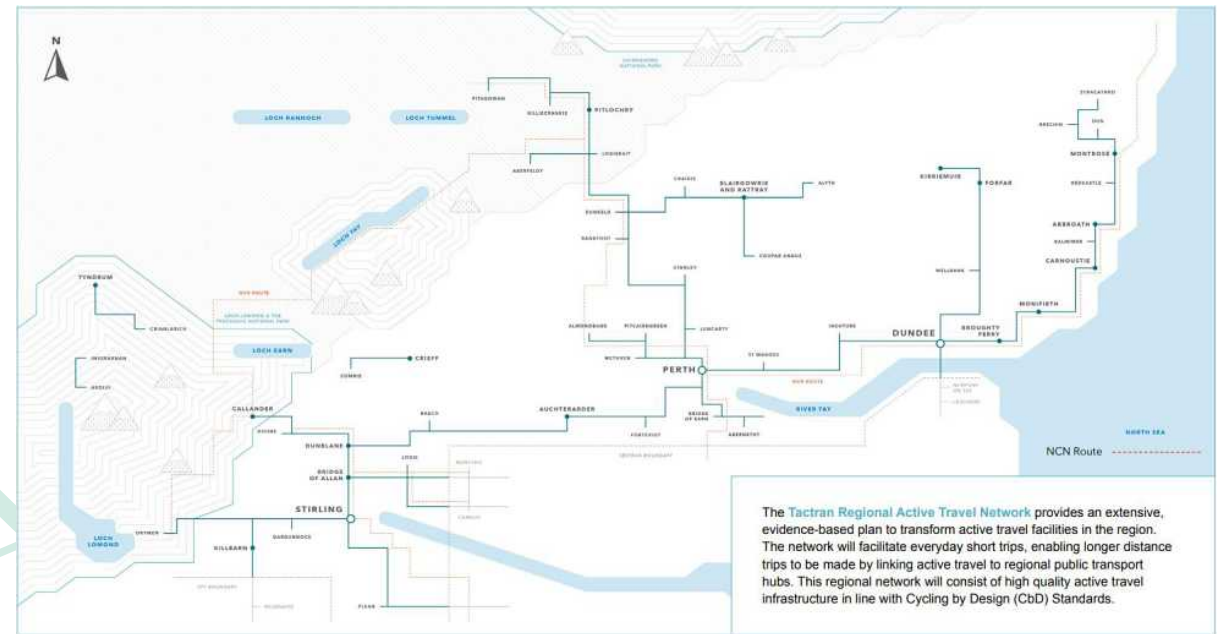
# Policy and Strategy Review

## Overview

Policy and strategy documents related to active travel in Kinross-shire have been reviewed, including the *Tactran Regional Transport Strategy (2024-2034)*, *PKC Big Place Conversation (2023)*, *PKC Let's Talk Transport report (2023)*, *Tactran Regional Active Travel Network (2023)* and the *Kinross-shire, Almond and Earn Local Action Plan (2017)*.

The key headlines are as follows:

- There is currently a lack of safe segregated active travel infrastructure across Kinross-shire.
- Kinross-shire is within the top 10% most deprived areas in Scotland in terms of 'geographic access', which is determined by transport access to destinations such as healthcare, education, employment and retail centres.
- The population of Perth and Kinross has a car kilometre average of 12,547km per person per year. This is above Scotland's average of 6,723km per person per year.
- 19% of the population in Perth and Kinross are aged 65 and over (older people are less likely to have access to a car) which is 2% higher than the national average.
- 6% of people living in Kinross-shire do not have access to a car which is significantly lower than the Perth and Kinross average of 21% and the national average of 31%.
- Local streets across Kinross-shire are currently considered to be car dominated.
- There are many small remote villages throughout the ward, meaning people are



Source: Tactran Regional Active Travel Network 2023

	Percentage of Trips	
Trips within Perth and Kinross	Less than 10km	More than 10km
	69%	31%

Source: PKC Big Place Conversation- Let's Talk Transport Main Issues Report 2023

# Baseline Data Review

## Overview

Baseline data sources related to active travel in Kinross-shire have been reviewed as part of the desktop study. The key findings can be found below, with more detailed information provided in [Appendix A](#).

### Census Scotland 2011

Census data was gathered for Kinross-shire, which included ‘method of travel to work or study’ and ‘distance to travel to work or study’. The key headlines are as follows:

- Walking accounts for 16% of all travel to work and study in Kinross-shire.
- Private car journeys (passenger and driving) account for 58% of travel to work/study trips in Kinross-shire, which is almost 8% more than the national average.
- More than 2,000 people (around 14% of the Kinross-shire population) travel more than 20km to work or study.
- There is a significant amount of movement by all modes of travel from Kinross to Perth and Dunfermline as well as further afield to Edinburgh for work and study.

It is acknowledged that Census 2011 data is now over 12 years old, however has been included to provide a summary of the geographic and transport context of Kinross-shire. Census 2022 data is due to be published imminently, which will provide a more accurate representation of geographic characteristics and transport statistics associated with Kinross-shire.

	Work or study from home	Walk	Cycle	Public Transport	Car Passenger	Car Driver	Other
Kinross-shire	14%	16%	1%	10%	9%	49%	1%

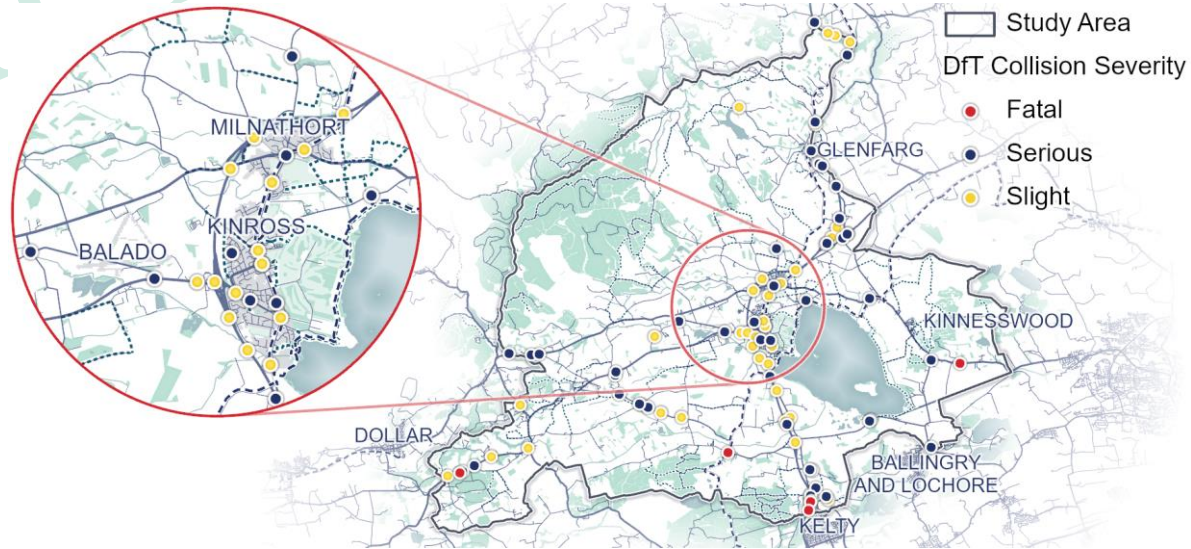
Source: Census Scotland 2011- method of travel to work

### Collision Statistics

The Crashmap online mapping tool was used to review collision statistics across Kinross-shire. Crashmap utilises STATS19 pedestrian and cycle collision statistics recorded by the Department for Transport. Collisions were reviewed for the previous five years available (2018-2022).

The following conclusions can be drawn from this analysis:

- There have been three pedestrian casualties within Kinross-shire, all of which were non-fatal and occurred around the Kinross and Milnathort area.
- There have been 10 pedal cycle casualties within the area, including one in Cleish that resulted in a fatality and involved two vehicles.



Kinross-shire pedal cycle collisions (Source: Crashmap)

# Site Visit



# Site Visit

## Overview

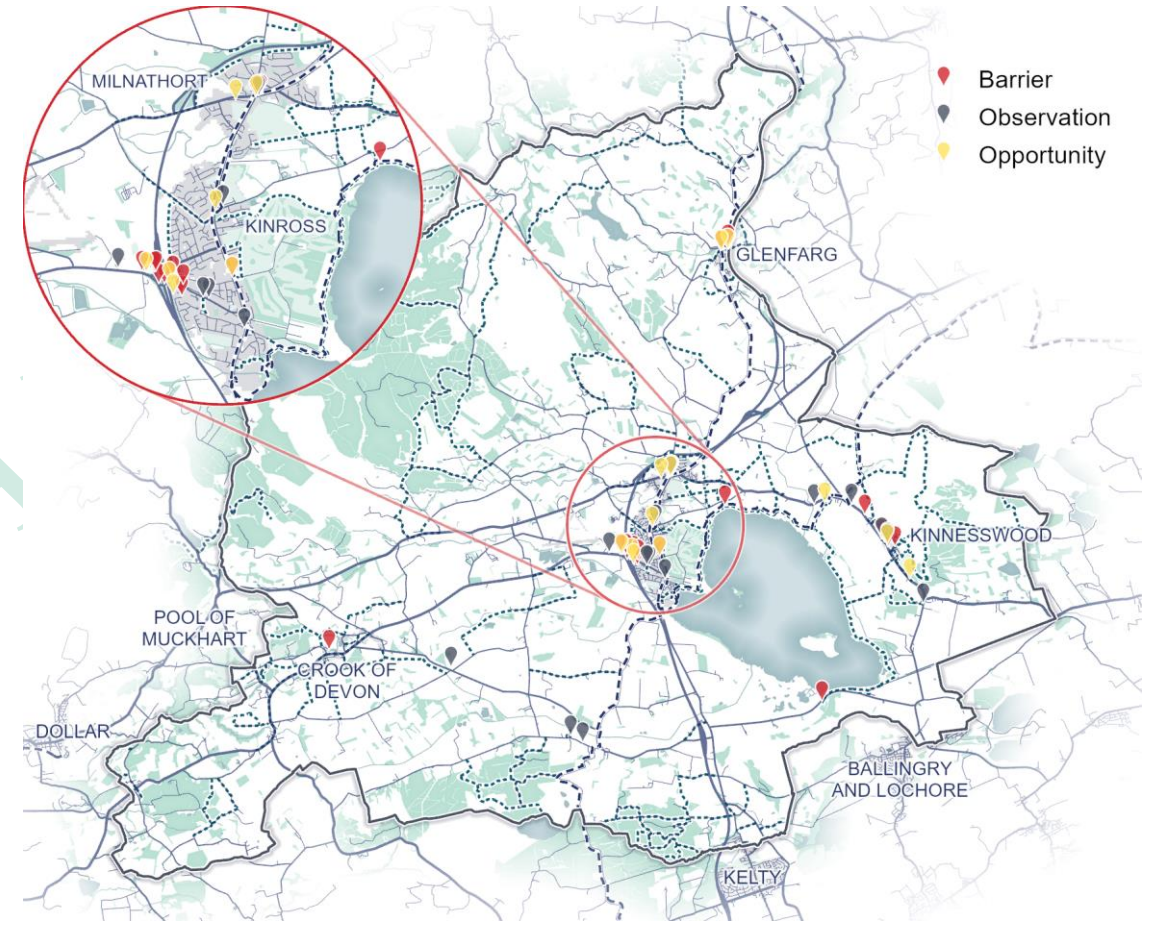
A site visit was conducted by the Arup project team on the 7 March 2024. This site visit built on the knowledge and understanding of the Kinross-shire area developed during the desktop study.

A targeted site visit was carried out. Key locations were identified as areas to visit and undertake observations. These included Kinross, Milnathort, Loch Leven, Crook of Devon and Glenfarg.

The site visit involved assessing current walking, wheeling and cycling provisions, and other existing transport infrastructure around key facilities such as:

- Education facilities such as local primary schools and Loch Leven Community Campus.
- Town and village shops.
- Healthcare facilities.
- Kinross High Street.
- Public transport facilities such as the Kinross Park and Ride.

During the site visit, barriers, opportunities and general observations relating to active travel, movement and placemaking were identified and recorded using the *Google My Maps* mapping tool.



*Kinross-shire site visit observations (source: Google My Maps)*

# Site Visit

## Key Observations

A summary of the main observations made during the Kinross-shire site visit were as follows:

Location	Observations
Kinross-shire wide	The rural setting of Kinross-shire means that many roads are narrow with a 60mph (national) speed limit. This is not appealing for cyclists or pedestrians.
	There were several crossings observed with dropped kerbs but no tactile paving.
	There were numerous 'Walking and Cycling Friendly Roads' signposted throughout Kinross-shire. These were observed particularly in rural areas to the west such as Cleish, Crook of Devon and Fossoway.
Kinross	The Kinross Junction roundabout, which provides access to the M90 motorway, was considered a major barrier to active travel movements from east to west due to the lack of suitable infrastructure.
	There is potential for a Mobility Hub to be implemented at Kinross Park & Ride which encourages more sustainable travel and integration with active travel.
Milnathort	There is an opportunity to improve existing placemaking in Milnathort centre.
Loch Leven	There is an extensive existing local path network around Loch Leven. However, connections to and from this path were considered less accessible.
Glenfarg	Footway parking was observed in Glenfarg. There could be scope to formalise parking and implement measures to keep footways clear and accessible for active travel users.



*Kinross Park and Ride*



*Shared-use facility- Cleish to Crook of Devon*



*Opportunity to expand on existing placemaking in Milnathort*



*Example of uncontrolled crossing with no tactile paving*

The site visit provided the Arup project team with an understanding of potential

# Engagement





# Engagement

## Overview

Stakeholder and community engagement was carried out through an **online community-wide survey** and **virtual engagement** with key stakeholders. The engagement undertaken covered several topics, with a particular focus on active travel, movement and placemaking across Kinross-shire. Digital methods were used to engage with stakeholders and a degree of flexibility in the method of contribution was taken to ensure all stakeholders could easily input into the project.

The stakeholders and community groups to be engaged with were agreed with PKC and the Kinross-shire committee. The groups and individuals engaged with during the project were as follows:

- Glenfarg Community Transport Group.
- Kinross Cycling Group.
- TRACKS Paths Group.
- SPARKS access group.
- Kinross-shire Community Councils.

*Microsoft Teams* was used to host online sessions, and *Google My Maps* was utilised to collect stakeholder feedback, including the location of key facilities, barriers and opportunities to active travel.

In addition to the engagement with key stakeholders, the public were engaged through the community-wide survey. This was distributed via email to numerous community groups within Kinross-shire, shared through social media platforms and was featured

in the April 2024 edition of the Kinross Community Council Newsletter.

*Microsoft Forms* was used to gather survey responses, with participants being given the option to complete the survey via a handwritten response upon request.

More details on the engagement findings can be found in **Appendix B** (key stakeholder engagement findings) and **Appendix C** (community-wide survey analysis).



## Kinross-Shire Active Travel Masterplan 2024 - Community Engagement Survey

Perth and Kinross Council has appointed Arup to prepare an **Active Travel (walking, wheeling and cycling) Masterplan for Kinross-shire**. The aim of the Masterplan is to identify and prioritise interventions that will promote and encourage short everyday journeys to be made actively. It will also consider placemaking improvements to create more inviting, sustainable, and attractive places for both residents and visitors.

### Have your say!

We would like to hear from the **Kinross-shire** community to help us understand what we can do to help you to make your everyday journeys more active! From walking and wheeling, to cycling and scooting, we want to make active travel an attractive option for everyone. Please provide your feedback below on how you travel and the key issues, opportunities and types of improvements you would like to see.

### Win a prize

Don't miss out on the opportunity to contribute and earn your chance to win one of two £50 gift vouchers for Loch Leven's Larder ([www.lochlevenslarder.com](http://www.lochlevenslarder.com)). Winners will be selected at random on closing of the survey on the

# Engagement

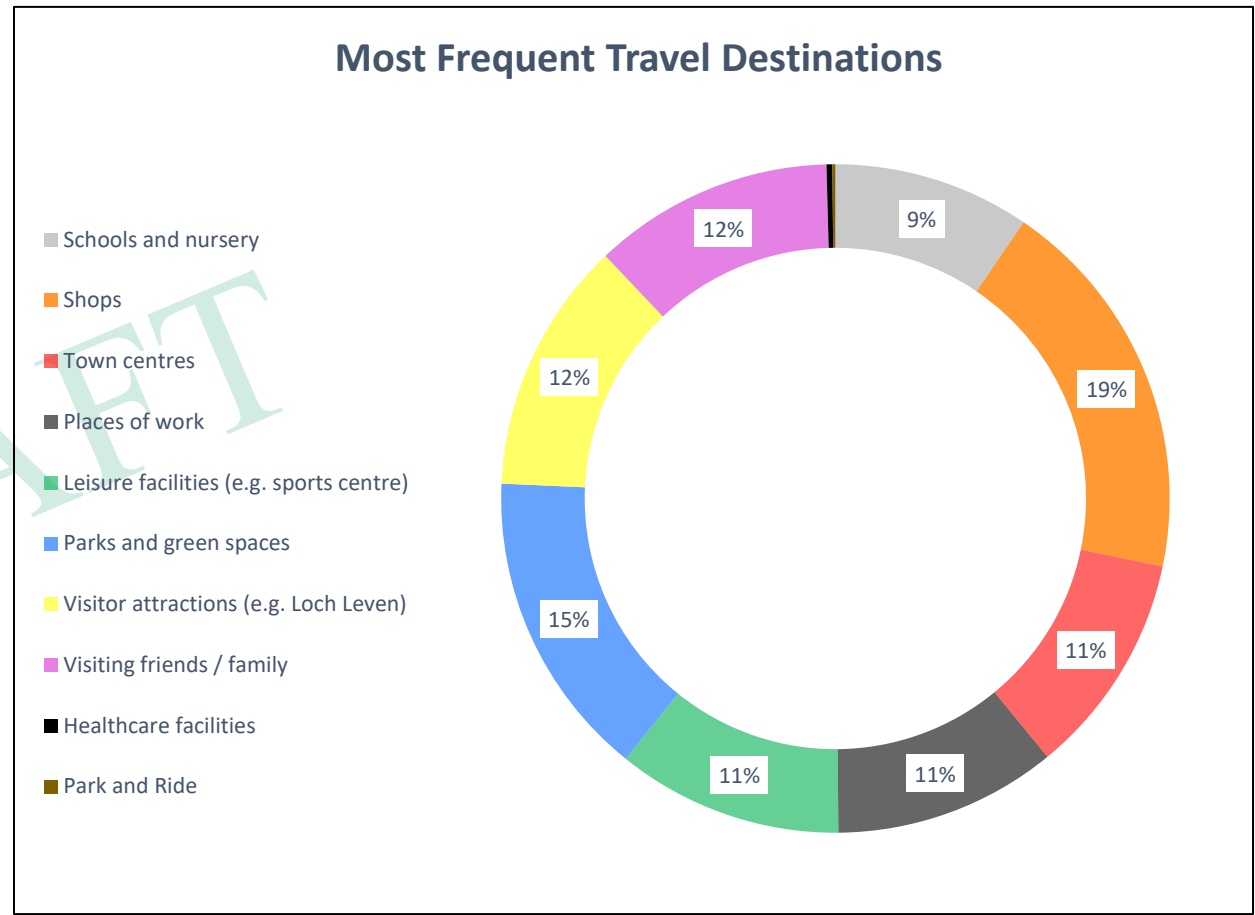
## Community-Wide Survey

An online community-wide survey was developed and shared with the Kinross-shire community through local community groups, social media platforms and through the Kinross Community Council Newsletter. The survey was live from 18 March to 15 April 2024 and aimed to gather information on how residents currently travel for everyday trips, barriers to movement and active travel improvements they would like to see throughout Kinross-shire. There were a total of **177 responses** to the survey.

The key findings from the community-wide survey are as follows:

- 98% of respondents live in Kinross-shire, and 69% of respondents make daily trips out of Kinross-shire to school, study or for employment purposes.
- 92% of participants currently travel by private car for everyday trips.
- Many respondents would like to continue travelling via the same mode of travel for everyday trips. However an additional 8% of participants would like to walk/wheel compared to 18% participants who currently walk/wheel, meaning a total of 26% of participants would like to travel by this mode.
- The most common responses for preferred mode of travel were ‘quickest’ and ‘lack of alternatives’.
- The most common destinations for everyday trips identified by participants were shops, followed by parks and green spaces.
- The most popular barriers to travelling actively were ‘lack of existing active travel facilities’ and ‘high vehicle speeds’.

A more detailed summary of the community-wide survey findings can be found in **Appendix C**.

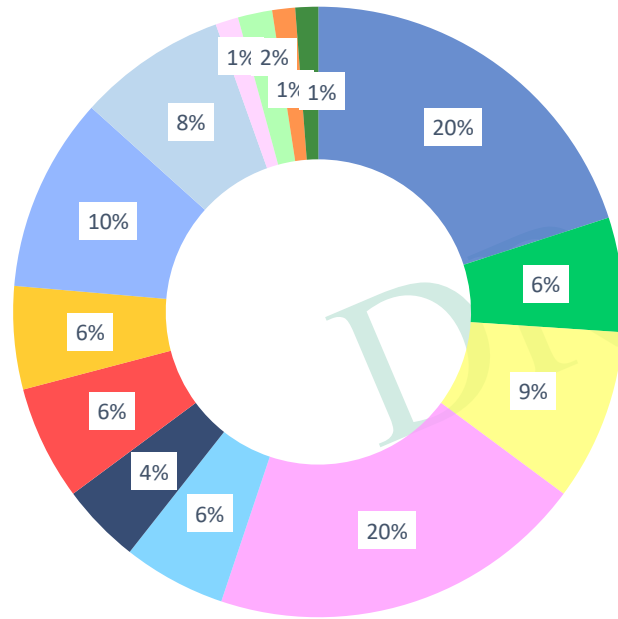


# Engagement

## Community-Wide Survey

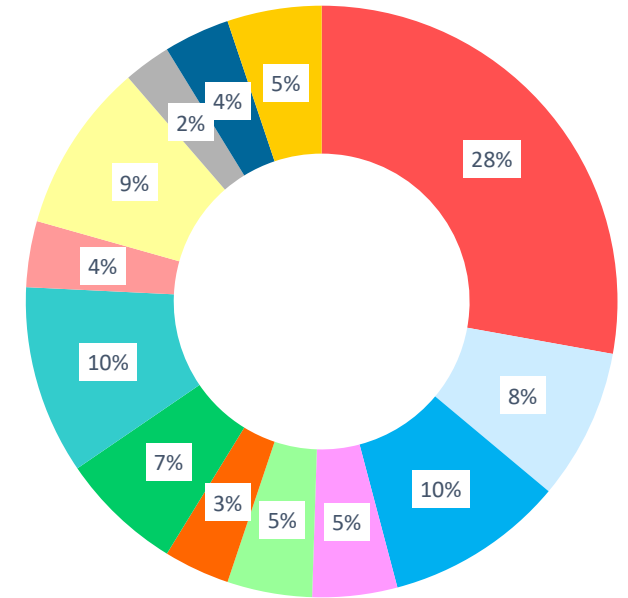
### The Main Barriers to Walking, Wheeling and Cycling

- Lack of existing active travel facilities (e.g. cycle routes and footpaths)
- Lack of road crossing facilities
- Difficult junctions for pedestrians and cyclists
- High vehicle speeds
- Traffic congestion
- Poor lighting
- Lack of cycle parking/ storage
- Convenience of other modes of travel
- Travel distance
- Poor public transport provision
- On street parking
- Accessibility
- Poor road surfacing
- Other



### Measures that would Enable and Encourage More Active Travel

- Safer walking, wheeling and cycling routes (e.g. segregated from vehicles, formal crossing points etc.)
- Better/ more road crossing facilities
- Better/ more cycle parking/ storage
- Better lighting
- More awareness of walking, wheeling and cycling facilities
- Placemaking (e.g. improvements that create a more attractive place such as street art and planting)
- Traffic-free streets/ pedestrianisation
- Cycling-friendly streets
- Better signage/ wayfinding
- Better connections with public transport
- Local initiatives (e.g. incentivisation, walking challenges and cycle training sessions)
- Benches, seating and rest places
- More trees and/or greenery



# Engagement

## Key Stakeholder Engagement

Key stakeholders who participated in this engagement exercise were identified through collaboration with PKC officers and the Kinross-shire committee. Stakeholders were identified with the aim of ensuring fair representation across the population of Kinross-shire.

Four key stakeholder engagement sessions were held online via *Microsoft Teams* with the following organisations:

Event	Organisation(s)	Date
Glenfarg Community Transport Group Session	Glenfarg Community Transport Group	Thursday 21 March 2024
Kinross-shire Community Councils Workshop	Glenfarg Community Council	Wednesday 27 March 2024
	Fossoway Community Council	
	Fossoway Community Development Trust	
	Milnathort and Orwell Community Council	
	Kinross Community Council	
	Portmoak Community Council	
Cleish and Blairadam Community Council		
Kinross Cycling Group Session	Kinross Cycling Group	Thursday 21 March 2024
TRACKS Paths Group Session	TRACKS Paths Group	Wednesday 3 April 2024



The sessions included discussions around the following key themes:



- Key facilities, services and everyday journeys.
- Main barriers to movement.
- Types of active travel improvements and opportunities.

The key headlines from these sessions are summarised throughout this section, with full meeting notes from each session provided in [Appendix B](#).

ARUP

**2. Discussion**  
Key Facilities, Services and Trip Attractors

**Prompts:**

- Employment areas
- Education facilities
- Healthcare facilities
- Retail
- Loch Leven
- New developments
- Residential areas
- Public Transport

ARUP

**2. Discussion**  
Potential Active Travel Interventions/ Opportunities









**Prompts:**

- New active travel routes
- Upgrades to existing active travel routes
- Placemaking (seating, green space etc)
- Improved safety at junctions
- Priority crossings
- Safe routes to school

ARUP

**2. Discussion**  
Barriers to Movement

**Prompts:**

- Lack of existing active travel facilities
- Current transport issues
- Problematic junctions
- Upgrades to existing facilities required
- High vehicle speeds
- Congested areas

# Engagement

## Key Stakeholder Engagement

### Kinross-shire Community Councils Workshop

Community Councils in Kinross-shire were invited to take part in an online workshop to provide input into the Masterplan. Elected Members for the Kinross-shire ward also attended the workshop.

During the workshop, there was representation from the following organisations:

- Fossoway Community Council and Fossoway Community Development Trust.
- Milnathort and Orwell Community Council.
- Kinross Community Council.
- Cleish and Blairadam Community Council.

Feedback from Glenfarg Community Council was gathered during discussions with individuals from the Glenfarg Community Transport Group, who are active within the Community Council. A summary of this discussion can be found on [page 25](#).

The Elected Members in attendance also provided feedback on behalf of Portmoak Community Council, who were unable to attend the workshop.

Key findings from the workshop contributed by each Community Council in relation to their area are summarised in the table.

Community Council	Feedback
Fossoway	<ul style="list-style-type: none"> <li>• B9097 from Drum to Crook of Devon - there is no footpath along this route, so people are likely to drive instead of travelling actively.</li> <li>• On-street parking in Crook of Devon and Blairingone is a barrier to movement.</li> <li>• Old railway lines between Rumbling Bridge and Dollar could be used to facilitate off-road active travel routes.</li> </ul>
Milnathort and Orwell	<ul style="list-style-type: none"> <li>• There are no consistent footpaths from Milnathort towards Mawcarse.</li> <li>• It would be great to join up footpaths and cycle paths from Kinross/ Milnathort to outlying villages/ settlements to encourage everyday short journeys.</li> <li>• Safe routes to school – existing crossing facilities across Stirling Road to get to Milnathort Primary School are poor. A formalised crossing point could be considered.</li> <li>• There could be an opportunity to close roads to through traffic and create walking/cycling streets only (e.g. Milnathort Primary School access road).</li> </ul>
Kinross	<ul style="list-style-type: none"> <li>• There is a lot of local knowledge of existing paths, however people are not aware of any overarching publicly available map that shows all the existing walking and cycling paths.</li> <li>• Many rural roads across Perth and Kinross have ‘walking and cycling friendly road’ signage. There was unanimous agreement that roads with a 40mph speed limit should not be classed as walking and cycling friendly.</li> <li>• People would use their cars less if they felt safe cycling and if they had somewhere safe and secure to store their bikes.</li> </ul>
Cleish and Blairadam	<ul style="list-style-type: none"> <li>• Many roads around Cleish and Blairadam do not have protection for pedestrians or cyclists even on roads that are marked ‘walking and cycling friendly’. One disabled participant said that a 40mph road with no footpath is not safe.</li> <li>• Getting from Cleish along the B9097 is dangerous for walking and cycling.</li> <li>• Changes in Edinburgh such as reallocating road space have been successful.</li> </ul>
Portmoak	<ul style="list-style-type: none"> <li>• There is currently no safe and consistent path to take children from Scotlandwell to Portmoak Primary School. People are currently unable to cycle or walk safely as path is only around one metre wide.</li> <li>• There is currently no path near the A911 that goes from Loch Leven’s Larder towards Milnathort.</li> </ul>

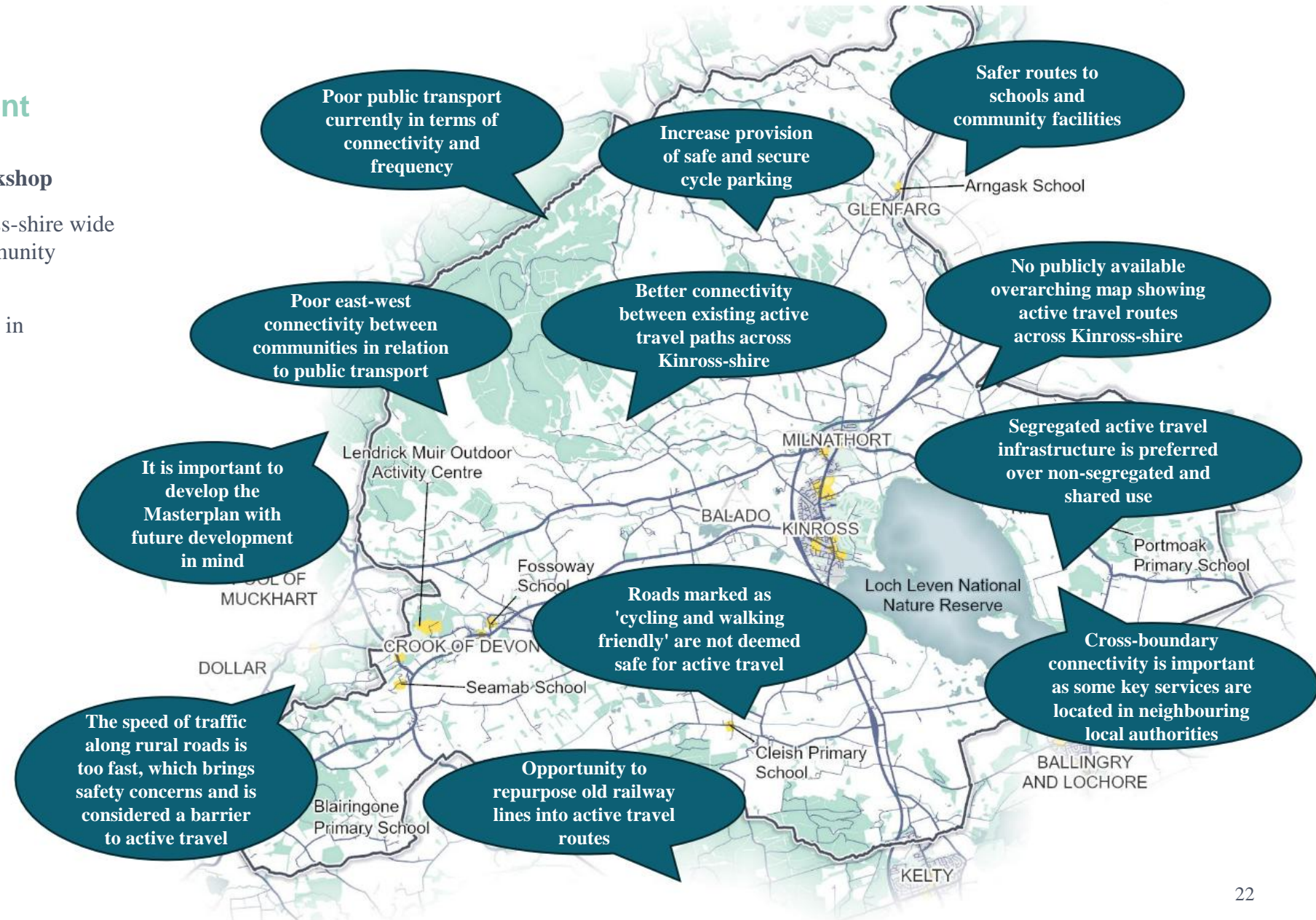
# Engagement

## Key Stakeholder Engagement

### Kinross-shire Community Councils Workshop

The adjacent map highlights the key Kinross-shire wide problems and opportunities raised by Community Councils at the workshop.

Full notes from this workshop can be found in [Appendix B](#).



# Engagement

## Key Stakeholder Engagement

### Glenfarg Community Transport Group

Two representatives from the Glenfarg Community Transport Group (GCTG) took part in an online workshop. The GCTG was formed in 2023 and provide community bus services within Glenfarg and the wider area. These are fixed route bus services with some select on-demand services.

The discussion was therefore focussed around Glenfarg and the surrounding area. Key findings from the session are summarised below.

Theme	Feedback
<b>Key facilities, services and everyday journeys</b>	<ul style="list-style-type: none"> <li>• The village shop is the main facility in Glenfarg.</li> <li>• All key facilities are in Kinross to the south or Perth to the north.</li> <li>• Some people cycle to Kinross but very few walk. Most people are likely to drive or use the community bus.</li> </ul>
<b>Barriers to movement</b>	<ul style="list-style-type: none"> <li>• High vehicle speeds are prevalent passing through Glenfarg.</li> <li>• Current 40mph walking and cycling friendly roads across Kinross-shire are not perceived to be safe.</li> <li>• There is a perceived lack of cross-boundary walking and cycling routes- for example paths currently stop between Fife and Kinross-shire.</li> <li>• It is often difficult for people to find information on walking and cycling routes.</li> </ul>
<b>Opportunities and types of interventions</b>	<ul style="list-style-type: none"> <li>• Opportunity for a Village Mobility Hub at the village hall using COMO UK best practice. This may include a café and shared bike facilities.</li> <li>• NCN Route 775 route runs through the village. There may be scope for this to be improved.</li> <li>• There could be scope to create a brand for walking and cycling throughout Kinross-shire.</li> </ul>



Source: Glenfarg Community Transport Group

# Engagement

## Key Stakeholder Engagement

### Kinross Cycling Club

One representative from the Kinross Cycling Club took part in an online session. The Kinross Cycling Club is well established and has over 200 members, who are located primarily in the Kinross-shire area.

Key findings from this session are summarised below.

Theme	Feedback
<b>Key facilities, services and everyday journeys</b>	<ul style="list-style-type: none"> <li>• Most people in Kinross-shire commute to Perth, Dunfermline or Edinburgh.</li> <li>• There is no local train station therefore public transport facilities are limited to bus services.</li> <li>• The Loch Leven Community Campus is a key destination- this is a school with a large catchment.</li> </ul>
<b>Barriers to movement</b>	<ul style="list-style-type: none"> <li>• The M90 motorway is a clear barrier to movement which often makes east-west movements challenging for those walking, wheeling and cycling.</li> <li>• A lack of north-south connections is currently a barrier to movement for those walking, wheeling and cycling.</li> <li>• The A977 through Crook of Devon and Drum is perceived to be the most dangerous road to travel on.</li> <li>• General confidence of cyclists, particularly in rural areas, is often a barrier to active travel.</li> </ul>
<b>Opportunities and types of interventions</b>	<ul style="list-style-type: none"> <li>• Opportunity to identify priority cycling infrastructure routes to maintain over the winter months.</li> <li>• Existing walking and cycling friendly roads in Kinross-shire are considered to boost confidence and enhance perceived safety.</li> <li>• Led group cycle rides and cycle training could be undertaken using local paths surrounding Loch Leven to boost confidence among beginner cyclists in a traffic-free location.</li> </ul>



Source: Kinross Cycling Club Facebook Page



# Engagement

## Key Stakeholder Engagement

### TRACKS Paths Group

Five representatives from TRACKS Paths Group took part in an online session. TRACKS is a charity within Kinross-shire that was set up with the main aim of addressing the local desire to have a walking and cycling path around Loch Leven. TRACKS have successfully created this path around the loch and have contributed to the creation of many other local paths connecting to various parts of Kinross-shire.

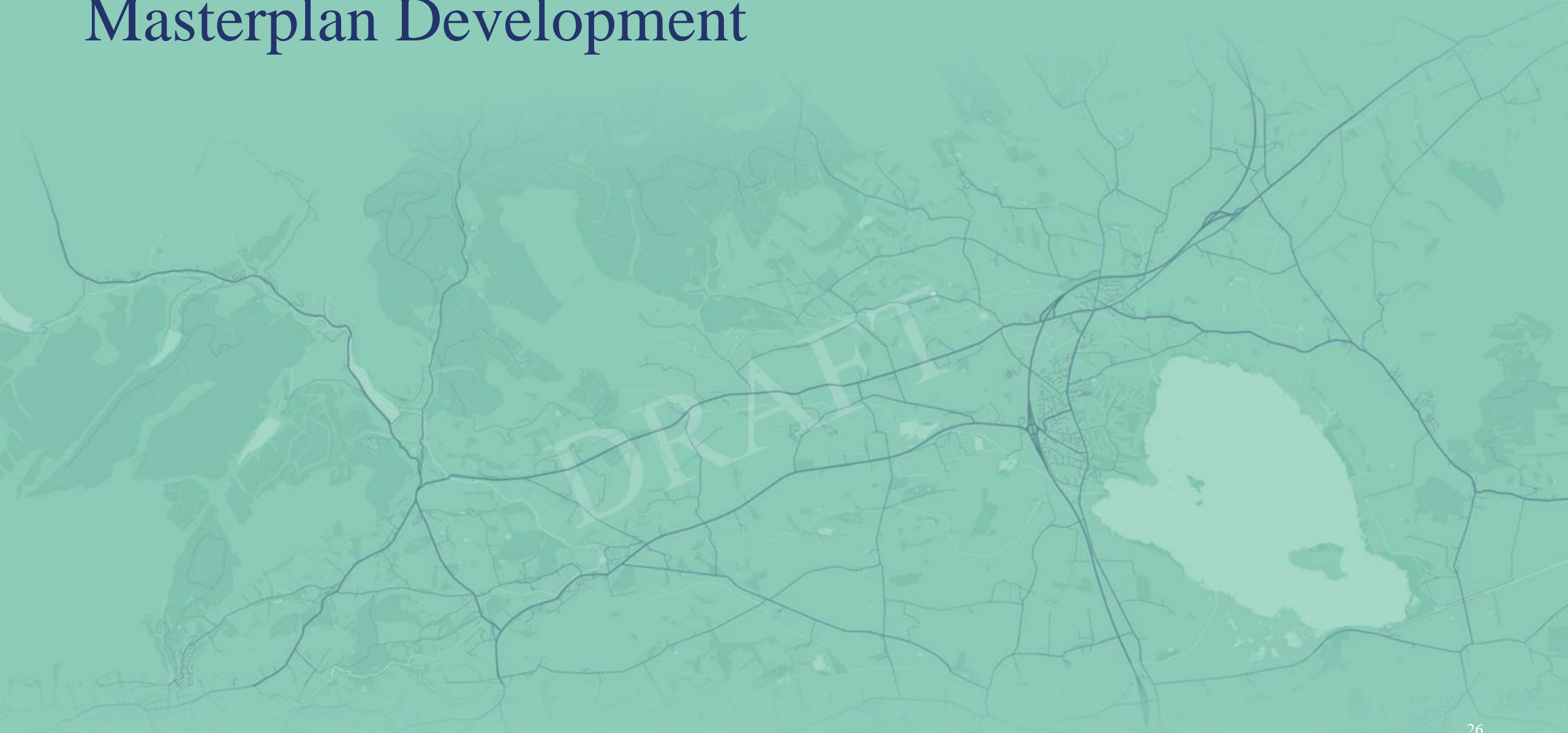


Source: TRACKS website

Key findings from this session are summarised below.

Theme	Feedback
<b>Key facilities, services and everyday journeys</b>	<ul style="list-style-type: none"> <li>All key facilities are located in Kinross to the south.</li> <li>After school activities clubs are held around the Loch Leven Community Campus.</li> </ul>
<b>Barriers to movement</b>	<ul style="list-style-type: none"> <li>Fast moving traffic throughout Kinross-shire.</li> <li>Several problematic junctions throughout Kinross-shire such as the crossing point on Springfield Road near where it meets Muirs.</li> <li>On-street parking impacting the safety of cyclists.</li> <li>It is often difficult to find out information on walking and cycling routes.</li> <li>NCN Route 1 takes cyclists over the Cleish Hills which is not direct and steep to cycle.</li> <li>There are many good quality paths however many of these do not link up with each other and there are many gaps in footway provisions.</li> </ul>
<b>Opportunities and types of interventions</b>	<ul style="list-style-type: none"> <li>There is an opportunity to use old railway lines as active travel routes, as this takes active travel users away from vehicle routes.</li> <li>Opportunity to connect villages to the Loch Leven Heritage Trail.</li> <li>There could be scope to add a pedestrian crossing along the main road in Milnathort.</li> <li>There are opportunities to introduce traffic calming measures throughout Kinross-shire.</li> </ul>

# Masterplan Development



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# Masterplan Development

## Overview

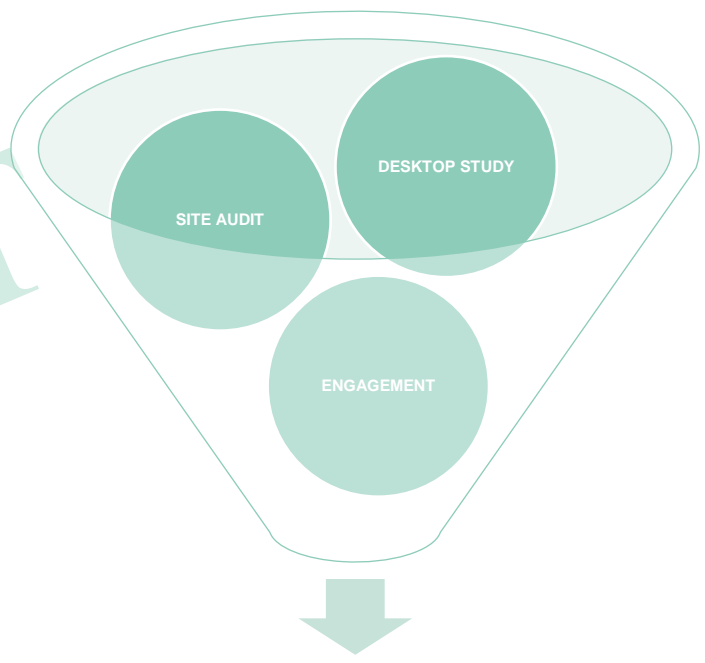
The Masterplan development stage has been a **collaborative process with PKC and the Kinross-shire committee**. The Masterplan considers the information gathered throughout the desktop study, site audit and engagement stages to ensure the Masterplan interventions are functional and desirable by those who will benefit from their use.

The Masterplan development stage has consisted of the development of an **intervention list**, which has taken the key issues and opportunities that arose throughout the project stages to develop a series of interventions across Kinross-shire. This was followed by a **prioritisation and phasing exercise**, where each intervention was scored against a series of quantitative and qualitative criterion.

‘Quick wins’ have been identified within the Masterplan. These are interventions that can have a high impact across Kinross-shire and can be delivered at a relatively low cost within a short timeframe. These interventions can generate initial momentum to increase active travel trips across Kinross-shire, while longer term proposals are implemented to complement and expand on these interventions.

The preliminary nature of the interventions and the information provided is intended to help inform further stages of scheme development. Given the scope and magnitude of many of the interventions, the Masterplan will be developed and implemented over a 15-year timescale. Some interventions will require robust business case development and will be dependent on external funding, while others can be delivered in the short term.

High level cost estimates have been calculated for each of the interventions. These are subject to further investigation and should therefore only be treated as indicative.



**Masterplan Development**

# Masterplan Development

## Interventions

Masterplan interventions have been developed based on the key findings from the desktop study, site visit, key stakeholder engagement sessions and the community-wide survey. The interventions are located throughout Kinross-shire with the aim of **facilitating and encouraging walking, wheeling and cycling** across the population. The interventions are also considered to reflect the Masterplan objectives developed at the start of the project (see [page 5](#)).

The Masterplan interventions have been split into the following categories:

- Kinross-shire wide interventions.
- Location-specific interventions:
  - Active travel routes.
  - Active travel junction/ crossing improvements.
  - Placemaking/ community active travel facilities.
  - Parking and road network improvements.

The interventions for each category are summarised throughout this section. The full list of interventions can be found in [Appendix D](#).

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Source: Arup

# Masterplan Development Interventions

## Kinross-shire Wide Interventions

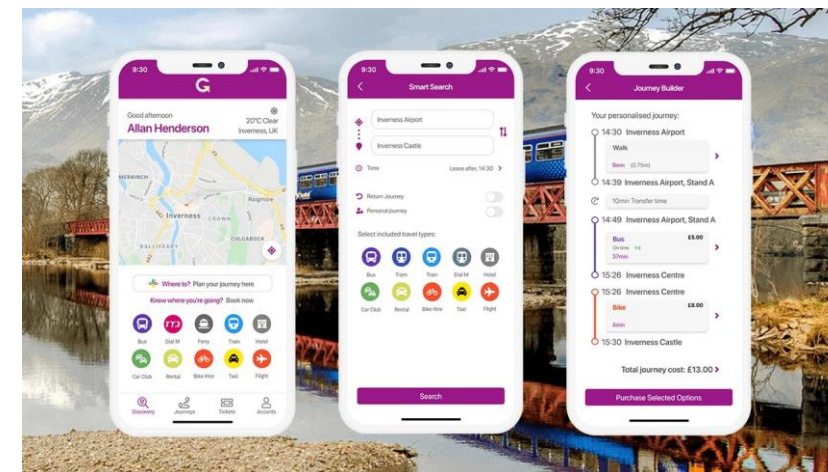
A total of nine Kinross-shire wide interventions have been developed as part of the Masterplan. These are interventions which could be **progressed and applied throughout Kinross-shire**, and are as follows:

1. Development of a Kinross-shire active travel mapping tool.
2. Design and delivery of safe routes to school to all Kinross-shire schools.
3. Speed limit reductions in residential locations and nearby key facilities.
4. Improvements to existing crossing facilities.
5. Improved signage and wayfinding of existing active travel routes.
6. Secure cycle storage facilities at key destinations and public transport facilities.
7. Development of a campaign and brand for walking, wheeling and cycling in Kinross-shire, which is consistent with Perth and Kinross and the wider Tayside region.
8. Improved maintenance of existing footways and other active travel routes.
9. Integration of bikes and buses throughout Kinross-shire.

These measures reflect the findings that could be applied to all of Kinross-shire. For example, issues such as safe routes to school, vehicle speeds and lack of awareness of existing active travel routes were repeatedly raised during key stakeholder discussions and throughout the community-wide survey responses.



Source: Falco- example cycle parking



Source: Mobbileo- GO-HI travel app

# Masterplan Development

## Interventions

### Active Travel Routes

Proposed active travel routes have been identified based on key origins, destinations and everyday journeys acknowledged throughout the project stages. The identification of potential active travel routes also considers appropriate distances and types of environments where users are likely to travel actively.

The types of active travel routes identified are as follows:

- **High quality active travel routes**, in line with *Cycling by Design 2021* guidance requirements, for example between Kinross and Milnathort.
- **Quiet streets**, where routes are prioritised for walking, wheeling and cycling through access only for residents, emergency vehicles and deliveries.
- **Minor active travel improvements**, including NCN improvements, signage, road markings, resurfacing, footway widening and cutting back of overhanging vegetation.

Active travel routes have been identified between key settlements such as Kinross, Milnathort, Crook of Devon and Glenfarg. Cross-boundary routes have also been proposed between Kinross-shire and the neighbouring local authorities of Fife and Clackmannanshire.

Progression of the active travel routes proposed will require further feasibility and concept design work. Some of these proposals will also require the purchase of third-party land and buy-in from neighbouring local authorities.



Source: Walking Cycling Climate Action Ltd, Albert Place Stirling



Source: Arup, Connswater Community Greenway

# Masterplan Development

## Interventions

### Active Travel Junction/ Crossing Improvements

Numerous junction and crossing improvements have been proposed throughout Kinross-shire. This has been based on findings from the desktop study and site visit, alongside feedback received from key stakeholder discussions and the community-wide survey. Within this feedback many specific locations and types of crossing improvements were identified.

Interventions identified include the following:

- **Improvements to existing junction and crossing facilities**, including junction re-design at the Kinross M90 junction, priority crossings for active travel users and relocation of existing crossing points across key settlements.
- **Identification of new crossing facilities**, including controlled road crossings and dropped kerbs and tactile paving throughout key settlements.

These improvements strive to ensure better actual and perceived safety, inclusivity, connectivity and route continuity for active travel users of all ages and abilities throughout Kinross-shire.

Many of these interventions are also considered to be ‘quick wins’ that could be delivered at a low cost and short timescale by PKC. However, interventions such as redesign of the Kinross/ M90 junction are likely to be longer term aspirations that will require feasibility and design work, technical approvals, traffic modelling and buy-in from key stakeholders such as Transport Scotland.



Source: Transport Scotland Cycling by Design 2021- junction re-design visualisation



Source: Arup, example uncontrolled crossing improvements

# Masterplan Development

## Interventions

### Placemaking / Community Active Travel Facilities

Various placemaking and community active travel facilities throughout Kinross-shire were identified throughout the project stages. These interventions strive to create safer, more attractive, healthier, and inclusive places for both residents and visitors by increasing and diversifying the number of trips made by walking, wheeling, and cycling for everyday journeys.

The placemaking/ community interventions proposed are as follows:

- **Mobility Hubs** in line with COMO UK best practice, at key locations such as Kinross, Glenfarg and Portmoak.
- **Placemaking** improvements in Milnathort Town Centre.
- **Cycle storage** facilities in Kinross High Street.
- **Footwalk repair** along the Loch Leven Heritage Trail.

The next steps to deliver these interventions would be to undertake further feasibility and concept design work, alongside identifying and applying for funding sources. Potential national funding sources identified for these interventions include but are not limited to the Transport Scotland Active Travel Transformation Fund, Tactran Active Travel Behaviour Change and Access to Bikes programme, Paths for All Community Project Transition Fund, Cycling Scotland funding and the Scottish Government Place Based Investment Programme.



Source: COMO UK, Mobility Hub concept



Source: Lock It Safe, example cycle storage hub, Perth

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# Masterplan Development

## Interventions

### Travel Behaviour Change

In addition to the Kinross-shire wide interventions that relate to travel behaviour change, the potential for **utilising the Loch Leven Heritage Trail to deliver local active travel behaviour change initiatives** was identified.

Discussions with the Kinross-shire Committee and other key stakeholder workshops indicated the pride that the Kinross-shire community have in the Loch Leven Heritage Trail in terms of quality and usage by residents and visitors. Discussions with the Kinross Cycling Club in particular, implied that there is an opportunity to use the heritage trail for behaviour change initiatives such as cycle training for all ages, including school children, adults and the elderly, and led cycle rides.

The aim of this intervention would be to increase confidence among beginner cyclists in a traffic-free environment, and ultimately increase the uptake in cycling locally as a recreational activity and for everyday journeys.

It is considered that this intervention could be pursued and funded by organisations such as Transport Scotland, Tactran, Sustrans, Paths for All and Cycling Scotland, in collaboration with PKC.



Source: Bikeability



Source: Sustrans

# Masterplan Development

## Interventions

### Parking and Road Network Improvements

Several key issues relating to parking and the road network were identified during key stakeholder workshops and the community-wide survey. These included high vehicle speeds and parking causing obstructions to active travel users at specific locations.

The interventions considered to deliver the most positive impact for active travel users have been included as part of the Masterplan. These are as follows:

- **Parking formalisation** in key locations such as Milnathort and Glenfarg.
- **Traffic calming measures** through Cleish and Scotlandwell.
- **Road network improvements** along the B9097 between Gairneybank and Crook of Devon, which may include road resurfacing, traffic calming measures and speed limit reductions through settlements.

It is acknowledged that whilst the interventions identified above will bring benefits for active travel users, these improvements will benefit all road users and are not measures specific to just walking, wheeling and cycling. This has been reflected in the prioritisation scoring summarised throughout the remainder of this section and in **Appendix D**.

Next steps to deliver these interventions include further feasibility and concept design work and commencing any technical approvals required such as Traffic Regulation Orders.



Source: Arup, example vehicle activated sign



Source: Sustrans, example 20mph speed limit

# Masterplan Development

## Prioritisation and Phasing

A prioritisation and phasing exercise has been undertaken to prioritise the intervention list and inform the delivery of the Masterplan. This consisted of the development of **prioritisation criteria** (see [page 36](#)) which has been used to score and prioritise the **location-specific interventions** to inform a phasing and delivery plan for the Masterplan.

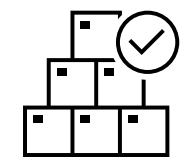
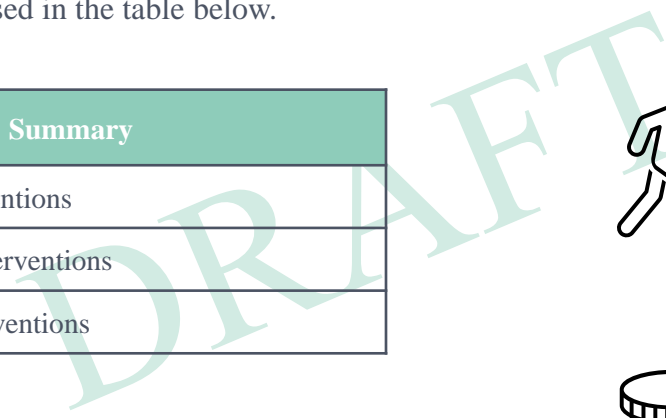
Following the prioritisation scoring, the location-specific interventions have been split into three phases. The criteria for each phase is summarised in the table below.

	Scoring range	Summary
<b>Phase 1</b>	33 to 40	High priority interventions
<b>Phase 2</b>	25 to 32	Medium priority interventions
<b>Phase 3</b>	Less than 25	Lower priority interventions

The Kinross-shire wide interventions (see [page 29](#)) were not included as part of this prioritisation exercise. This is due to their lack of suitability to scoring against the prioritisation criteria and the lack of information against key criteria such as land ownership and cost. However, their importance within the wider context of Kinross-shire is recognised, therefore it is recommended that these proposals are progressed in parallel with the location-specific interventions.

‘Quick wins’ have also been identified from the intervention list. These are interventions estimated to be lower cost (less than £250,000), short delivery timescale (0-1 years) and located within the PKC adopted road boundary. These interventions can be prioritised by the PKC Traffic and Network team in the short term.

The Kinross-shire wide interventions, interventions for each Masterplan phase and ‘quick wins’ are presented throughout the remainder of this section.



# Masterplan Development

## Prioritisation and Phasing

### Prioritisation criteria

Criteria	Sub-criteria	Low score =1	Medium score =3	High score =5
<b>1. Alignment with Project Objectives</b>		This intervention is considered to be in alignment with less than 2 of the masterplan objectives.	This intervention is considered to be aligned with at least 2 of the masterplan objectives.	This intervention is considered to be aligned with more than 2 of the masterplan objectives.
<b>2. Connectivity to Key Facilities</b>		The intervention does not improve connectivity to any key local facilities.	The intervention improves connectivity to at least one key local facility.	The intervention improves connectivity to multiple key local facilities.
<b>3. Community Engagement / Level of community / stakeholder support</b>	<b>3a. Engagement Sessions/ Big Place Conversation Responses</b>	The intervention has a low or unknown level of support from the community / stakeholders as this was not referenced during engagement sessions.	The intervention has some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has high level of support from the community / stakeholders as this was referenced multiple times across numerous engagement sessions.
	<b>3b. Online Community-Wide Survey Responses</b>	The intervention was not referenced within the online survey responses.	The intervention was referenced at least once within the online survey responses.	The intervention was referenced multiple times within the survey responses.
<b>4. Land Ownership</b>		The majority of the intervention is likely to be out-with the PKC road adoption or land ownership area, and / or requires multiple other landowner agreements.	The majority of the intervention is likely to be within the PKC road adoption or land ownership area, and / or is likely to require at least 1 other landowner agreement.	The intervention is likely to be entirely within the Perth and Kinross road adoption or land ownership area.
<b>5. Cost</b>		The intervention is high cost (>£1,500,000).	The intervention is medium cost (£500,000 - £1,500,000).	The intervention is low cost (<£500,000).
<b>6. Funding</b>		The intervention requires multiple sources of funding, or there are no identified funding sources.	The intervention requires securing funding from an external source.	The intervention requires no external funding/ only PKC / Tactran or existing community funding source.
<b>7. Timescales</b>		The intervention is considered to be a longer-term aspiration which is likely to be delivered in 3-5 years.	The intervention is considered to be an intervention which can be delivered in a medium (1-3 years) timescale.	The intervention is considered to be an intervention which can be delivered in a short (0-1 years) timescale.

# Masterplan Development

## Prioritisation and Phasing

### Kinross-shire Wide Interventions

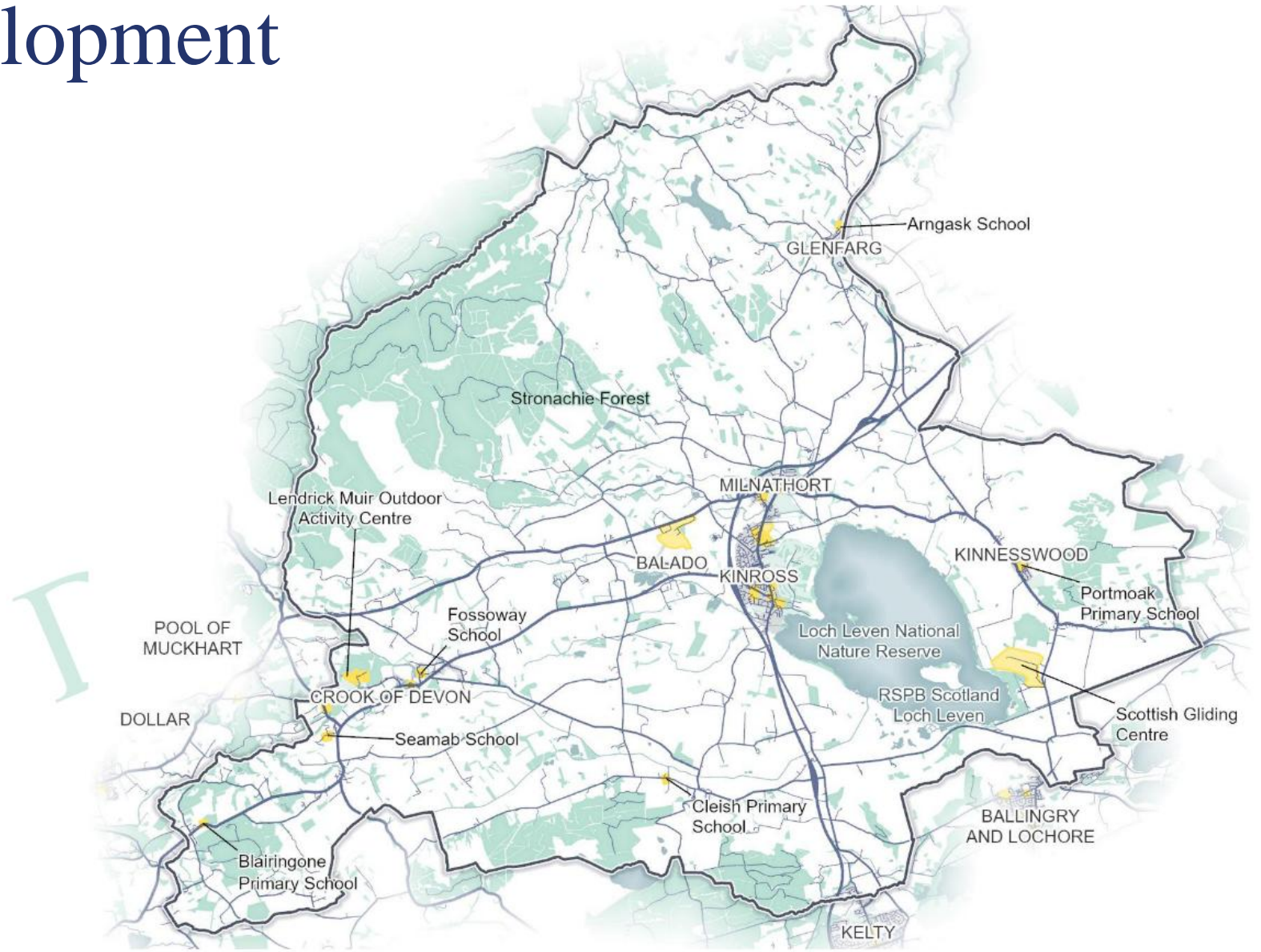
Intervention	Type	Summary	Description
1	Kinross-shire Wide	Kinross-shire active travel mapping tool	Creation of Kinross-shire active travel mapping tool which summarises all existing walking, wheeling and cycling routes throughout Kinross-shire. This could be used to map all existing Kinross-shire active travel routes, then undertake a gap analysis and feasibility work with the aim of joining up existing active travel routes.
2	Kinross-shire Wide	Safe Routes to School to all Kinross-shire schools	Safe Routes to School between key settlements and all schools across Kinross-shire. This may include signage and wayfinding, resurfacing, road markings and segregated active travel infrastructure where feasible.
3	Kinross-shire Wide	Speed limit reductions in residential locations and nearby key facilities	Traffic calming measures and lowering speed limits will make opportunities for walking, wheeling and cycling safer and encourage greater uptake. The lowering of speed limits could occur around residential areas, schools and healthcare facilities.
4	Kinross-shire Wide	Existing crossing facility improvements	Throughout Kinross-shire there are inadequate dropped kerbs and a lack of tactile surfaces at crossing points. Therefore, improvements with dropped kerbs and tactile paving are required across all built up areas throughout Kinross-shire.
5	Kinross-shire Wide	Improved signage and wayfinding of existing active travel routes	Clear signage and wayfinding which would make walking, wheeling and cycling routes more visible to residents.
6	Kinross-shire Wide	Secure cycle storage facilities at key destinations and public transport facilities	Installing secure cycle storage facilities at key destinations and public transport interchanges would encourage multi-modal transportation and offer convenient and attractive options for cyclists using public transport.
7	Kinross-shire Wide	Campaign and brand for walking, wheeling and cycling in Kinross-shire	A Kinross-shire active travel campaign and brand symbol that could feature on maps highlighting walking, wheeling and cycling routes. This should be consistent with active travel branding for Perth and Kinross and the wider Tayside region.
8	Kinross-shire Wide	Improved maintenance of footways and other active travel routes	Fallen debris and overgrown vegetation can make footways, footpaths and key cycle routes slippery and are often not gritted during the winter months meaning they aren't accessible. Numerous active travel routes could be widened significantly by cutting back vegetation.
9	Kinross-shire Wide	Integrating bikes and buses	The integration of bikes and buses on public and community bus services. This may include retrofitting buses to incorporate cycle storage, the use of 'bike socks' (covers) and the provision of cycle parking at bus stops and stations.

# Masterplan Development

## Prioritisation and Phasing

### Kinross-shire Wide Interventions

Intervention	Summary
1	Kinross-shire active travel mapping tool
2	Safe Routes to School to all Kinross-shire schools
3	Speed limit reductions in residential locations and nearby key facilities
4	Existing crossing facility improvements
5	Improved signage and wayfinding of existing active travel routes
6	Secure cycle storage facilities at key destinations and public transport facilities
7	Campaign and brand for walking, wheeling and cycling in Kinross-shire
8	Improved maintenance of footways and other active travel routes
9	Integrating bikes and buses



# Masterplan Development

## Prioritisation and Phasing

### Phase 1

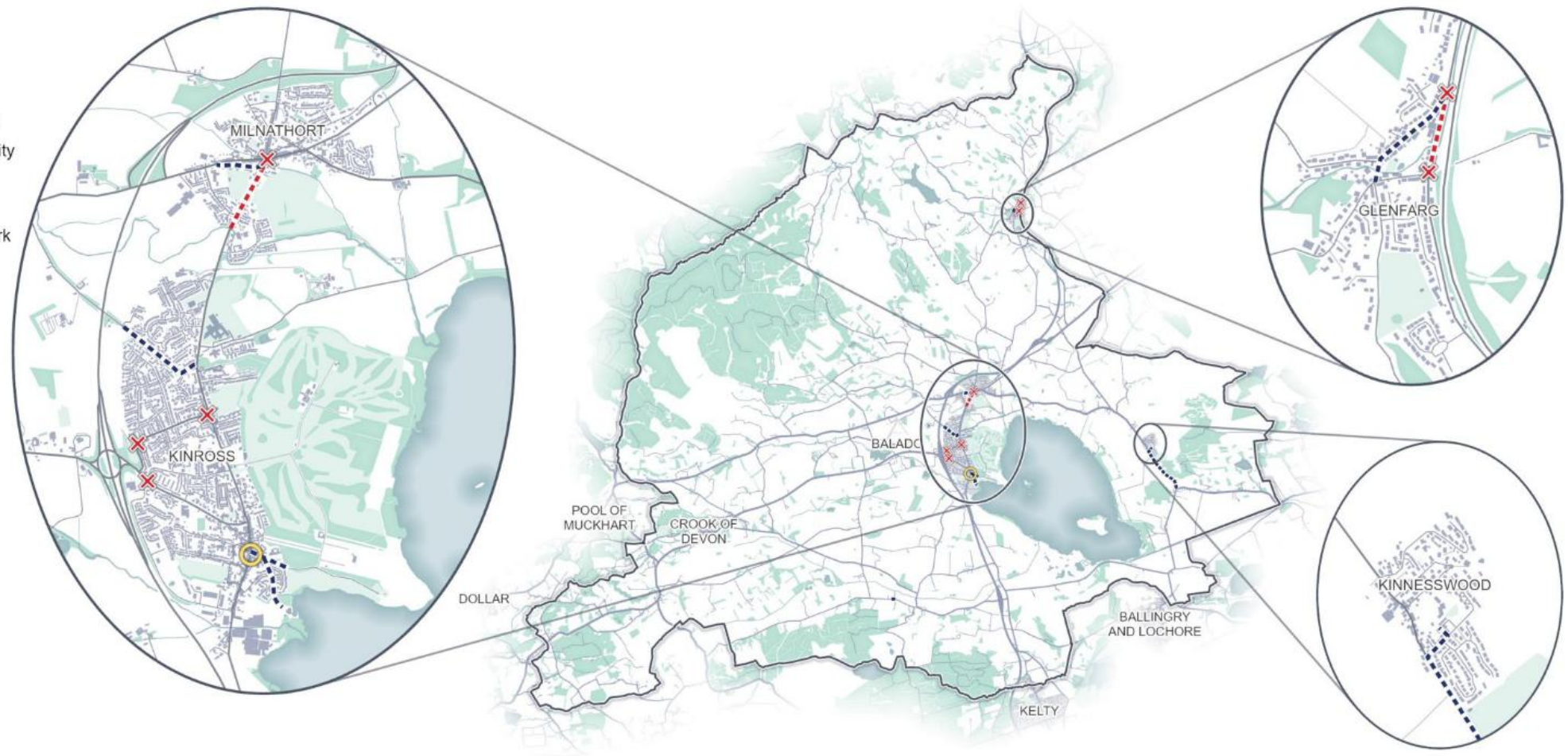
Intervention	Type	Summary	Description	1. Alignment with Project Objectives	2. Connectivity to Key Facilities	3. Community Engagement / Level of Community and Stakeholder Support		4. Land Ownership	5. Cost	6. Funding	7. Timescales	Total
						3a. Engagement Sessions/ Big Place Conversation Responses	3b. Online Community-Wide Survey Responses					
1	Active Travel junction / crossing improvements	Existing crossing improvements on Stirling Road, New Road and South Street in Milnathort	Provision of safe crossing points for children accessing Milnathort Primary School and users accessing Milnathort centre.	5	5	5	5	5	5	5	5	40
2	Active Travel junction / crossing improvements	Existing crossing improvements at Station Road/ Junction Road junction and Ochil View in Kinross	Crossing improvements including dropped kerbs and tactile paving and controlled crossing facilities which deliver priority for walking wheeling and cycling.	5	5	5	3	5	5	5	5	38
3	Active Travel junction / crossing improvements	Existing crossing improvements in Glenfarg	Crossing improvements at Greenbank Road/ B996 Main Street junction and Ladeside Road/ B996 Main Street junction.	5	5	5	3	5	5	5	5	38
4	Active Travel Routes	Active travel minor improvements along Gallowhill Road in Kinross	Minor improvements including footway widening, cutting back overhanging vegetation and provision of controlled crossing points at key desire lines.	5	3	3	5	5	5	5	5	36
5	Active Travel Routes	Active travel minor improvements along Burns-Begg Street, Kirkgate and Pier Road in Kinross	Minor improvements including active travel signage, resurfacing and road markings. This would provide dedicated active travel access from Kinross High Street to Loch Leven.	5	5	3	3	5	5	5	5	36
6	Active Travel Routes	Active travel improvements between Scotlandwell and Kinnesswood	Active travel improvements including footway widening through Scotlandwell, widening of Kilmagad Wood active travel facility and improved crossing facilities in Kinnesswood.	5	5	5	5	3	5	5	3	36
7	Active Travel Routes	Footway widening through Cleish	Footway widening where feasible through Cleish to provide more space for walking and wheeling and improve active travel access to Cleish Primary School and Cleish Village Hall.	5	5	3	3	5	5	5	5	36
8	Active Travel Routes	Sustrans School Street to Milnathort Primary School	Sustrans School Street along Church Street providing walking, wheeling and cycling only access to Milnathort Primary School during school pick-up and drop-off times.	5	5	5	3	5	5	3	3	34
9	Active Travel Routes	One-way system and active travel improvements along Greenbank Road in Glenfarg	One-way system and active travel improvements along Greenbank Road, including a Mixed Traffic Street and footway resurfacing and widening where feasible.	5	5	3	3	5	5	5	3	34
10	Active Travel junction / crossing improvements	New crossing facility along Springfield Road in Kinross	Controlled crossing facility and improved visibility along Springfield Road to the north of Wilson Court.	3	3	3	5	5	5	5	5	34
11	Active Travel junction / crossing improvements	Relocate and improve existing crossing point on Springfield Road in Kinross	Relocate and improve existing crossing point on Springfield Road at the junction by Muirs to further down Springfield Road away from the junction.	3	3	3	5	5	5	5	5	34
12	Placemaking / community active travel facilities	Cycle storage facility in Kinross High Street	Provision of safe and secure bike storage along Kinross High Street. Sheltered where feasible.	5	5	3	3	5	5	3	5	34
13	Parking and Road Network improvements	Parking formalisation along South Street in Milnathort	Parking formalisation will reduce the impact of parked vehicles along South Street on active travel users. This will include road markings to create parking bays, and control measures, which will require a Traffic Regulation Order.	3	5	5	3	5	5	5	3	34
14	Parking and Road Network improvements	Formalised parking and measures to prevent footway parking in Glenfarg	Parking formalisation including road markings to create parking bays and parking control measures, which will require a Traffic Regulation Order. Footway parking along the Main Street in particular is narrowing available space for active travel users.	3	5	5	3	5	5	5	3	34

# Masterplan Development

## Prioritisation and Phasing

### Phase 1

-  Study Area
-  Active travel junction / Crossing improvements
-  Placemaking / Community active travel facilities
-  Active travel routes
-  Parking and road network improvements





# Masterplan Development

## Prioritisation and Phasing

### Phase 2

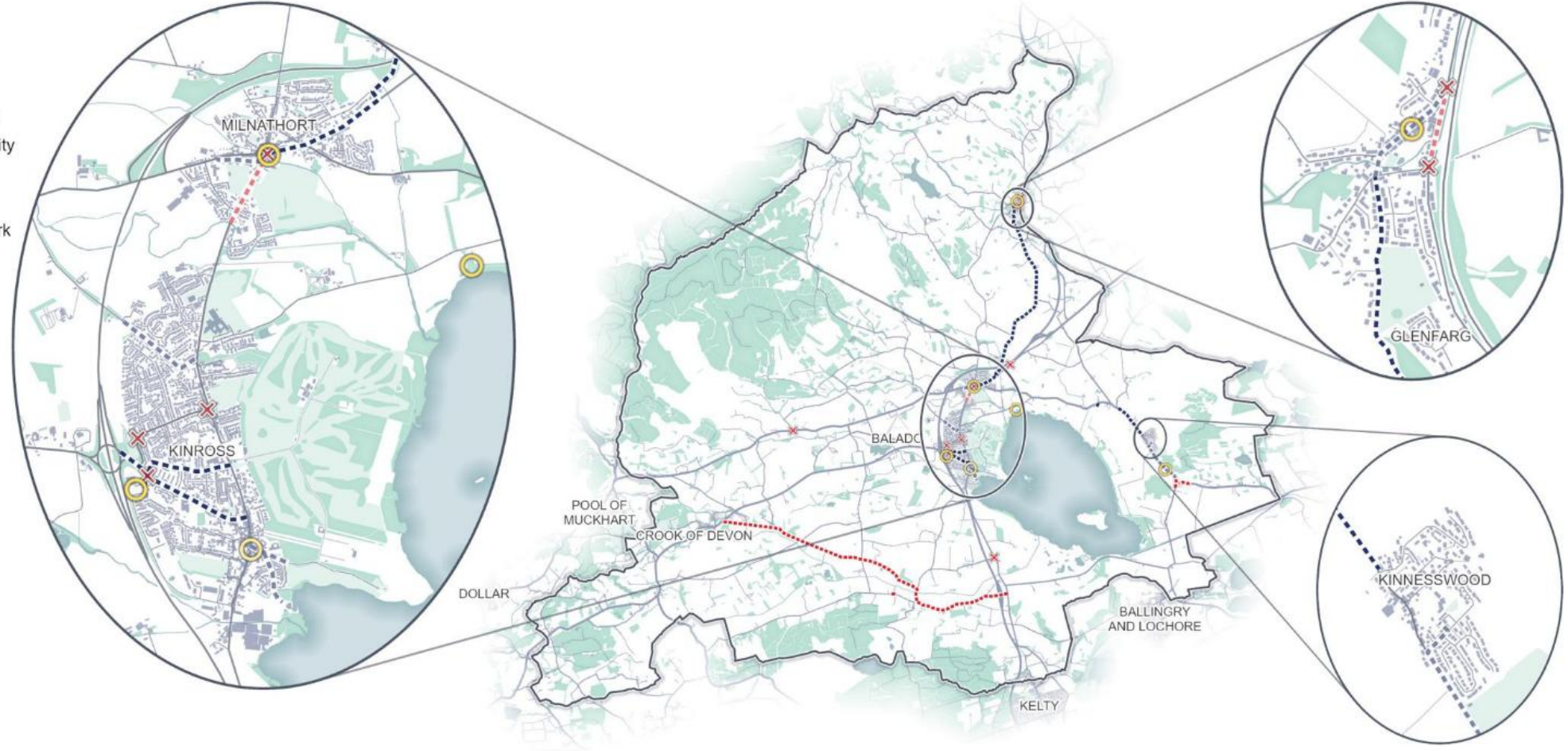
Intervention	Type	Summary	Description	1. Alignment with Project Objectives	2. Connectivity to Key Facilities	3. Community Engagement / Level of Community and Stakeholder Support		4. Land Ownership	5. Cost	6. Funding	7. Timescales	Total
						3a. Engagement Sessions/ Big Place Conversation Responses	3b. Online Community-Wide Survey Responses					
15	Active Travel Routes	Active travel minor improvements between Kinross junction and Kinross Park and Ride	Minor improvements along existing footpath including resurfacing, wayfinding and cutting back overhanging vegetation to provide an attractive active travel connection between the Kinross junction and Kinross Park and Ride.	5	3	3	1	5	5	5	5	32
16	Active Travel Routes	Minor improvements between Wester Balgedie and Kinnesswood	Minor improvements to existing active travel route including signage, cutting back vegetation and removing access barriers for inclusivity.	5	3	3	3	3	5	5	5	32
17	Active Travel junction / crossing improvements	New crossing facility between Milnathort and Mawcarse	New crossing facility where the footway moves from the west to the east of the carriageway.	3	3	3	3	5	5	5	5	32
18	Placemaking / community active travel facilities	Mobility Hub at Kinross Park and Ride	Mobility Hub at Kinross Park and Ride using COMO UK best practice. This may include facilities such as high-quality cycle storage, shared bike facilities, real-time information and placemaking.	5	5	5	3	5	3	3	3	32
19	Placemaking / community active travel facilities	Loch Leven Heritage Trail footwalk repair	Repair footwalk to the north of the Loch Leven Heritage Trail to improve accessibility.	5	3	3	3	5	5	3	5	32
20	Placemaking / community active travel facilities	Glenfarg Village Mobility Hub	Village Mobility Hub at Glenfarg Village Hall using COMO UK best practice. This may include amenities such as a café and shared bike facilities. This could be implemented on a wider scale across Kinross-shire	5	5	5	1	5	5	3	3	32
21	Active Travel Routes	High quality active travel route between Kinross Park and Ride and Kinross High Street	High quality active travel route along B918 between Kinross Park and Ride and Kinross High Street, following Cycling by Design guidance.	5	5	3	3	5	3	3	3	30
22	Active Travel Routes	Quiet street along Ochil View / Green Road in Kinross	Quiet street which prioritises walking, wheeling and cycling and provides resident, blue badge, delivery, and emergency vehicle access only. This provides an opportunity to reduce through traffic (through signage improvements only), alongside traffic calming measures and placemaking (additional cost).	5	3	3	1	5	5	5	3	30
23	Active Travel Routes	Improvements to the National Cycle Network Route 775 between Glenfarg and Milnathort	Improvements to the National Cycle Network Route 775 between Glenfarg and Milnathort which may include resurfacing, improved road markings and signage and wayfinding.	5	5	5	3	5	1	3	3	30
24	Active Travel junction / crossing improvements	New crossing facility in Gairneybank	Provide a safe crossing point for residents at the B996/ Hatchbank Road junction in Gairneybank.	3	3	1	3	5	5	5	5	30
25	Active Travel junction / crossing improvements	New crossing facility to Carnbo community hall	Crossing facility providing safe active travel access to Carnbo community hall.	3	3	3	1	5	5	5	5	30
26	Placemaking / community active travel facilities	Placemaking improvements in Milnathort centre	Introduction of additional seating, planters and permanent cycle parking in Milnathort centre to create an attractive environment for residents and visitors.	5	3	3	1	5	5	3	5	30
27	Travel Behaviour Change	Loch Leven Heritage Trail behaviour change events	Utilise the Loch Leven Heritage Trail to deliver behaviour change events such as cycle training and led walks and cycle rides.	5	3	3	1	5	5	3	5	30
28	Parking and Road Network improvements	Traffic calming along Main Street and Leslie Road in Scotlandwell	Traffic calming measures including vehicle activated signage and speed humps, which will make opportunities for walking, wheeling and cycling safer and encourage greater uptake.	3	3	3	3	5	5	5	3	30
29	Parking and Road Network improvements	Road network improvements along B9097 between Gairneybank and Crook of Devon	Road network improvements which would improve conditions for cyclists may including road resurfacing, traffic calming measures and speed limit reductions through settlements.	3	3	5	1	5	5	5	3	30
30	Active Travel Routes	Active travel minor improvements between Loch Leven's Larder and the Loch Leven Heritage Trail.	Minor improvements including resurfacing and wayfinding which will improve active travel accessibility between Loch Leven's Larder and the Loch Leven Heritage Trail.	3	3	3	1	3	5	5	5	28
31	Placemaking / community active travel facilities	Portmoak Hall Village Mobility Hub	Village Mobility Hub at Portmoak Hall using COMO UK best practice. This may include amenities such as a café and shared bike facilities.	5	3	3	1	5	5	3	3	28
32	Parking and Road Network improvements	Traffic calming through Cleish	Introduction of traffic calming measures through Cleish , which may include speed humps, speed cushions and vehicle activated speed signage.	3	3	1	3	5	5	5	3	28

# Masterplan Development

## Prioritisation and Phasing

### Phase 2

-  Study Area
-  Active travel junction / Crossing improvements
-  Placemaking / Community active travel facilities
-  Active travel routes
-  Parking and road network improvements



# Masterplan Development

## Prioritisation and Phasing

### Phase 3

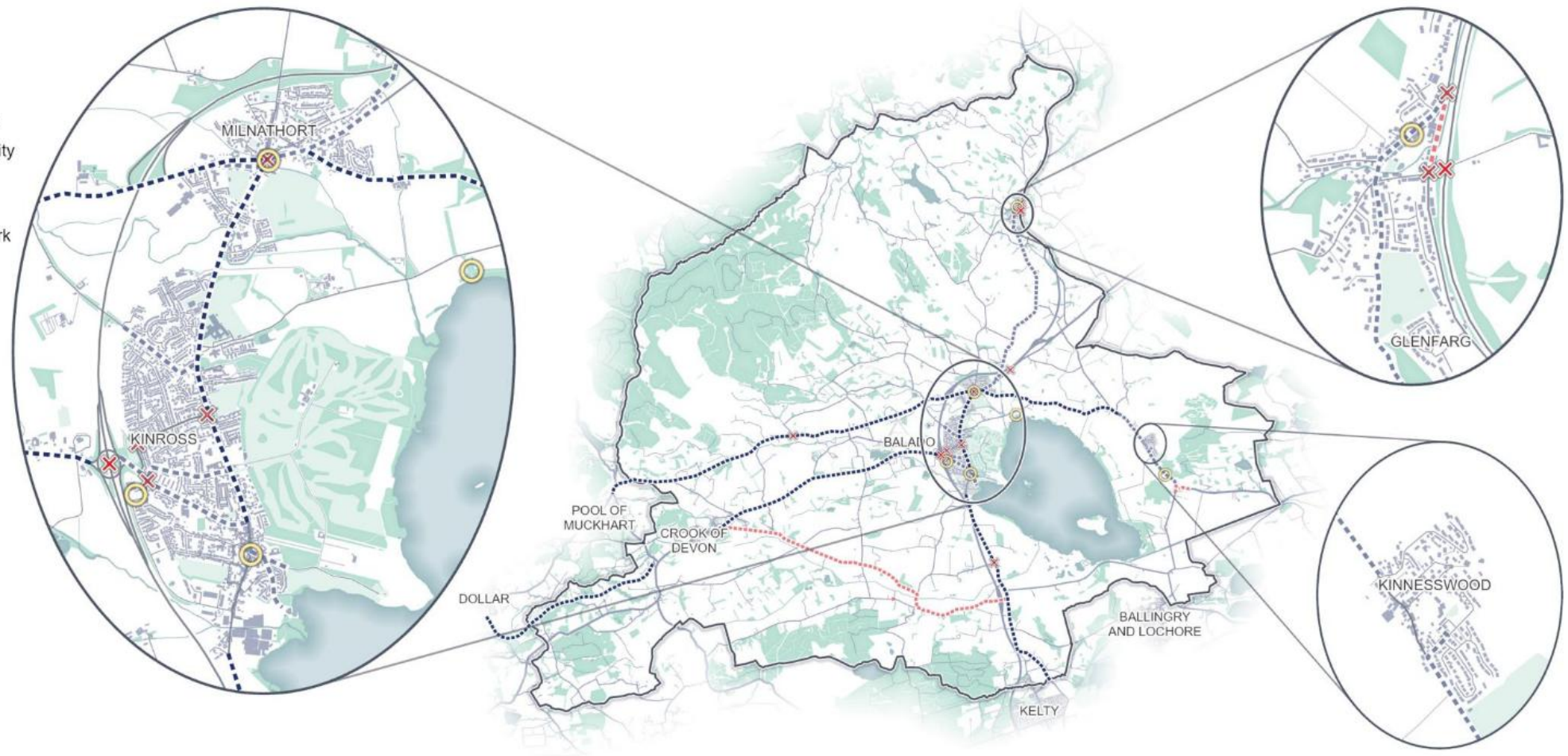
Intervention	Type	Summary	Description	1. Alignment with Project Objectives	2. Connectivity to Key Facilities	3. Community Engagement / Level of Community and Stakeholder Support		4. Land Ownership	5. Cost	6. Funding	7. Timescales	Total
						3a. Engagement Sessions/ Big Place Conversation Responses	3b. Online Community-Wide Survey Responses					
33	Active Travel Routes	Cross-boundary active travel route between Kinross-shire and Fife	High quality active travel route along the B996 between High Street in Kinross and Black Road in Keltly, following Cycling by Design guidance.	5	3	5	5	1	1	3	1	24
34	Active Travel Routes	High quality active travel route between Kinross and Milnathort	High quality active travel route along the B996 between B918 Station Road in Kinross and Church Street in Milnathort, following Cycling by Design guidance.	5	5	5	3	1	1	3	1	24
35	Active Travel Routes	High quality active travel route between Kinross and Crook of Devon	High quality active travel route along A977 between Kinross junction and Crook of Devon, following Cycling by Design guidance.	5	5	5	3	1	1	3	1	24
36	Active Travel junction / crossing improvements	Active travel junction improvements at the M90 / Kinross Junction	Active travel improvements including a clearly defined active travel route, controlled crossing facilities and clear signage and wayfinding. This intervention will improve active travel access through the junction and better east-west connectivity.	5	5	3	3	3	1	3	1	24
37	Active Travel Routes	High quality active travel route between Wester Balgedie and Milnathort	High quality active travel route along A911 between Wester Balgedie and Milnathort via Loch Leven's Larder, following Cycling by Design guidance.	5	5	3	3	1	1	3	1	22
38	Active Travel junction / crossing improvements	Existing footbridge improvements in Glenfarg	Footbridge improvements in line with Cycling by Design guidance, including increasing parapet height and amending the distance between bollards for wheelchair users.	3	3	1	1	3	5	3	3	22
39	Active Travel Routes	Cross-boundary active travel route between Kinross-shire and Clackmannanshire	High quality active travel route along the A91 between Milnathort and Pool of Muckhart, following Cycling by Design guidance.	5	3	3	3	1	1	3	1	20
40	Active Travel Routes	Cross-boundary off-road active travel route between Rumbling Bridge and Dollar	Cross-boundary, off-road active travel route along the disused railway line between Rumbling Bridge and Dollar which would provide a high-quality, traffic-free active travel facility between Kinross-shire and Clackmannanshire, following Cycling by Design guidance.	5	3	3	3	1	1	3	1	20

# Masterplan Development

## Prioritisation and Phasing

### Phase 3

-  Study Area
-  Active travel junction / Crossing improvements
-  Placemaking / Community active travel facilities
-  Active travel routes
-  Parking and road network improvements



# Masterplan Development

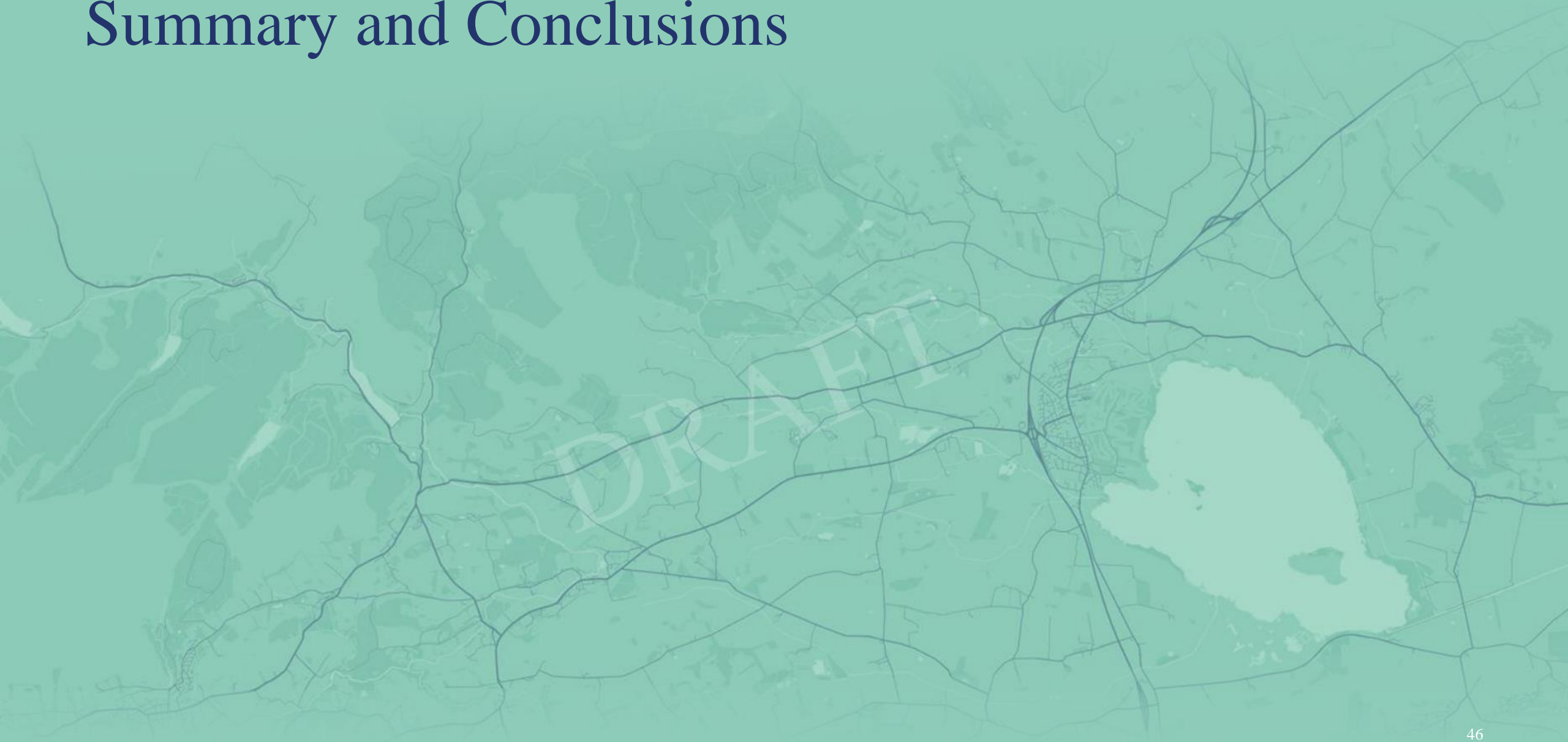
## Prioritisation and Phasing

### ‘Quick wins’

Intervention	Type	Summary	Description
1	Active Travel junction / crossing improvements	Existing crossing improvements on Stirling Road, New Road and South Street in Milnathort	Provision of safe crossing points for children accessing Milnathort Primary School and users accessing Milnathort centre.
2	Active Travel junction / crossing improvements	Existing crossing improvements at Station Road/ Junction Road junction and Ochil View in Kinross	Crossing improvements including dropped kerbs and tactile paving and controlled crossing facilities which deliver priority for walking wheeling and cycling.
3	Active Travel junction / crossing improvements	Existing crossing improvements in Glenfarg	Crossing improvements at Greenbank Road/ B996 Main Street junction and Ladeside Road/ B996 Main Street junction.
4	Active Travel Routes	Active travel minor improvements along Gallowhill Road in Kinross	Minor improvements including footway widening, cutting back overhanging vegetation and provision of controlled crossing points at key desire lines.
5	Active Travel Routes	Active travel minor improvements along Burns-Begg Street, Kirkgate and Pier Road in Kinross	Minor improvements including active travel signage, resurfacing and road markings. This would provide dedicated active travel access from Kinross High Street to Loch Leven.
7	Active Travel Routes	Footway widening through Cleish	Footway widening where feasible through Cleish to provide more space for walking and wheeling and improve active travel access to Cleish Primary School and Cleish Village Hall.
10	Active Travel junction / crossing improvements	New crossing facility along Springfield Road in Kinross	Controlled crossing facility and improved visibility along Springfield Road to the north of Wilson Court.
11	Active Travel junction / crossing improvements	Relocate and improve existing crossing point on Springfield Road in Kinross	Relocate and improve existing crossing point on Springfield Road at the junction by Muirs to further down Springfield Road away from the junction.
16	Active Travel Routes	Active travel minor improvements between Kinross junction and Kinross Park and Ride	Minor improvements along existing footpath including resurfacing, wayfinding and cutting back overhanging vegetation to provide an attractive, off-road active travel connection between the Kinross junction and Kinross Park and Ride .
18	Active Travel junction / crossing improvements	New crossing facility between Milnathort and Mawcarse	New crossing facility where the footway moves from the west to the east of the carriageway.
20	Placemaking / community active travel facilities	Loch Leven Heritage Trail footwalk repair	Repair footwalk to the north of the Loch Leven Heritage Trail to ensure accessibility for all users.
24	Active Travel junction / crossing improvements	New crossing facility in Gairneybank	Provide a safe crossing point for residents at the B996/ Hatchbank Road junction in Gairneybank.
25	Active Travel junction / crossing improvements	New crossing facility to Carnbo community hall	Crossing facility providing safe active travel access to Carnbo community hall.

\*These interventions have been extracted from the full intervention list and have been identified as ‘quick wins’.

# Summary and Conclusions



# Summary and Conclusions

## Overview

PKC appointed Arup to develop an Active Travel Masterplan for Kinross-shire. The goal was to develop proposals that improve local environments, enrich quality of life for local communities and improve people’s wellbeing by providing facilities that support movement by active travel.

The proposals identified throughout the Kinross-shire Active Travel Masterplan were informed by the key project stages including a targeted desktop study, site visit, engagement including key stakeholder workshops and findings from an online community-wide survey.

The highlights from the Masterplan are as follows:

- **Active travel routes**, including improvements to existing NCN routes, quiet streets and high-quality, cross-boundary routes between key settlements and neighbouring local authorities Fife and Clackmannanshire.
- **Active travel junction / crossing improvements**, including junction re-design proposals at the Kinross / M90 junction, improvements to existing crossing facilities and new crossing facilities across Kinross-shire.
- **Placemaking / community active travel facilities**, including Mobility Hubs, placemaking and cycle storage facilities at key locations.

Delivery of the Masterplan will bring a wide range of positive impacts for the local area. The prioritisation and phasing of the interventions identified through this Masterplan will also be utilised to inform the planning and delivery of active travel infrastructure throughout Kinross-shire.

Next steps in relation to delivery will vary based on the intervention. Some interventions, such as the ‘quick wins’ could be progressed in the short-term by the PKC Traffic and Network team, whereas other interventions will require further feasibility, design work, land ownership considerations and technical approvals to progress.

Potential funding sources for the Masterplan interventions include but are not limited to existing PKC Traffic and Network funding, regional funding such as the Tactran Active Travel Behaviour Change and Access to Bikes Grant, and national funding such as the Sustrans NCN Improvements and Signage Fund, Sustrans Places for Everyone Fund and Transport Scotland Active Travel Transformation Fund.



Source: Arup

# References

1. Census Scotland (2011). Method of Travel to Work or Study, Distance of Travel to Work or Study and Datashine Commute.
2. Cycling Scotland (2024). Open-Source Data.
3. Department for Transport (2024). Department for Transport STATS19 Collision Data.
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9. Perth and Kinross Council (2023). Big Place Conversation – Let’s Talk Transport.
10. Perth and Kinross Council (2024). Kinross-shire, Almond and Earn Local Action Plan.
11. Perth and Kinross Council (2024). Active Travel Strategy for Perth and Kinross.
12. Scottish Household Survey (2021). Perth and Kinross and Tactran- reasons to travel.
13. Scottish Index of Multiple Deprivation (2020).
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15. Sustrans (2024). Network Planning Tool Scotland.
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17. Tayside and Central Scotland Transport Partnership (2024). Tactran Regional Transport Strategy 2024-2034.



# Appendices



# Appendix A

## Desktop Scrapbook

DRAFT

# Kinross-shire Active Travel Masterplan

Desktop Scrapbook

DRAFT

# Contents

## 1. Background

- Kinross-shire Fact File

## 2. Policy and Strategy Review

- Tactran Regional Transport Strategy 2024-2034 (Draft for Consultation)
- PKC Let's Talk Transport Main Issues Report
- Tactran Regional Active Travel Network
- Kinross-shire, Almond and Earn Local Action Plan
- Glenfarg and Surrounding Area Action Plan for Active Travel and Sustainable Transport
- Living Streets Kinross Community Street Audit Report
- Perth and Kinross Active Travel Strategy

## 3. Baseline Data Review

- Census Scotland 2011 Data
- Collision Data
- Sustran Network Planning Tool
- Scottish Index of Multiple Deprivation
- Scottish Household Survey Data
- Cycling Scotland
- Baseline Mapping

# 1. Background

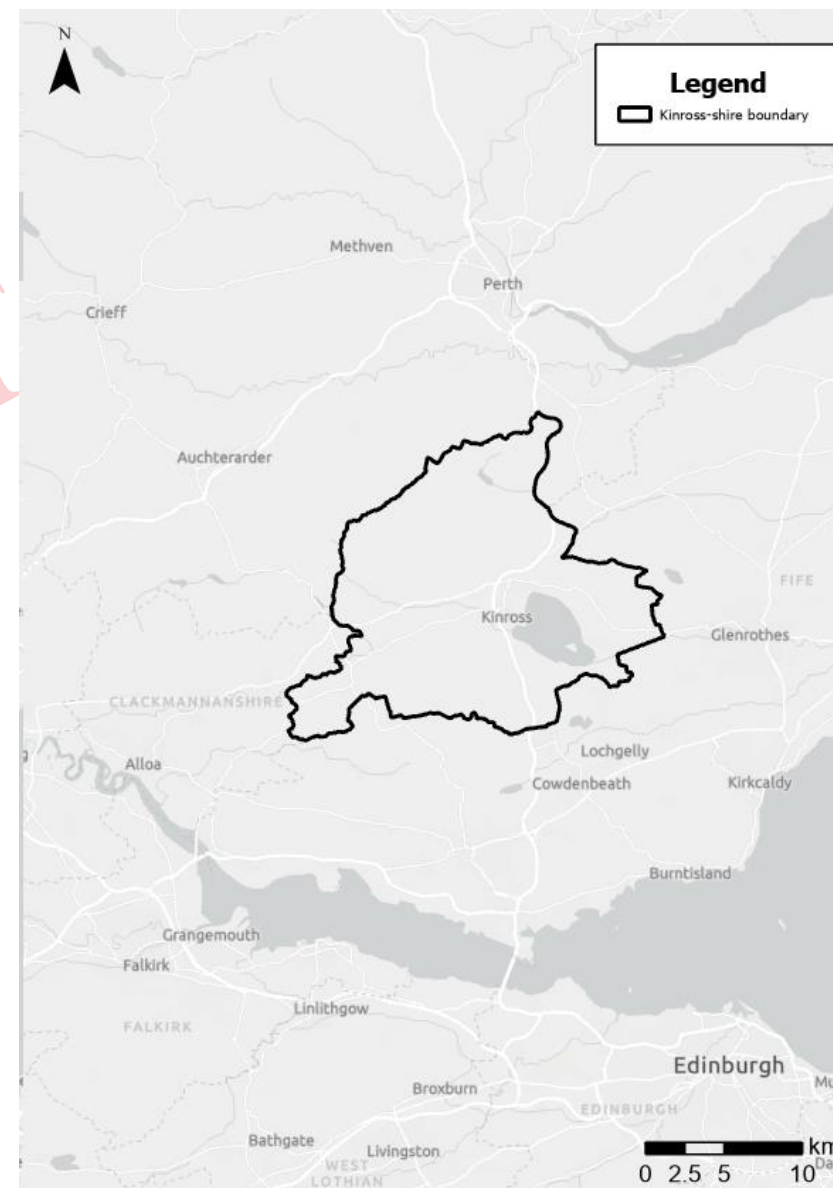
Arup has been appointed by Perth and Kinross Council to produce an Active Travel Masterplan for the area of Kinross-shire. This includes the towns of Kinross, Milnathort, Glenfarg and Crook of Devon.

The ward has an area of approximately 26 square kilometres and the population is estimated to be around 14,630<sup>1</sup>.

This document provides the findings and analysis from the key elements of the desktop review stage.

Documents and data reviewed includes:

- Local Transport and Planning Policy
- Baseline data, including Census data, movement flows and accident statistics.
- Mapping, including OS Mapping and the Scottish Index for Multiple Deprivation.

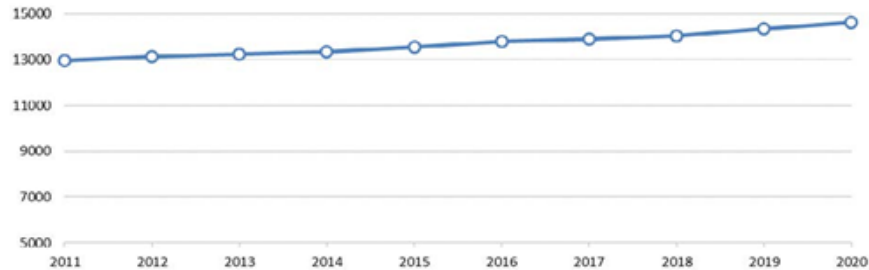


<sup>1</sup> Population Mid-Year Estimates 2020 (www.statistics.gov.scot)

# 1. Background

## Kinross-shire Fact File

Population size: ~14,630



Kinross-shire population between 2011 and 2020

### Key education centres:

- Arngask Primary School (~81 pupils)
- Cleish Primary School (~39 pupils)
- Fossoway Primary School (~87 pupils)
- Kinross Primary School (~472 pupils)
- Milnathort Primary School (~214 pupils)
- Portmoak Primary School (~117 pupils)
- Kinross High School (~953 pupils)

### Main features:

- Loch Leven National Nature Reserve
- Kinross Golf Club
- Milnathort Golf Club
- Glen Devon Woodlands
- M90

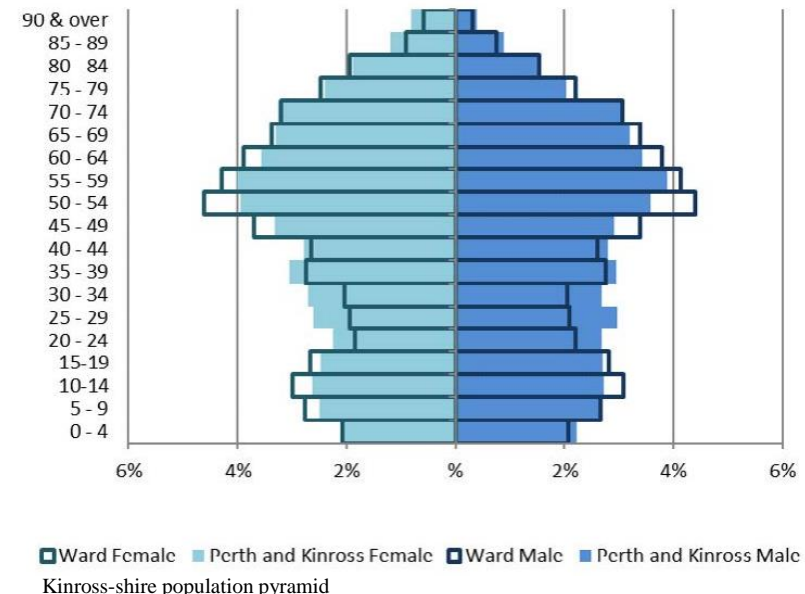
### Main employment industries:

- Human health and social work activities (~869 people)
- Education (~578 people)
- Construction (~549 people)

### Key medical facilities:

- Loch Leven Health Centre
- Orwell Practice
- St. Serf's Practice

**Demographics:** The ward has a notably higher proportion of those aged 45-64 years a notably lower proportion of those aged 20-39 years compared to Perth and Kinross.



# 2. Policy and Strategy Review

## Tactran Regional Transport Strategy 2024-2034 (Draft for Consultation)

The Regional Transport Strategy (RTS) is a partnership plan identifying the strategic transport priorities for the Angus, Dundee City, Perth and Kinross and Stirling Council areas. It provides a unique and complementary role to support both local and national strategies.

### Summary Points:

- 67.3% of people in Perth and Kinross live in rural areas, many of whom are dependent on strategic routes to access jobs, services and healthcare.
- Approximately 12% of the population of Perth and Kinross are in the lowest 20% SIMD data zones for access.
- 3.23% of Perth and Kinross are in the lowest 20% SIMD data zones for health.
- Average car kilometres driven per person per year is 12,547km in Perth and Kinross.
- 60% of trips made by those living in the region are by car.
- Approximately 20% of jobs in the region cannot be accessed within 60 minutes by public transport by the working age population.
- 29% of the population never walk as a means of transport, 30% never for pleasure.
- 57% of people in the 20% most deprived areas regularly walk for recreation compared to 78% of people in the least deprived areas.

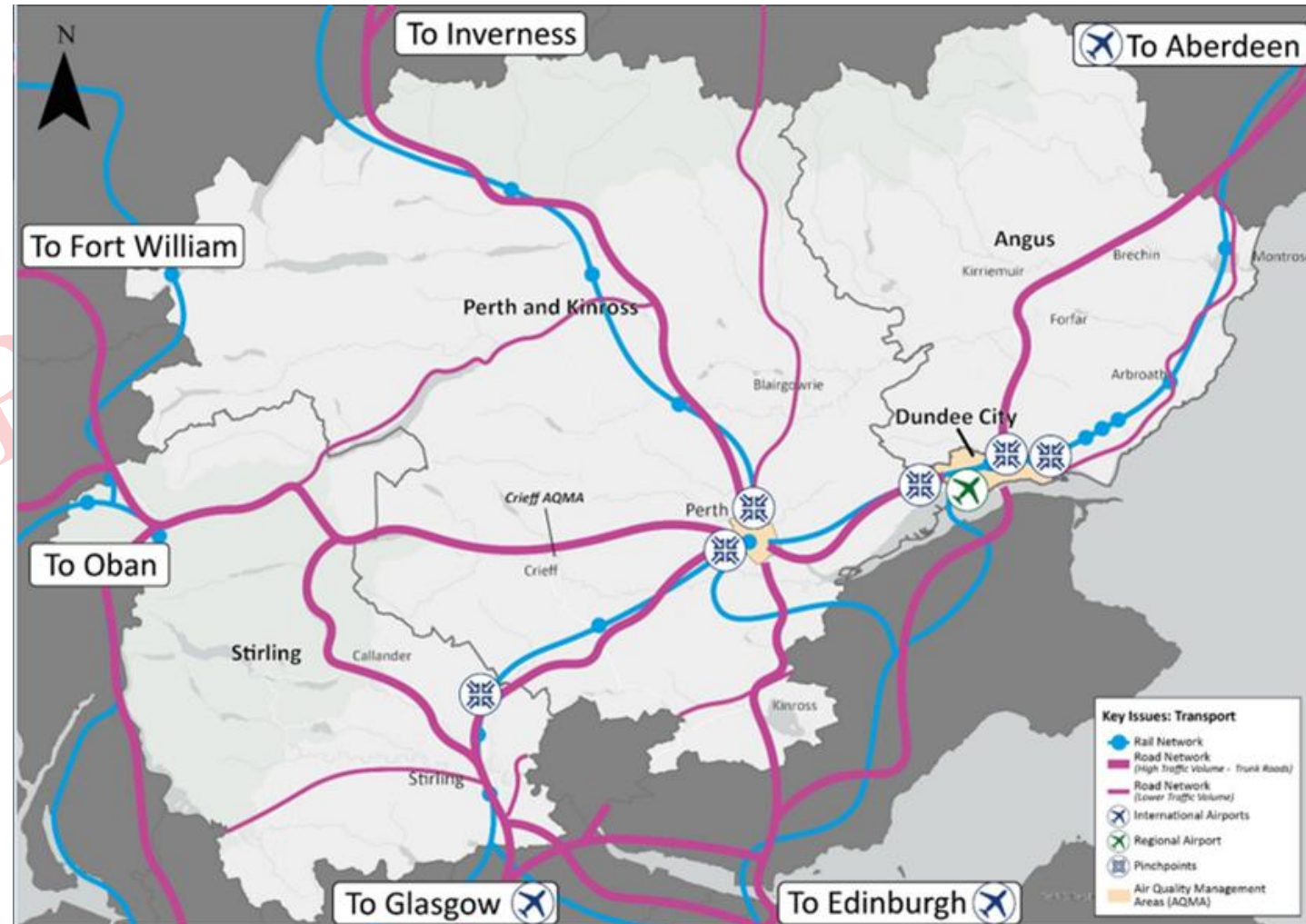
Strategic Objectives	Outcomes (Summarised)	Delivery Theme
To take climate action	Reduce greenhouse gas emissions	<a href="#">Reducing the need to travel by car through the location of development and services</a> <a href="#">Influencing travel choices and behaviour</a> <a href="#">Decarbonising transport</a>
	Modal shift to more sustainable modes of travel	
	Reduce car kilometres driven	
	Ensure our transport networks are resilient	
To improve health and wellbeing	Reduce fatalities and injuries	<a href="#">Improving safety</a> <a href="#">Improving the accessibility &amp; security of our transport networks</a> <a href="#">Improving network resilience</a>
	Improve air quality	
	Improve ability for older people, rural and disadvantaged communities to access healthcare	
	Improve ability for the most vulnerable to access social activities	
	Increase levels of physical activity	
To reduce inequalities	Improve ability for young people, and disadvantaged & rural communities to access jobs, education and services	<a href="#">Improving sustainable travel opportunities</a>
To help deliver sustainable, inclusive economic growth	Reliable inter and intra-regional journey times for public transport and freight	<a href="#">Improving access to public transport</a> <a href="#">Improving strategic connectivity</a>
	Improve ability for young and disadvantaged communities to access jobs, education and training (as above)	

# 2. Policy and Strategy Review

## Tactran Regional Transport Strategy 2024-2034 (Draft for Consultation)

Public feedback concluded that the main transport issues in the region were:

- Addressing the impacts and causes of climate change.
- Availability and cost of transport to access jobs, education and services.
- Impact of traffic: many communities are located on trunk roads and are subject to the traffic volumes these routes bring.
- The ability of people with disabilities to use transport networks. Nearly 9% of people within the region are limited a lot by long term health problems or disabilities.





# 2. Policy and Strategy Review

## Tactran Regional Transport Strategy 2024-2034 (Draft for Consultation)

Transport Strategic Targets (relevant to active travel)

Outcome (summary)	Outcome (detailed)	Indicator
Modal shift to more sustainable modes of travel.	Personal travel: increase the share of trips made by sustainable modes such as walking, cycling and public transport.	Mode share: main mode of travel.
Reduce car kilometres driven	Reduce car kilometres driven.	Car kilometres travelled on roads.
Reduce fatalities and injuries	Improve road safety for vulnerable users (pedestrians, cyclists, children and older people)	<ul style="list-style-type: none"> <li>• people killed</li> <li>• people seriously injured</li> <li>• children (aged &lt;16) killed</li> <li>• children (aged &lt;16) seriously injured</li> <li>• pedestrians killed or seriously injured</li> <li>• cyclists killed or seriously injured</li> <li>• motorcyclists killed or seriously injured</li> <li>• road users aged 70 and over killed or seriously injured</li> <li>• road users aged between 17 and 25 killed or seriously injured.</li> <li>• Percentage of motorists driving/riding within the posted speed limit.</li> <li>• The casualty rate for the most deprived 10% SIMD areas compared to the least deprived 10% SIMD areas.</li> </ul>
Increase levels of physical activity	<p>Pedestrian and cycle counts in least affluent SIMD data zones.</p> <p>Mode share travel to school in least affluent SIMD data zones.</p> <p>Improved ability to access active leisure facilities and green space least affluent SIMD data zones.</p>	<p>Limited data available. SHS includes ‘Adults (16+) - frequency of walking in previous 7 days. This question could be repeated in a separate survey aimed at the region’s least affluent areas</p> <p>Sustrans Hands Up Survey data available.</p> <p>Percentage of population within the least affluent SIMD data zones within a 5-minute walk of their local green or blue space. Percentage of the population within the least affluent SIMD data zones able to access a public leisure centre by public transport within 30 minutes and 60 minutes by public transport.</p>

## 2. Policy and Strategy Review

### Tactran Regional Transport Strategy 2024-2034 (Draft for Consultation)

Actions set out by the strategy for rural areas (small towns, villages, countryside) relating to active travel.

Action	How agencies may apply the action
Action 4: All agencies will promote awareness and advantages of sustainable travel.	Behavioural change campaigns to promote active and sustainable travel across Travel to Work Areas and/or nationally. Promoting bike hire schemes.
Action 12: Roads and planning authorities will improve the accessibility and security of the street environment.	Step free routes and appropriate crossing facilities to public transport interchange points; local centres (ie within 20min neighbourhoods) and key services. Seating. Lighting and reviewing the design of the public realm to improve security. Signage and wayfinding.
Action 15: Tactran, the Councils and the National Park Authorities will improve walking and cycling opportunities.	Connected neighbourhoods, enabling people to access local facilities, including mobility and public transport hubs, by walking and cycling. Cycle hire schemes, increasing access to cycles through cycle hire schemes (whether that be conventional or electric cycles).
Action 16: Tactran and the Councils will promote active and sustainable access to schools.	i) Safer routes to schools – improving walking and cycling routes to schools, including reducing traffic speeds around schools. ii) School exclusion zones – limiting traffic around schools at peak times to improve safety and air quality for children. iii) Cycle parking; cycle training and improving access to bikes.
Action 21: Tactran and the Councils will work with respective partners to provide and improve public transport interchanges.	Mobility hubs link a number of transport services within a community to improve access via different modes to enable your onward journey. This usually means improving the ability to access bus services by e.g. car and bicycle parking; bike hire; walking and cycling links; demand responsive bus services.

## 2. Policy and Strategy Review

### PKC Let's Talk Transport Main Issues Report

#### Key Points:

- Perth and Kinross Council's Corporate Plan 2022-27 (December 2022) includes a list of local, regional and national strategies and plans which set out the context for how to deliver the priorities contained in the Corporate Plan. A Mobility Strategy has been identified as a key strategy in delivering two Corporate Plan priorities: tackling climate change; and a stronger and greener economy.
- The Mobility Strategy is one of three place-based strategies which shape how places develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan.
- The Mobility Strategy, often known as a local transport strategy, will set out Perth and Kinross Council's vision for managing and developing the transport network over a minimum period of 10 years.
- Following public consultation, the mobility strategy is expected to be finalised in Summer 2024.

#### Sustrans Perth Cycling and Walking Index (2021):

- 57% of residents walk five or more times a week
- 5% of residents cycle five or more times a week
- 80% of residents feel walking is safe around Perth and Kinross
- 17% of residents cycle a minimum of once a week

## 2. Policy and Strategy Review

### PKC Let's Talk Transport Main Issues Report

The Mobility Strategy aims to support a variety of national, regional, and local strategies and policies

Policy/Strategy	Aims
National Planning Framework 4	<ul style="list-style-type: none"> <li>• Sustainable places</li> <li>• Liveable places</li> <li>• Productive places</li> </ul>
Scotland's public health priorities	<ul style="list-style-type: none"> <li>• Live in vibrant, healthy and safe places and communities</li> <li>• Have good mental wellbeing</li> <li>• Have a sustainable, inclusive economy with equality of outcomes for all</li> <li>• Eat well, have a healthy weight and are physically active</li> </ul>
Scotland's Road Safety Framework to 2030	<ul style="list-style-type: none"> <li>• 50% reduction in people killed and seriously injured (relative to the 2014-2018 average)</li> </ul>
National Transport Strategy 2 Priorities	<ul style="list-style-type: none"> <li>• Reduce inequalities</li> <li>• Take climate action</li> <li>• Help deliver inclusive economic growth</li> <li>• Improve health and wellbeing</li> </ul>
Scotland Climate Change Plan 2018-2032	<ul style="list-style-type: none"> <li>• Net zero by 2045</li> <li>• Reduce car kilometres by 20% by 2030</li> </ul>
Fairer Scotland Action Plan	<ul style="list-style-type: none"> <li>• A fairer Scotland for all</li> <li>• Ending child poverty</li> <li>• A strong start for all young people</li> <li>• Fairer working lives</li> <li>• A thriving third age</li> </ul>

# 2. Policy and Strategy Review

## PKC Let's Talk Transport Main Issues Report

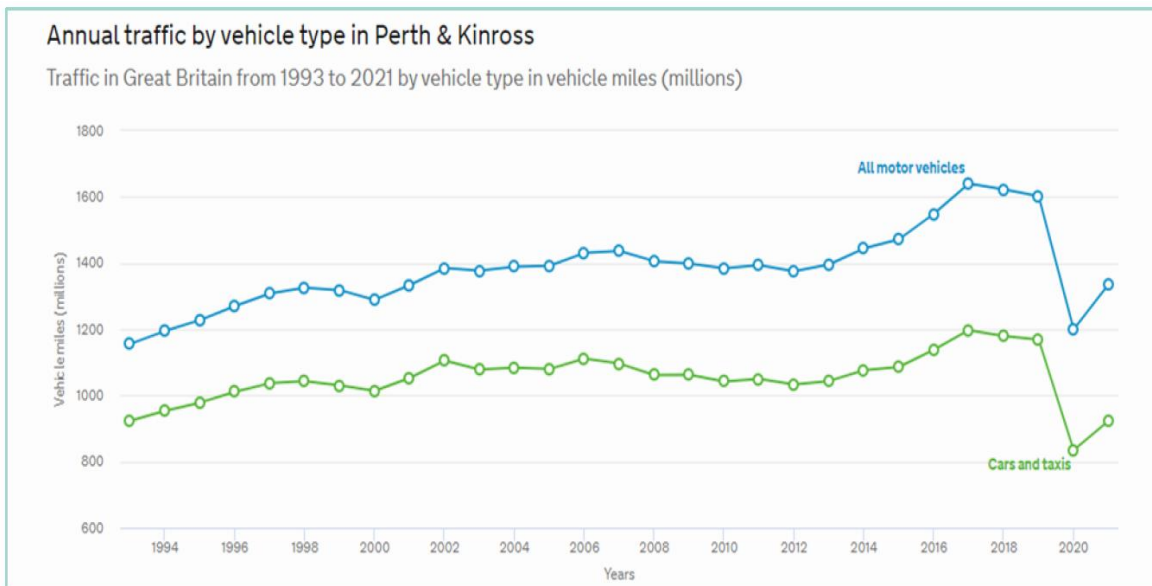
### Key points:

- Over the next 10 years (2018-2028), Perth and Kinross has a projected population net increase of 1%.
- Perth and Kinross’s population has a car kilometre average of 12,547km per person per year. This is above Scotland’s national average of 6,723km per person per year.

	Percentage of Trips	
Trips within Perth and Kinross	Less than 10km 69%	More than 10km 31%

### Local interventions delivered by Perth and Kinross Council to encourage active travel:

- 20 mph limits around several residential areas
- School exclusion zones
- Playable routes to school
- Improved road crossings



In order to achieve a 20% reduction in car kilometres, represented by the green line in the figure above, nearly 30 years of growing car demand would need to be reversed.

### The Core Paths Plan:

The Plan for Perth and Kinross was adopted by the Council in early 2012 and was later revised in 2017. The Plan laid out a system of paths, totalling up to 2043km around the area. As walking is a key mode of travel across Perth and Kinross, these paths are highly utilised.

## 2. Policy and Strategy Review

### PKC Let's Talk Transport Main Issues Report

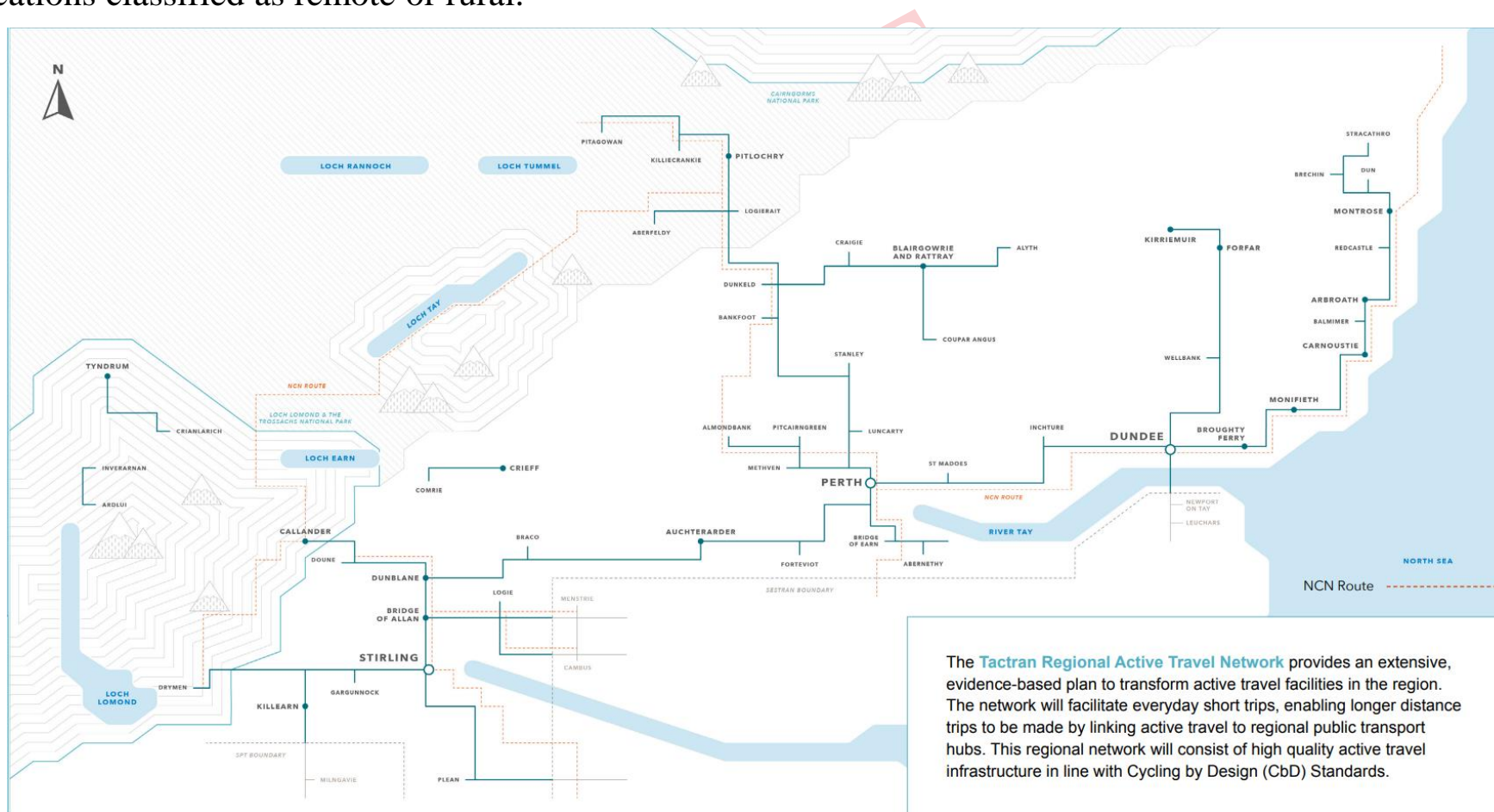
Existing Problems and Opportunities identified by PKC relating to active travel.

NTS Priority	Problem	Opportunity
Health and wellbeing	<ul style="list-style-type: none"> <li>• Lack of safe segregated active travel infrastructure</li> <li>• Car dominated streets</li> <li>• Physical health/obesity</li> <li>• Mental health</li> </ul>	<ul style="list-style-type: none"> <li>• Walkable/wheelable city centre and rural villages</li> <li>• Perth and Kinross walking statistics</li> <li>• Already existing rural services, GP's, schools, shops etc</li> <li>• Spatial planning</li> </ul>
Climate action	<ul style="list-style-type: none"> <li>• Lack of active travel infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Walkable/wheelable city centre and rural village centres</li> <li>• National Cycle Network</li> </ul>

## 2. Policy and Strategy Review

### Tactran Regional Active Travel Network

The Tactran Regional Active Travel Network provides an extensive, evidence-based plan to transform active travel provision in the region. The Tactran region features Angus, Dundee, Perth and Kinross, and Stirling Council local authority areas where there is a 63% urban and 37% rural split. Following the Scottish Government Urban Rural Classification, 29% of the population living within these areas are residing in locations classified as remote or rural.



The **Tactran Regional Active Travel Network** provides an extensive, evidence-based plan to transform active travel facilities in the region. The network will facilitate everyday short trips, enabling longer distance trips to be made by linking active travel to regional public transport hubs. This regional network will consist of high quality active travel infrastructure in line with Cycling by Design (CbD) Standards.

## 2. Policy and Strategy Review

### Tactran Regional Active Travel Network

#### Key findings from desktop review relevant to Kinross-shire:

- Connecting smaller settlements along route sections can enable shorter everyday trips to be made by active modes. This will allow active travel to be the mode choice for many.
- Stakeholder engagement was undertaken to allow for stakeholder conversations on their experience around the areas, settlements and active travel in the Tactran region.
- The network has been informed by a strong evidence base including desktop analysis and stakeholder engagement, however, further options appraisal work is required to determine final route alignment options. Moving forward, the web map allows for the status of individual routes to be updated as their development status changes. Future funding applications for individual routes can utilise the baseline data/evidence base that has informed the development of the regional active travel network.

#### Multi-criteria assessment:

- Fit with existing policy/strategy
- Access to key services, including healthcare, education, employment, public transport and town centres.
- Tourism and visitor locations enhance by routes.
- Demand and household or population density.
- Enabling the '20-minute neighbourhood' principle.
- Elevation
- Distance
- Reallocation of road space and supporting a reduction in vehicle kilometres.

#### Inclusivity:

- Elevation and distance noted as major barriers to making an active travel network inclusive.
- Connectivity to 'Keep Safe Places' throughout the region to ensure mobility impaired and other vulnerable groups have somewhere safe to go when in need.
- Facilitation of adapted cycle parking at key public transport interchanges as well as at any other key facilities.
- Design of routes should meet CbD standards, delineation for visually impaired people is very important as well as changes in materials to alert users of any potential dangers.
- Signage and wayfinding should be easy to understand and follow for all types of people, making it frequent and large enough for people to interpret.
- Reducing conflict of shared spaces through behaviour change initiatives and education to compliment the network.

#### Web map (desirable features to have incorporated into map):

- Local routes and links to understand relation to the network and where delivery could be aligned.
- Strategic development areas to ensure future proofing.
- Origin-destination and key trip generators data to understand where there is demand.
- Catchment areas for schools to ensure safe routes to schools are delivered.
- Areas of multiple deprivation.
- Greenspace and leisure destinations to boost visitors and improve health and wellbeing
- Trip end facilities and behaviour change initiatives.



# 2. Policy and Strategy Review

## Tactran Regional Active Travel Network

The following MCA was developed in collaboration with Tactran and stakeholders.

The table below outlines the scoring criteria used to prioritise the routes and shows the TPOs it aligns with.

		Take climate action	Improve health & wellbeing	Reduce inequalities	Deliver sustainable, inclusive economic growth	
		Low Score = 1	Medium Score = 3	High Score = 5	Alignment with TPOs	
Demand	Demand through Sustrans NPT	The route has an estimated demand for everyday trip (education, work, medical, local facilities etc.) of <50 daily	The route has an estimated demand for everyday trip (education, work, medical, local facilities etc.) of between 51-150 daily	The route has an estimated demand for everyday trip (education, work, medical, local facilities etc.) of >150 daily		
	Leisure attractions (AVLA stats)	The route passes no visitor or leisure attractions	The route passes a smaller scale visitor or leisure attraction (<150,000 per year)	The route passes a larger scale visitor or leisure attraction (>150,000 per year)		
Deliverability	Landownership	The route cannot be delivered within local authority land, and major landownership/permissions issues are likely to occur	The route can be delivered mostly within local authority land; however, some minor landownership/permissions issues may occur	The route can be delivered within local authority land, and no landownership/permissions issues are anticipated		
	Feasibility	The corridor in which the intervention is proposed is very constrained	The corridor in which the intervention is proposed is fairly constrained	The corridor in which the intervention is proposed is not constrained		
	Benefit Cost	The route has a BCR of <1	The route has a BCR of 1-2	The route has a BCR of >2		
	Funding	The intervention is not linked to another project with committed capital funding	The intervention is within the same local authority area or linked to another project with committed capital funding	The intervention is within the same settlement or linked to another project with committed capital funding		
	Maintenance	There is no maintenance currently undertaken within this corridor; therefore, a new maintenance budget would be required	There is maintenance required but this is likely to be minimal (cutting back vegetation, clearing debris, refuse collection)	There is already maintenance undertaken along this corridor therefore no new maintenance budget is required		
Social Equality	SIMD	This route passes mainly through areas of low socioeconomic deprivation, or relative affluence 8-10	The route passes mainly through areas of medium socioeconomic deprivation, linking residents to everyday activity destinations 4-7	The route passes mainly through areas of high socioeconomic deprivation, linking residents to everyday activity destinations 1-3		
	Car or van ownership	The intervention is in an area with >25% people without a car therefore the impact of active travel improvements will be lower in terms of economic hardship	The intervention is in an area with 25%-50% people without a car; therefore, the impact of active travel improvements will be medium in terms of economic hardship	The intervention is in an area with >50% people without a car; therefore, the impact of active travel improvements will be higher in terms of economic hardship		

# 2. Policy and Strategy Review

## Tactran Regional Active Travel Network

		Low Score = 1	Medium Score = 3	High Score = 5	Alignment with TPOs
Places	Healthcare	The route is >400m to the nearest healthcare facility(ies)	The route is up to 400m to the nearest healthcare facilities.	The route is directly linked to a healthcare facilities.	
	Town Centres	The route is >400m to the nearest town centre	The route is up to 400m to the nearest town centre	The route is directly linked to a town centre	
	Education	The route is >400m to the nearest education facility(ies)	The route is up to 400m to the nearest education facilities.	The route is directly linked to a education facility/ facilities.	
	Employment	The route is >400m to the nearest employment point	The route is up to 400m to the nearest employment point	The route is directly linked to a employment point	
	Future Development	The route is >400m to the nearest future development	The route is up to 400m to the nearest future development	The route is directly linked to a future development	
	Keep Safe Destinations	The route is >400m to the nearest keep safe destination	The route is up to 400m to the nearest keep safe destination	The route is directly linked to a keep safe destination	
	Existing Infrastructure	The route links to no existing infrastructure	The route links to existing infrastructure that would require upgrades to meet CbD Guidance	The route links to existing infrastructure that meets CbD Guidance	
	Greenspace/Leisure	The route is >400m to the nearest greenspace/leisure	The route is up to 400m to the nearest greenspace/leisure	The route is directly linked to greenspace/leisure	
Safety	Barriers	The intervention will provide minor benefits to overcoming barriers to active travel in the local area (Off-road and/or existing requires resurfacing and signage)	The intervention will provide moderate benefits to overcoming barriers to active travel in the local area (Minor Road and/or infrastructure existing but poor quality)	The intervention will provide major benefits to overcoming barriers to active travel in the local area (Major Road and/or no infrastructure existing)	
	Accidents	The intervention is not located in/or near an accident cluster (no accidents)	The intervention is located within 200m of an accident cluster (1-3 number of slight or serious accidents)	The intervention is located in, or at, an accident cluster (3+ number of slight or serious, or any fatal accidents)	
Public Transport	Bus Stops	The route is >1km to the nearest bus stop	The route is between 400m-1km to the nearest bus stop	The route is <400m to the nearest bus stop	
	Park and Ride	The route is >1km to the nearest Park & Ride	The route is between 400m-1km to the nearest Park & Ride	The route is <400m to the nearest Park & Ride	
	Rail	The route is >1km to the nearest railway station	The route is between 400m-1km to the nearest railway station	The route is <400m to the nearest railway station	
	Ferry Terminals	The route is >1km to the nearest ferry terminal	The route is between 400m-1km to the nearest ferry terminal	The route is <400m to the nearest ferry terminal	
Enjoyability	Topography	The route has an elevation difference of >50m	The route has an elevation difference of 10m-50m	The route has an elevation difference of <10m	
	Attractiveness	The intervention is located along a major road (A Road or Motorway etc.)	The intervention is located along a minor road (B Road or less busy A Road)	The intervention is located along an off-road quiet route or quiet country road	

## 2. Policy and Strategy Review

### Kinross-shire, Almond and Earn Local Action Plan

#### Key Points:

- There are many small villages throughout the locality of the area which are often remote and mean that some people need to travel long distances to access key services.
- The area is a popular place for young families to settle, explaining why it has the highest proportion of 0-19-year-olds in Perth and Kinross, comprising of 22.5% of the population.
- Some of the young people move away from the area for education and employment opportunities after leaving school resulting in fewer 20-34-year-olds (15.8%).
- 19% of the population are aged 65 and over.

#### Transport and Access

- Transport is a key issue impacting upon people in Kinross-shire.
- The access indicator which is calculated using travel time to key services has identified many areas of the locality as being in the top 10% most access deprived areas in Scotland.
- Car ownership/ access to a car is important for people living in the more rural parts of Kinross-shire. 6% of people living in Kinross-shire do not have access to a car which is lower than national average.
- Older people are less likely to have access to a car which can be a challenge for people to go to a supermarket or attend a medical appointment.

## 2. Policy and Strategy Review

### Kinross-shire, Almond and Earn Local Action Plan

Perth and Kinross have five Local Action Partnerships, each representing different area localities. Each partnership is comprised of representatives from public services, local community and councillors from the area.

Local Plan strategic objectives relevant to active travel:

Key issue identified	Community Plan strategic objective	What needs to change	Actions	Who
Transport in rural Kinross-shire presents a barrier to accessing services, leisure and employment opportunities	Promoting a prosperous, inclusive and sustainable economy Supporting people to lead independent, healthy and active lives	Local transport solutions need to be developed to allow rural communities to access services, leisure and employment opportunities.	<ul style="list-style-type: none"> <li>a. The Action Partnership to discuss issues and possible solutions with Perth and Kinross Council</li> <li>b. Share suggestions with other Action Partnerships as relevant.</li> </ul>	Perth and Kinross Council  Kinross-shire, Almond and Earn Action Partnership

## 2. Policy and Strategy Review

### Glenfarg and Surrounding Area Action Plan for Active Travel and Sustainable Transport

This Action Plan was developed following the feedback from a questionnaire designed and adapted from the Place Standard Tool and three in person workshops which were held in September 2023. All the outcomes were reviewed with six actions selected and explored in more detail.



The six key actions highlighted by the Action Plan

Priority	Topic	Action
1.	Road safety	Measures to address speeding issues (e.g. extension of 20mph zones, improved enforcement of speed limits and other traffic calming measures).
2.	Public transport	Support and sustain the community bus service in Glenfarg and surrounding areas including the expansion of some routes.
3.	Active travel	Create and improve connected active travel routes for both leisure and practical purposes that accommodate walking and wheeling and improve connections between villages in the area.
4.	Parking	Explore better parking solutions.
5.	Maintenance	Improved maintenance of pavement surfaces.
6.	Active travel	Establish a walking/cycling bus programme for the school and enhance safe communal travel among pupils.

# 2. Policy and Strategy Review

## Glenfarg and Surrounding Area Action Plan for Active Travel and Sustainable Transport

Overall responses and response rates highlighting key themes following on from engagement conversations and survey feedback are shown below:

Response rate: Many responses = over 20 people contributed feedback which included mention of this action or theme.  
 Some responses = 5 - 19 people.  
 Few responses = fewer than 5.

Category	Action Statement	Response Rate	Count	Category	Action Statement	Response Rate	Count
Accessibility	Recognise the challenges faced by individuals without personal transportation, particularly for hospital or GP appointments	Few responses	2	Active Travel (continued)	Develop and distribute a comprehensive map highlighting designated red routes, effectively disseminating information about available paths and destinations to encourage greater utilisation and awareness among the community	Few responses	2
	Declutter pavements to ensure unobstructed and safe pedestrian pathways	Few responses	2		Improved signposting of available walking routes	Few responses	2
Action	Conduct further community engagement to determine the requirements for promoting increased walking and cycling	Few responses	1		Resolve conflicts between road users and core paths by re-evaluating and re-designing the placement or structure of paths/pavements	Few responses	2
Active Travel	Create more and better connected safe active travel routes for both leisure and practical purposes that accommodate walking and wheeling which better connect the villages in the area (i.e. through Glenfarg tunnels/disused railways)	Many responses	39		Widen existing paths if possible	Few responses	2
	Facilitate constructive dialogues and cooperation with landowners to address concerns regarding dog access and pedestrian safety in fields, fostering mutual understanding and resolution of conflicts	Some responses	10		Advocate for the allowance of cycling on pavements, prioritising safety measures and regulations to ensure a safe environment for both pedestrians and cyclists	Few responses	1
	Offer and maintain community bikes and e-bikes	Some responses	8		Establish a walking/cycle bus program for the school to enhance safe and communal travel among students	Few responses	1
	Develop educational initiatives for both drivers and cyclists to improve road safety and mutual understanding, including schools and e-bikes (consult with Sustrans)	Some responses	7		Implement a bike service point within the village to cater to the needs of passing cyclists, especially during the busy summer season	Few responses	1
	Develop network of cycle paths and establish lanes where appropriate	Some responses	7		Install secure bike storage facilities at bus stops or transit hubs to accommodate and encourage multi-modal transportation, providing convenient options for cyclists using public transit	Few responses	1
	Enable and encourage youth-driven initiatives for cycle space development, providing support and resources for young people to create cycling facilities that promote learning and engagement in biking activities	Some responses	5		Offer a community electric tricycle alongside the e-bikes	Few responses	1
	Develop off road/mountain biking facilities	Few responses	4		Ensure existing core paths remain accessible	Few responses	1
	Develop group cycling opportunities such as a cycle club or the annual Big Bikes group rides and organise local area exploration trips, potentially aligning them with community events like coffee mornings, fostering engagement and promoting cycling activities within the area	Few responses	4		Community Facilities	Address the loss of essential facilities such as banks and post offices in Kinross by advocating for additional accessible services, reducing the need for extended travel to access essential amenities	Few responses
Advocate for and implement increased accessibility measures such as dropped kerbs to enable easier access	Few responses	2	Low Carbon		Facilitate the installation of electric vehicle (EV) infrastructure in Glenfarg to promote sustainable transportation and support the adoption of electric vehicles within the community	Few responses	4
					Maintenance	Improve maintenance of pavement surfaces	Some responses
					Enhance maintenance efforts for verges, footpaths, and vegetation, focusing on trimming trees and bushes obstructing road signs and ensuring safe pathways for pedestrians and cyclists in the community	Some responses	9
					Implement and enforce measures to address dog fouling issues, including increased monitoring, awareness campaigns, and penalties	Few responses	2
					Improve maintenance of the road repairing potholes routinely	Few responses	1

Summary of Action Plan

# 2. Policy and Strategy Review

## Glenfarg and Surrounding Area Action Plan for Active Travel and Sustainable Transport

Category	Action Statement	Response Rate	Count
Maintenance (continued)	Research and implement rewilding initiatives as a means of natural flood mitigation, studying and introducing ecological strategies to manage and reduce flood risks within the area	Few responses	1
	Improve management and maintenance of water drainage systems	Few responses	1
Parking	Explore better parking solutions	Some responses	15
	Address the issue of obstructive parking over dropped kerbs and on pavements	Some responses	5
	Assess and designate safe parking areas near Glen and ancient woodlands, ensuring accessibility for families and visitors to enjoy walks while prioritising safety, particularly for children	Few responses	2
Public Transport	Support and sustain the community bus service in Glenfarg and surrounding areas including the expansion of some routes	Many responses	43
	Enhance the reliability and frequency of commercial bus services	Many responses	39
	Enhance accessibility for wheelchair users on the new 55 service and prioritise improvements to ensure inclusive access on all public transportation	Few responses	4
	Introduce facilities so that the community buses can tow or carry bikes	Few responses	4
	Increase the use of double decker buses to accommodate more passengers efficiently, reducing congestion and promoting eco-friendly mass transportation by consolidating multiple car trips into one bus	Few responses	3
	Install additional bus stops at strategic locations such as Hayfield Road, Duncricvie (at the bottom of Duncricvie/Calford Brae), and Cuthill (on the opposite side of the road) to improve accessibility and convenience for public transport users in these areas	Few responses	3
	Advocate for the reinstatement of the St Andrews to Stirling bus service	Few responses	2
	Enhance cleanliness and maintenance standards on commercial buses to ensure a more pleasant and hygienic travel experience for passengers	Few responses	2
	Explore and develop more practical and flexible public transportation options that accommodate families with children, providing viable alternatives for car users in the community	Few responses	1
	Facilitate the implementation of a combined ticketing system that integrates the community bus service, streamlining access and providing convenience for passengers	Few responses	1
Promote and implement low carbon mini-bus transport	Few responses	1	

Category	Action Statement	Response Rate	Count
Public Transport (continued)	Display bus times at public places such as GP surgeries	Few responses	1
	Improve bus shelters to include real time information	Few responses	1
Road Layout	Implement a one-way system for Greenbank Road to improve traffic flow and enhance safety within the area, addressing concerns related to congestion and potential hazards	Few responses	2
Road Safety	Implement measures to address speeding issues for example extending 20 mph zones, speed reactive traffic lights, improved enforcement of speed limits, and other traffic calming measures sensitive to issues such as noise pollution (i.e. no speed bumps)	Many responses	50
	Manage heavy traffic flow from agricultural and commercial vehicles outside the village to ease congestion and improve safety for pedestrians and cyclists navigating the area.	Some responses	8
	Keep dogs on leads, particularly on public roads and while cycling, to prevent potential accidents and ensure the well-being of pedestrians and cyclists.	Few responses	4
	Install a pedestrian crossing at the village crossroads	Few responses	2
	Install a pedestrian crossing at Green Bank Road to the Avenue	Few responses	1
Safety	Improve lighting to enhance visibility and address visibility issues in the area	Few responses	1

### Summary of Action Plan

## 2. Policy and Strategy Review

### Living Streets: Kinross Community Street Audit Report

Living Streets are a UK charity for which aim to promote walking for everyday journeys.

Recorded assets and barriers on local streets and paths in Kinross that encourage/ discourage everyday walking with the needs of older and more vulnerable groups in mind.

The audit was driven by residents contacting the PKC transport team and councillors over issues such as the lack of safe accessible routes for wheelchair and mobility aid users.

Residents were specifically interested in the lack of dropped kerbs along routes to the Health Centre, local amenities and issues with two poorly maintained paths.

Barriers to accessing the GP surgery included:

Recommendations for improvements include:

Lack of dropped kerbs and tactile paving (particularly around the Primary School)

• Improving the dropped kerbs and tactile paving at the main entrances to the Primary School and along the main routes to the Health Centre.

Poor surface on path at Greenpark

• Cutting back the vegetation on the blind corner before the roundabout on Springfield Road near the north end of Wilson Court and adding 'beware pedestrians ahead' signs or adding a pedestrian crossing where the current island is installed.

Poor surface on path between Lomond Place and Gallowhill Road

• Upgrading the surfaces of the short paths at Greenpark and between Lomond Place and Gallowhill Road. This includes fixing the overhanging fence at Greenpark.



# 2. Policy and Strategy Review

## Living Streets: Kinross Community Street Audit Report

The Audit Report identified five issue groups which were allocated actions accordingly:

Area/Issue	Recommended Action	Level of Action Quick Win/ long Term	Responsibility/ Involvement
1 - Obstructions	<ul style="list-style-type: none"> <li>1 – Remove the two bollards from Bowton Road.</li> <li>2 – Move the grit box on Bowton Road.</li> <li>3 – Metal railings at Gallowhill Road, at the end of the path from Lomond Place.</li> <li>4 – Wheelie bins blocking footways, ensure these are left not blocking the footway.</li> </ul>	<ul style="list-style-type: none"> <li>1 – Quick win</li> <li>2 – Quick win</li> <li>3 – Quick win</li> <li>4 – Quick win</li> </ul>	PKC
2 – Footway Surfaces	<ul style="list-style-type: none"> <li>1 - Green Park path needs resurfaced.</li> <li>2 - Path between Lomond Place and Gallowhill Road needs resurfaced</li> </ul>	<ul style="list-style-type: none"> <li>1 – Long term</li> <li>2 – Long term</li> </ul>	PKC, housing developers and home owners in Green Wood.
4 – Footway Surfaces	<ul style="list-style-type: none"> <li>1 – Montgomery Road, level the dropped kerb in the disabled space.</li> <li>2 – Station Road, extend and repair the dropped kerb near the Primary School entrance.</li> <li>3 – Green Road, install a dropped kerb at the Costcutter shop.</li> <li>4 – Green Road, install a dropped kerb at the start of the Green Park path.</li> <li>5 – Springfield Road, install a dropped kerb at the junction with Springfield Park.</li> <li>6 – Gallowhill Road, extend and repair the dropped kerb at the end of the path from Lomond Place.</li> <li>7 – Repair the dropped kerbs on the Muirs kerbs at the junction of Lathro Park.</li> <li>8 – Repair the dropped kerbs on the Muirs kerbs at the junction of Gallowhill Road.</li> <li>9 – Repair the dropped kerbs on the Muirs kerbs at the junction of Broom Road.</li> <li>10 – Repair the dropped kerbs on the Muirs kerbs at the junction of Springfield Road.</li> <li>11 – Repair the dropped kerbs on the Muirs kerbs at the junction of Muirfield Grove.</li> <li>12 – Repair the dropped kerbs on the Muirs kerbs at the access to Green Hotel.</li> <li>12 – Repair the dropped kerbs on the Muirs kerbs at the junction of Green Road.</li> </ul>	<ul style="list-style-type: none"> <li>1 – Quick win</li> <li>2 – Quick win</li> <li>3 – Quick win</li> <li>4 – Quick win</li> <li>5 – Quick win</li> <li>6 – Quick win</li> <li>7 – Quick win</li> <li>8 – Quick win</li> <li>9 – Quick win</li> <li>10 – Quick win</li> <li>11 – Quick win</li> <li>12 – Quick win</li> </ul>	PKC
4 – Crossing Points	<ul style="list-style-type: none"> <li>1 – Pole next to telecoms box at Zebra crossing on Springfield to be moved along with tactile paving reconfiguring.</li> <li>2 – Fix drainage problem causing pooling at zebra crossing on Springfield.</li> <li>3 – Cut back foliage on the corner of Springfield Road near Wilson Court and the traffic island, to improve sight lines.</li> <li>4 – Install traffic calming measures on approaches to the traffic island on Springfield Road.</li> <li>5 – Install dropped kerbs and move parking sign at the build outs south of Green Road, near the RBS, to enable access to the bus stops</li> </ul>	<ul style="list-style-type: none"> <li>1 – Quick win</li> <li>2 – Quick win</li> <li>3 – Quick win</li> <li>4 – Long term</li> <li>5 – Quick win</li> </ul>	PKC, home owners in Wilson Court.
5 – Maintenance	<ul style="list-style-type: none"> <li>1 – Cut back the hedges along Gallowhill Road back to the original border, to increase footway width.</li> </ul>	<ul style="list-style-type: none"> <li>1 – Long term</li> </ul>	PKC, home owners on Gallowhill Road.



Crossing at Springfield Rd

## 2. Policy and Strategy Review

### Perth and Kinross Active Travel Strategy

This strategy has been developed to encourage, enhance and monitor active travel modes rather than motorised methods of transport. The strategy outlines the following objectives:

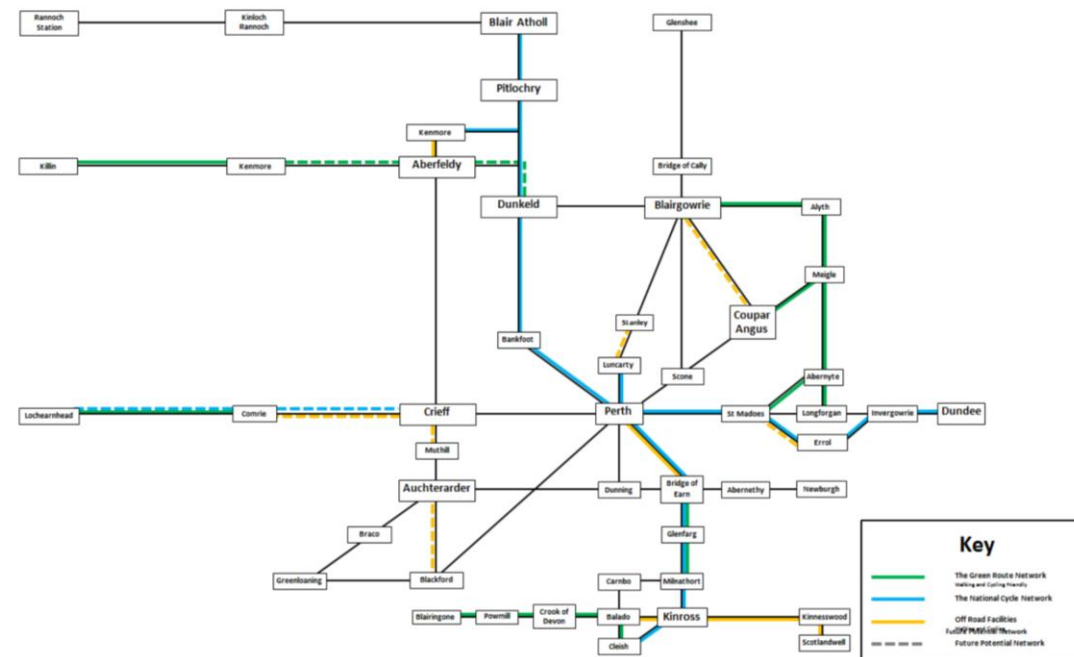
- Reduce the impacts of congestion, air pollution and severance of vehicular transport on Perth and Kinross Communities
- Provide a more socially inclusive transport system
- Improve public health
- Boost economic activity

It also outlines the following targets:

- Increase the number of journeys made my bike in Perth and Kinross as recorded in 2011 Census
- Increase the number of journeys made on foot across Perth and Kinross as recorded in 2011 Census
- Increase the proportion of residents of Perth and Kinross walking more than 30 minutes in one go per month by 5% by 2028 compared to the 2018 baseline

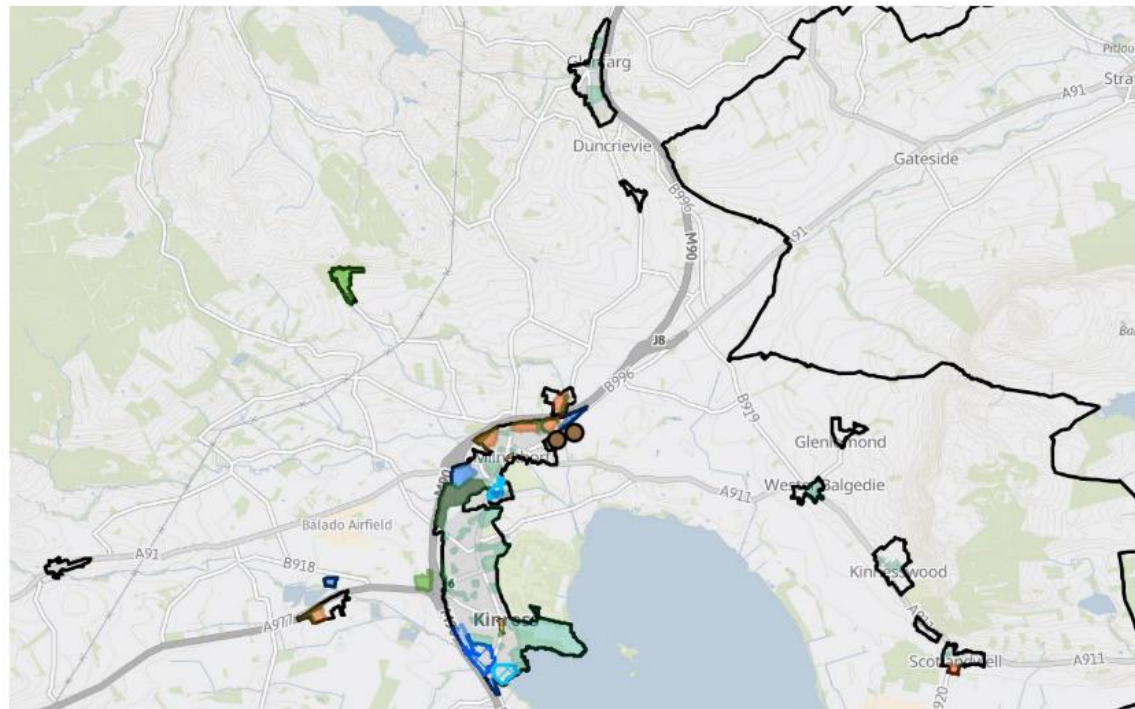
- Increase the proportion of residents cycling monthly or more often in Perth and Kinross by 50% by 2028 compared to the 2018 baseline

Walking and cycling network in Perth and Kinross:

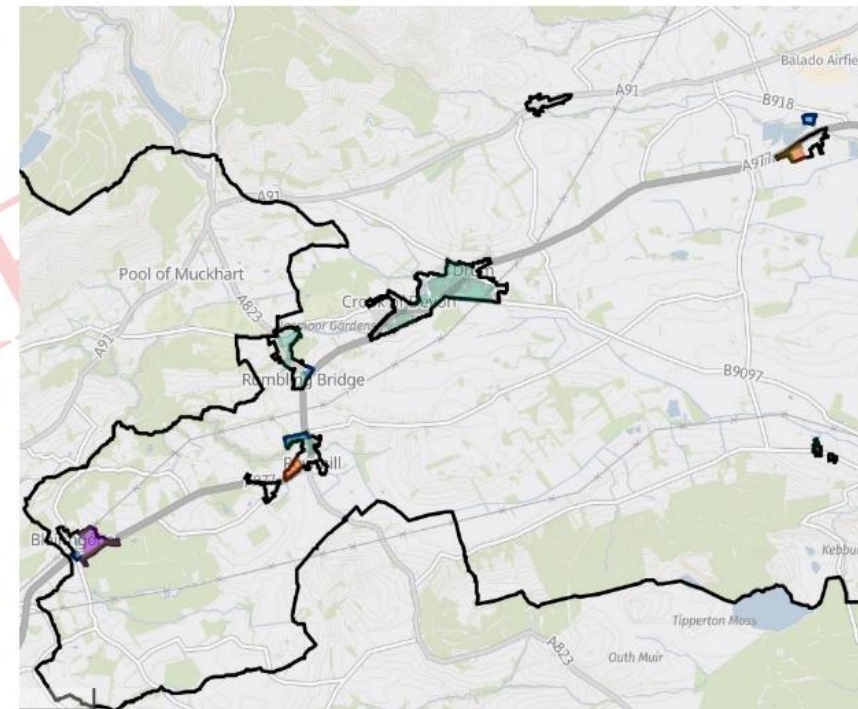


# 2. Policy and Strategy Review

## Perth and Kinross Local Development Plan 2 (2019)



LDP2 Webmap showing the development proposals for Kinross-shire north of Kinross.



LDP2 Webmap showing the development proposals for Kinross-shire south-east of Kinross.

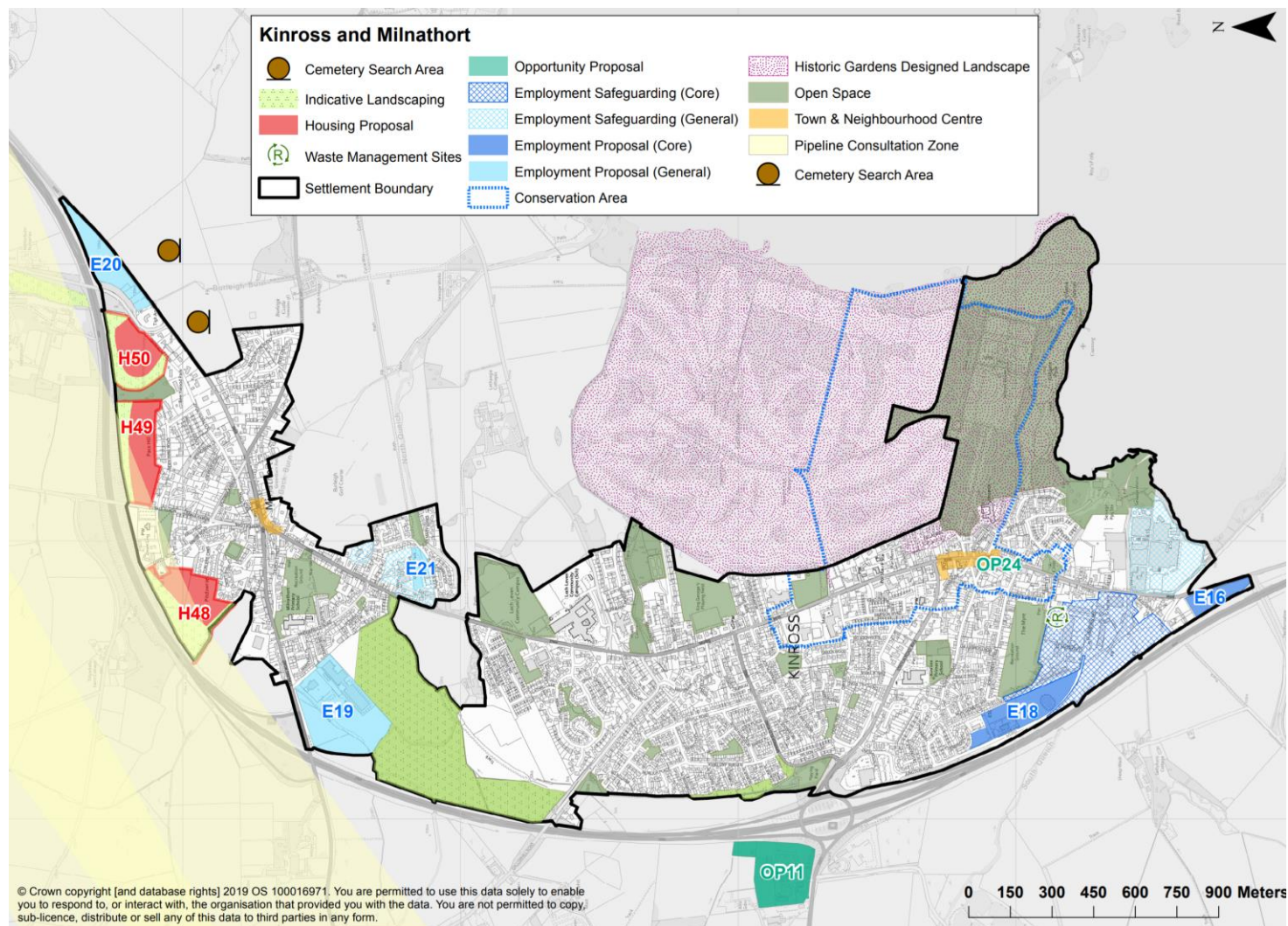


### Key Points:

- The majority of proposals focus on Kinross and Milnathort.
- There are housing development proposals for areas in Balado, Powmill and Scotlandwell and an area for opportunity and housing identified north-west of Athron Hall along The Woods has been identified.

# 2. Policy and Strategy Review

## Perth and Kinross Local Development Plan (2019)



### Key Points:

- There are three housing proposals to the north-west of Milnathort.
- Several core and general employment proposals are proposed to the south of both Kinross and Milnathort.

# 3. Baseline Data Review

## Census Scotland 2011 – Method of Travel to Work and Study

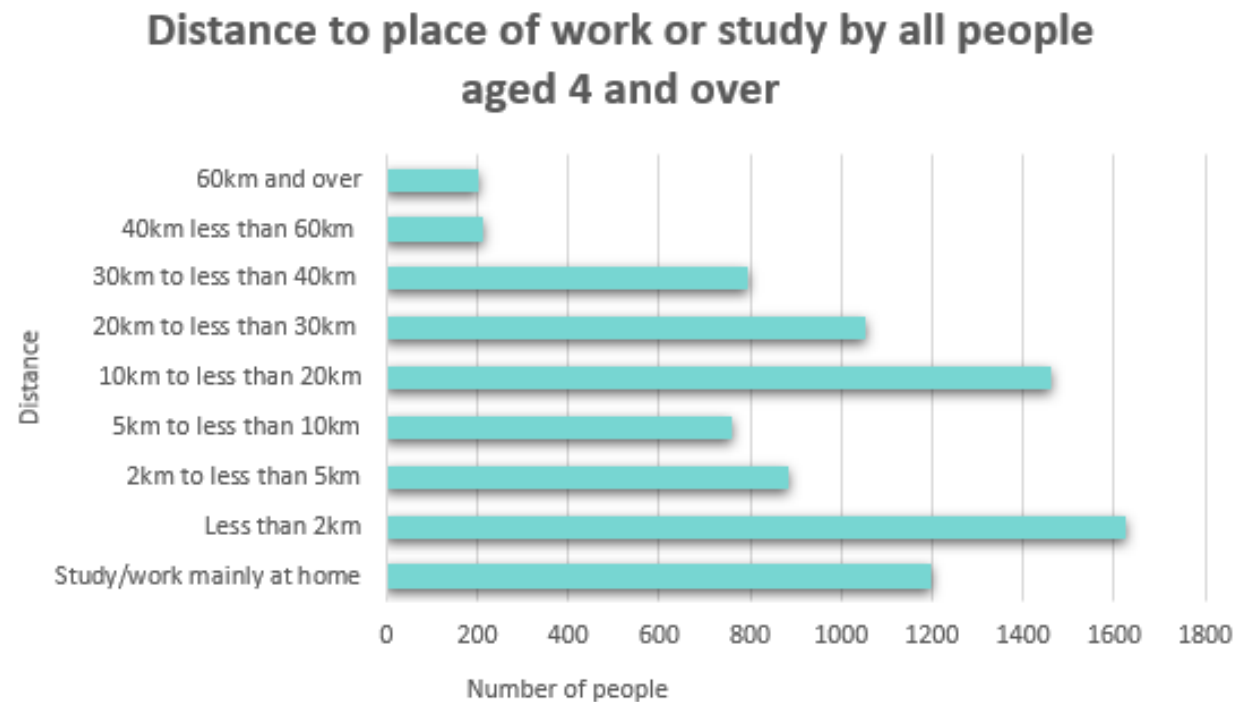
	All people	Work of study mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Kinross-shire	100%	14.1%	0.05%	1.2%	9.4%	0.3%	49%	8.53%	0.22%	0.75%	15.5%	0.95%
Perth and Kinross	100%	13.8%	0.05%	1.0%	11.3%	0.5%	43.3%	8.87%	0.22%	1%	19.1%	0.86%
Scotland	100%	11.3%	0.29%	3.5%	13.4%	0.70%	40.9%	9%	0.22%	1.3%	18.48%	

### Key Takeawayss:

- Walking accounts for 15.5% of all travel to work and study in Kinross-shire, which suggests that there is already a significant number of short, internal trips taken.
- There is a large percentage of Kinross-shire residents who work from home. This is likely to have increased in recent years following the covid-19 lockdown. This emphasises the importance of locality and access to local services and amenities.
- Private car journeys (driving and passenger) account for 57.53% of travel to work/ study trips in Kinross-shire.
- Certain modes of transport are underutilised across Kinross, particularly cycling and rail, compared to their Scottish national averages.

# 3. Baseline Data Review

## Census Scotland 2011 – Distance to place of work or study

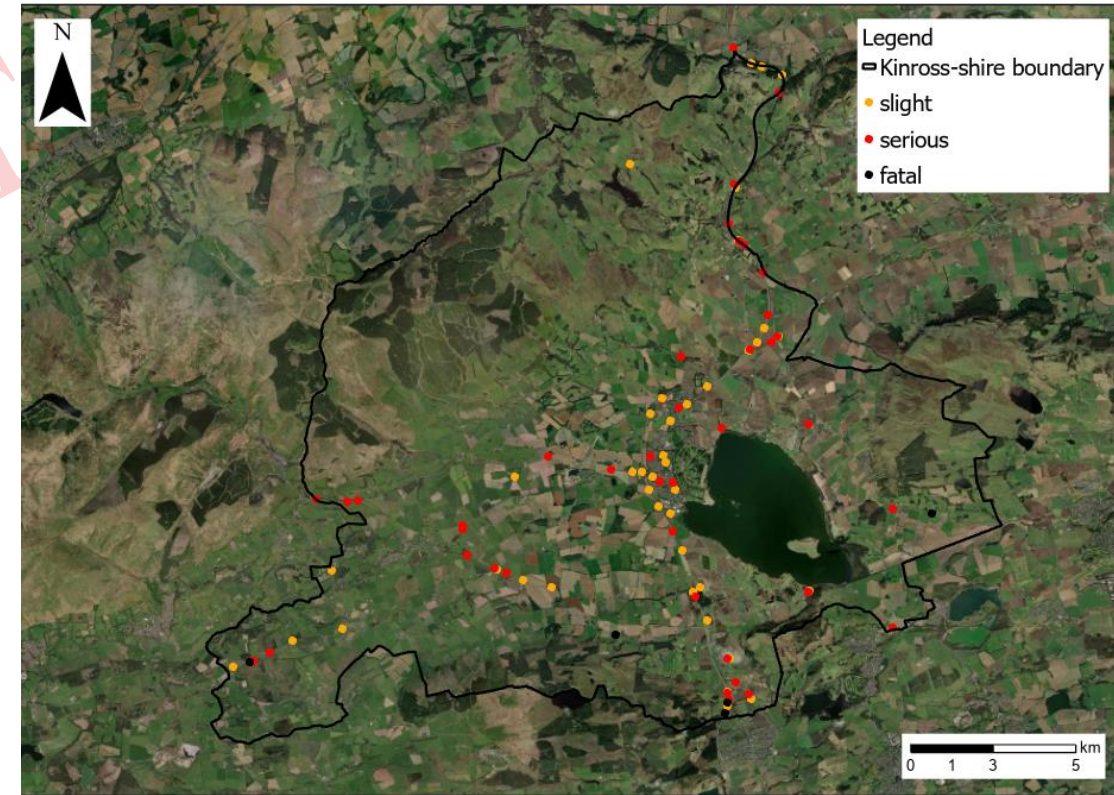
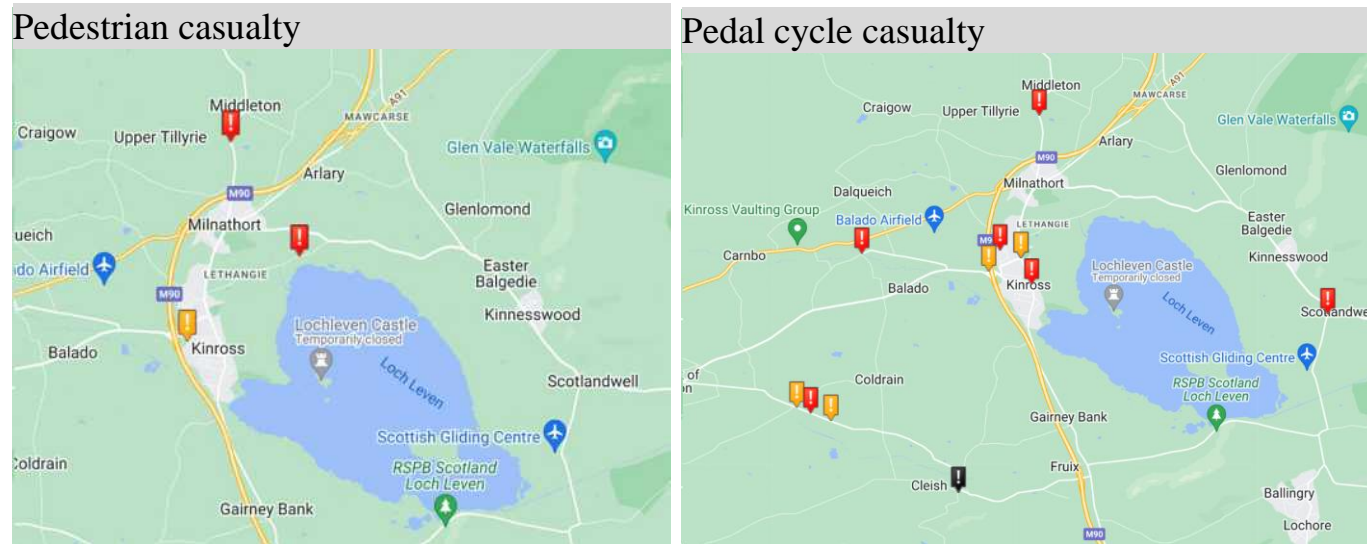


### Key Points:

- More than 2,000 people (around 14% of the Kinross-shire population) travel more than 20km to work/study
- 1,624 people travel less than 2km to work/study

# 3. Baseline Data Review

## Collision Data - Crashmap

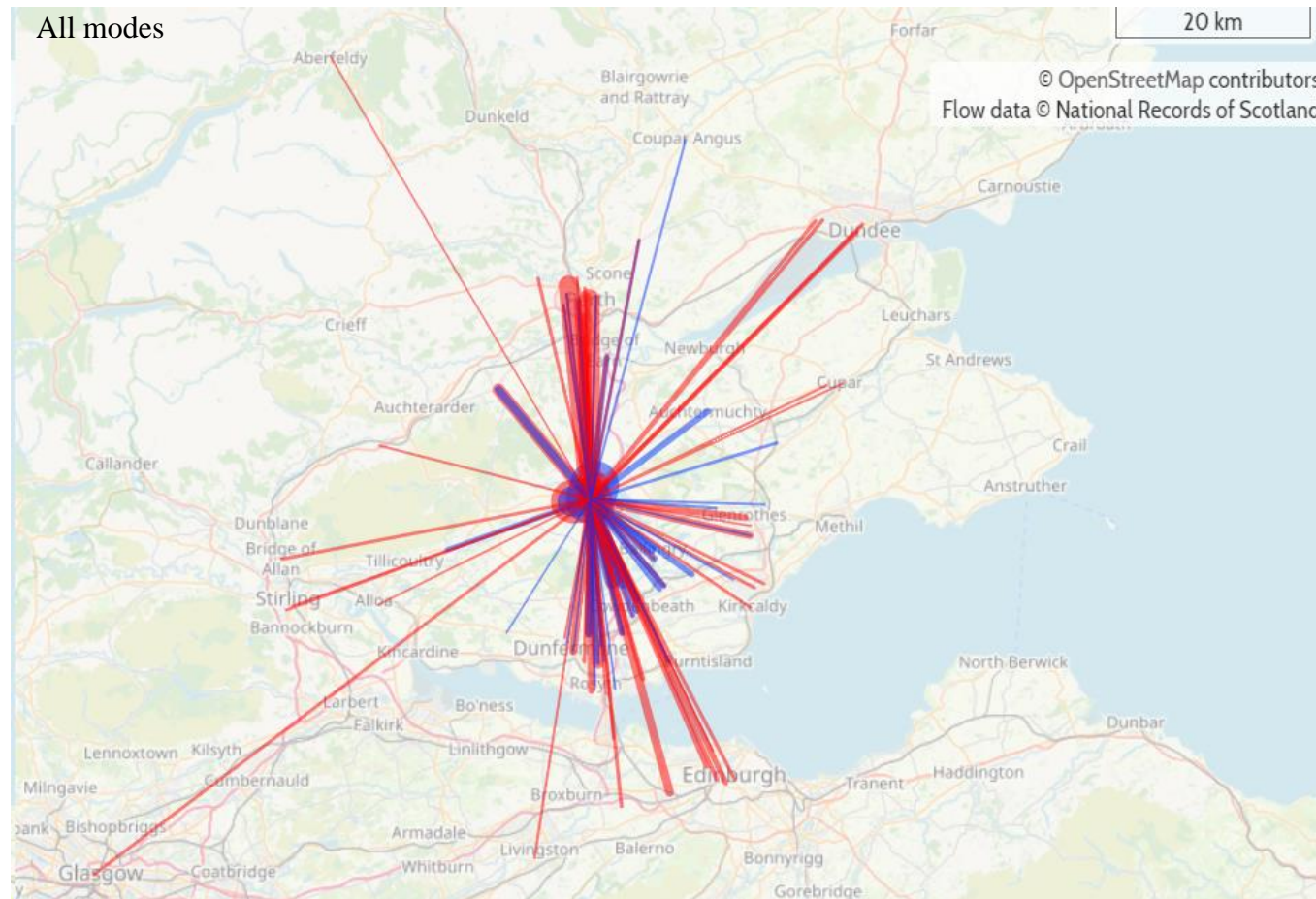


### Key Points:

- There were a total of 88 collisions in Kinross-shire recorded by the DfT over the last five years (2018-2023).
- Five of these incidents were classified as fatal.
- There have been three pedestrian casualties within Kinross-shire, all of which have been around Kinross and Milnathort and were not fatal.
- There have been ten pedal cycle casualties within the area. The crash in Cleish which resulted in a fatality involved two cars.

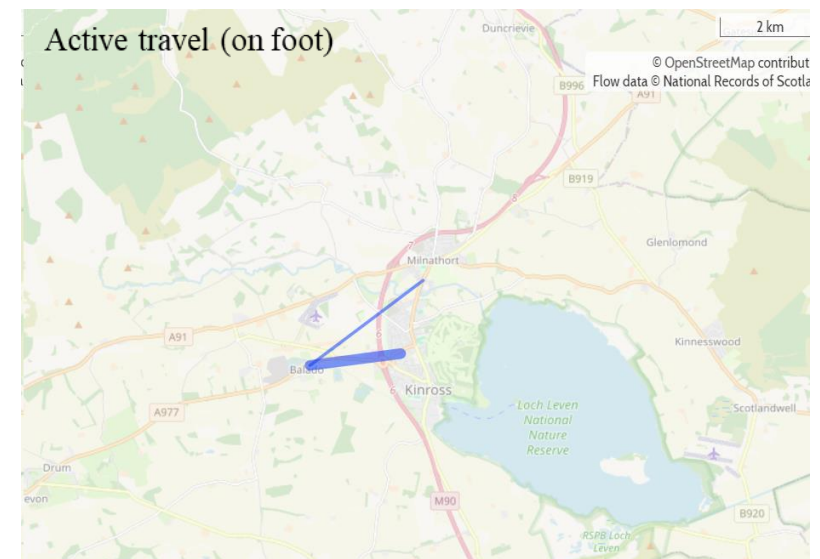
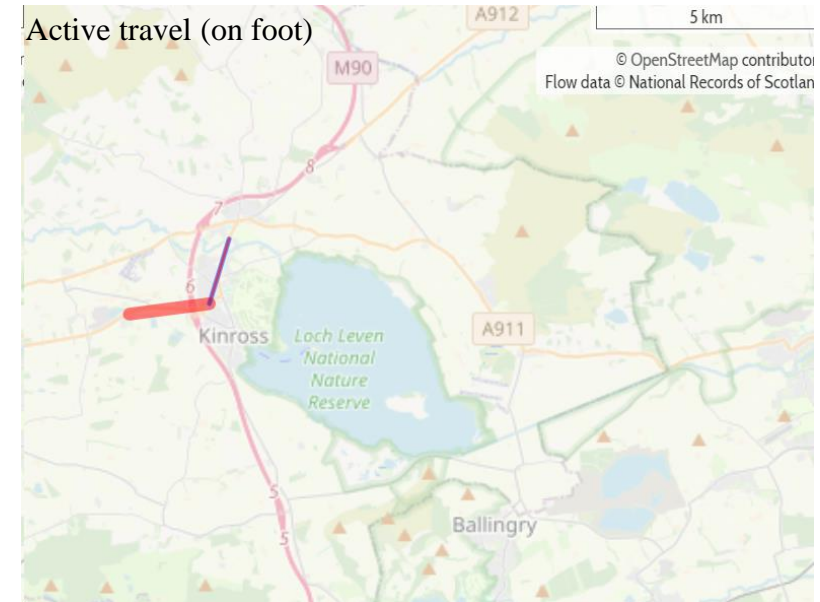
# 3. Baseline Data Review

## Census Scotland Datashine Commute 2011



Red lines = Leaving from here for work. Blue lines = Arriving to work here.

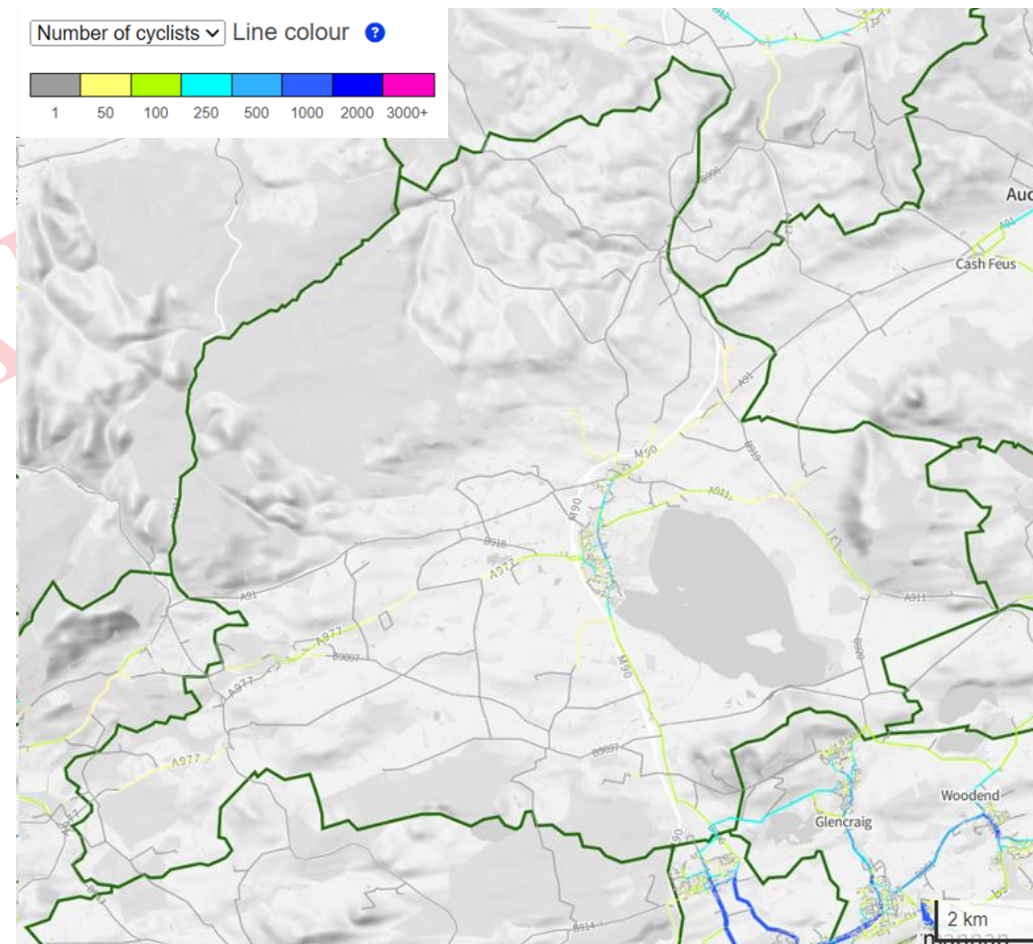
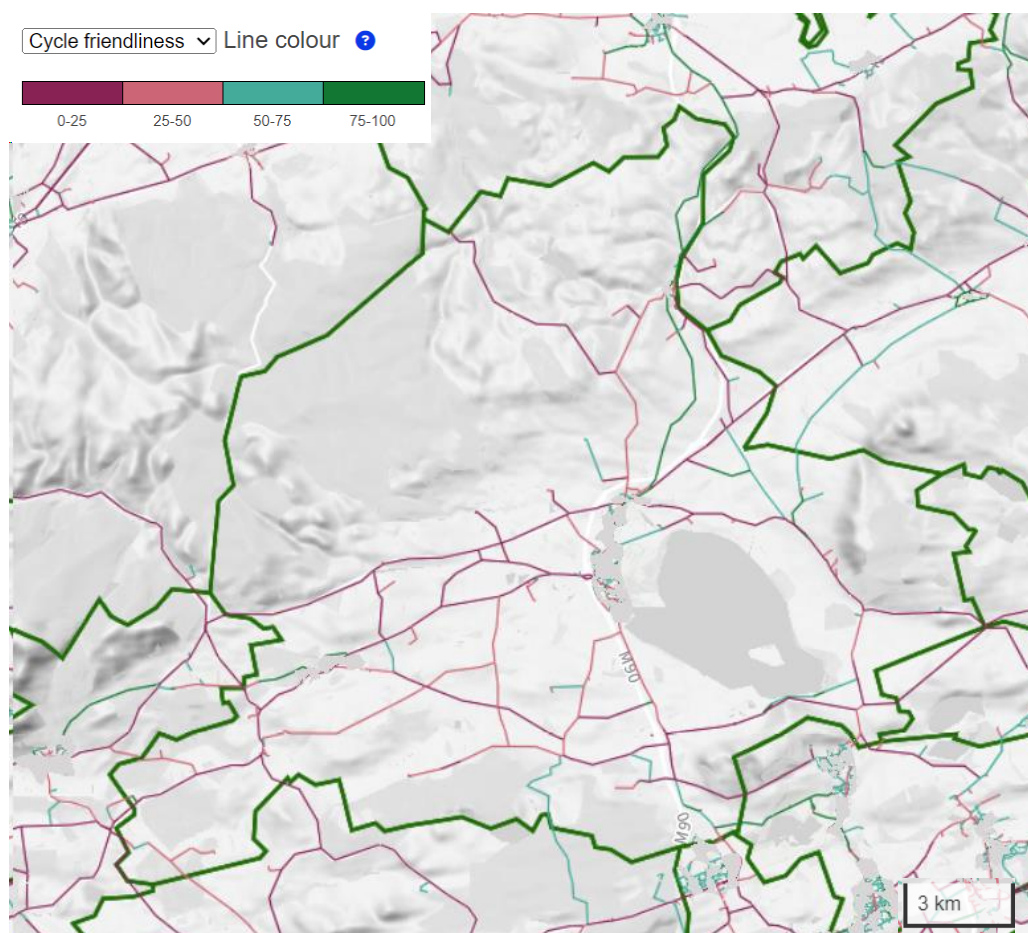
- There is a significant amount of movement by all modes out of Kinross to Perth and Dunfermline as well as further afield to Edinburgh.
- There are a considerable number of long-distance commuters who are likely to travel via car or train.





# 3. Baseline Data Review

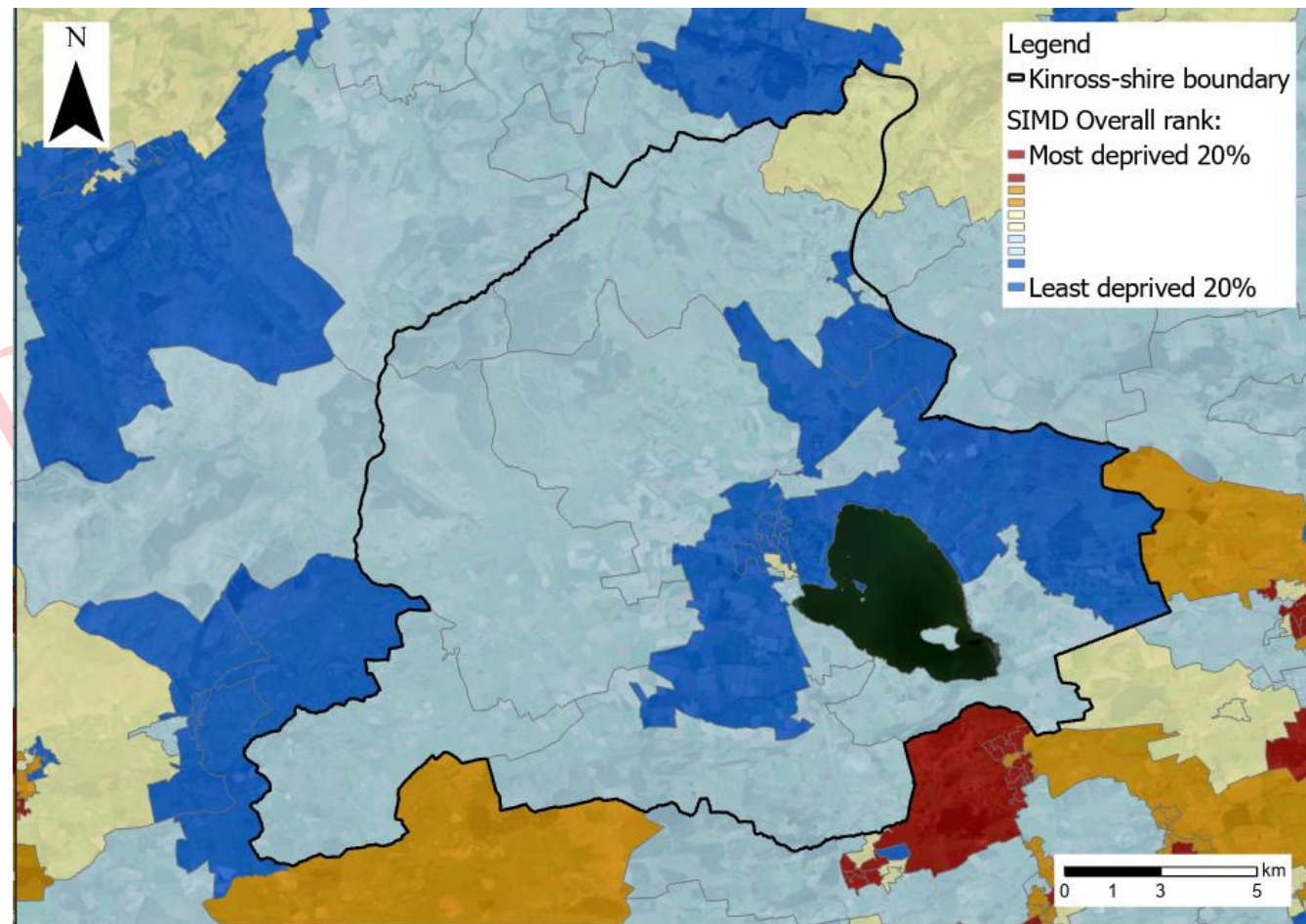
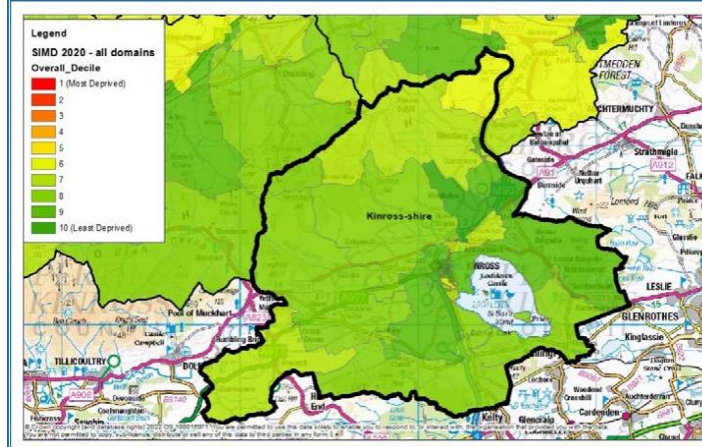
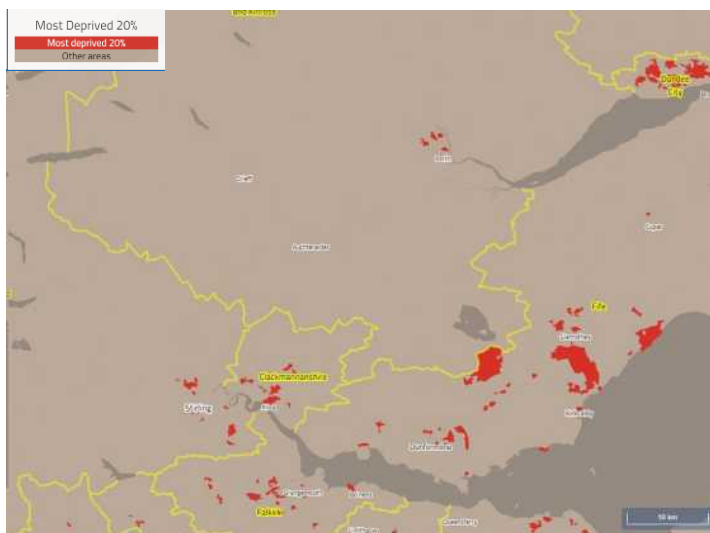
## NPT Scotland



- The 'Go Dutch' feature of the tool was used as this provides potential user numbers if a high-quality active travel route is delivered.
- There are only a few roads deemed as more than 50 on the cycle friendliness measure, which is a low-average score.
- Around the Kinross area there is the potential for around 250 people to cycle around the area daily.

# 3. Baseline Data Review

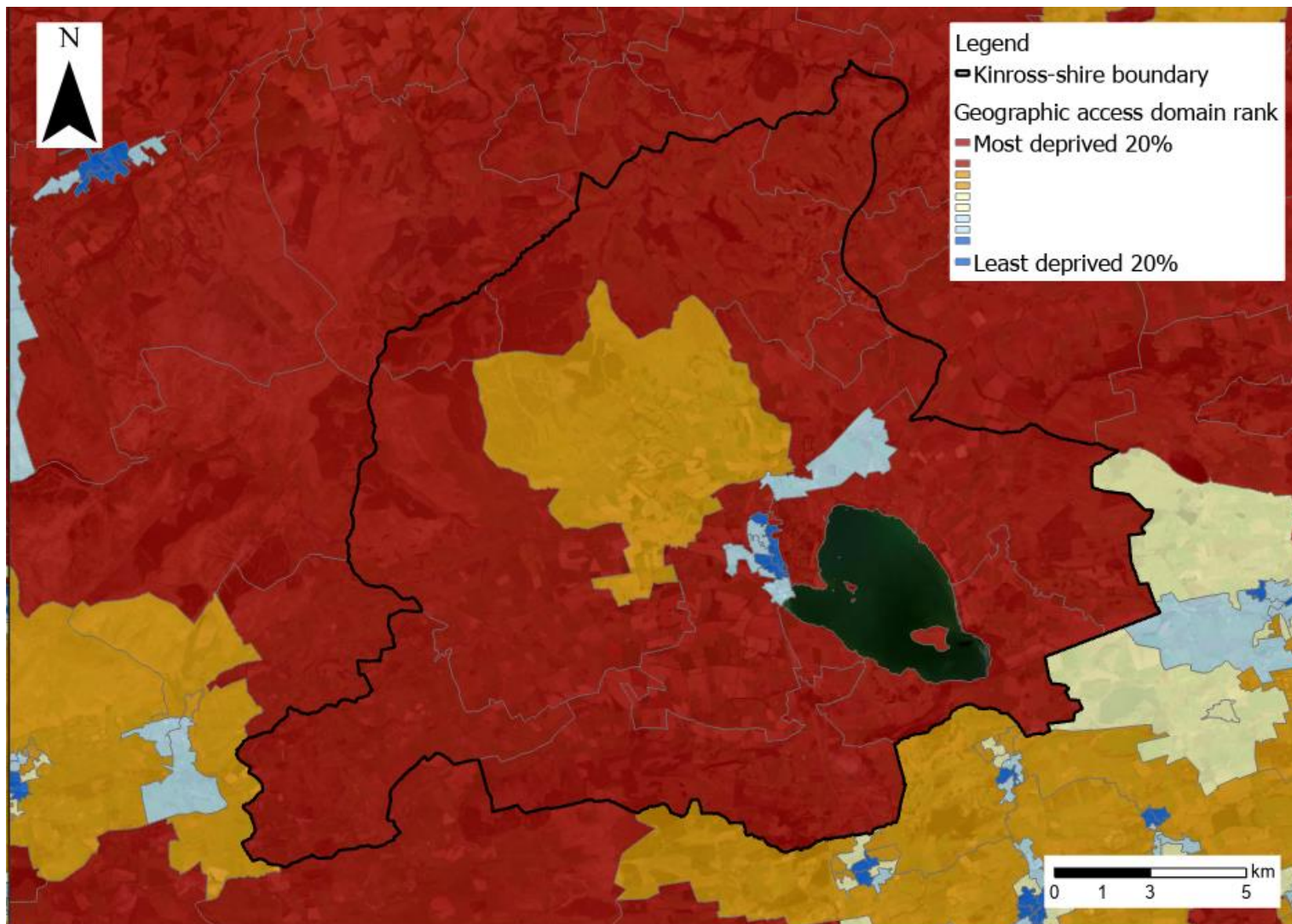
## Scottish Index of Multiple Deprivation 2020



- The majority of Kinross-shire is within the top three least deprived deciles on the SIMD.
- There are no areas within Kinross-shire within the most deprived (20%).

# 3. Baseline Data Review

## SIMD: Geographic access



### Key Points:

- Scotland's SIMD map shows that the majority of Kinross-shire is amongst Scotland's most deprived 20% in relation to geographic access (a factor that considers travel time to key services or public transport).

# 3. Baseline Data Review

## Scottish Household Survey - Reasons to Travel (2019)

Table 6: Journey purpose	Perth and Kinross	Tactran (Regional)	Scotland
Commute	20%	19%	25%
Business	2%	3%	2%
Education	9%	9%	7%
Shopping	22%	26%	26%
Hospital or health	1%	2%	2%
Personal business	4%	4%	5%
Friends or relatives	11%	11%	11%
Eating/drinking	6%	4%	3%
Sport/entertainment	10%	7%	7%
Holiday/day trip	1%	1%	1%
Other journey	1%	1%	1%
Escort	2%	2%	2%
Go Home	11%	10%	8%
<i>Total</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>

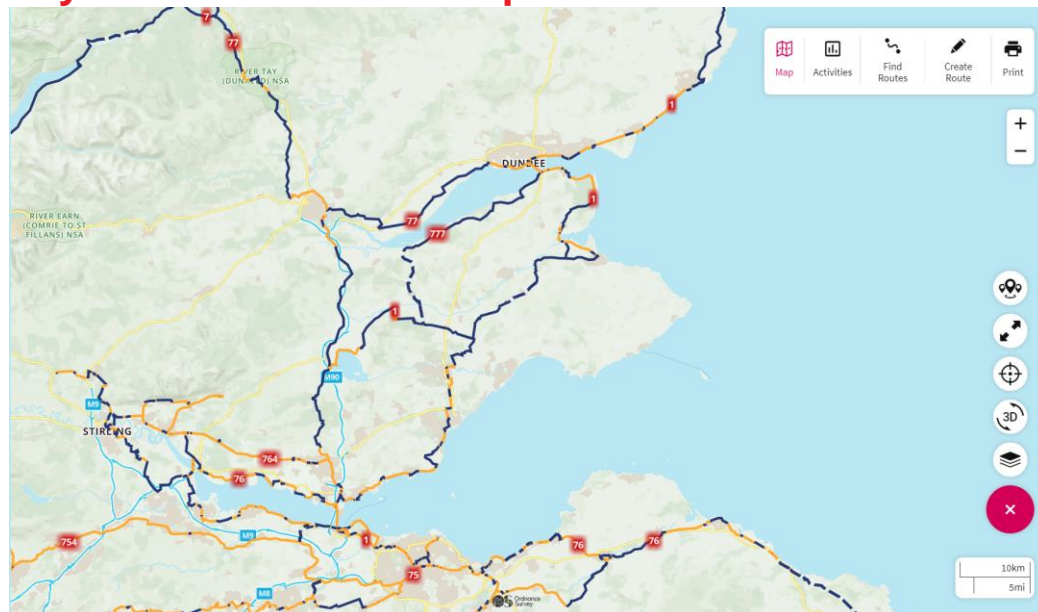
### Key Points:

- The most common reason for people to travel within Perth and Kinross is for leisure (50%) which includes a variety of activities such as visiting friends/relatives, shopping, sports/entertainment.
- Travelling to work was the second most common reason for people to travel.

Source: PKC Let's Talk Transport: Main Issues Report (2023)

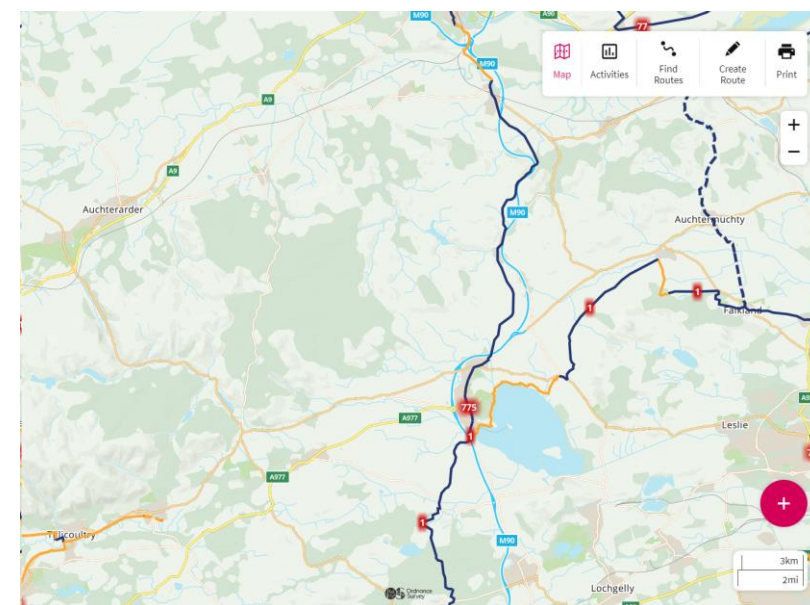
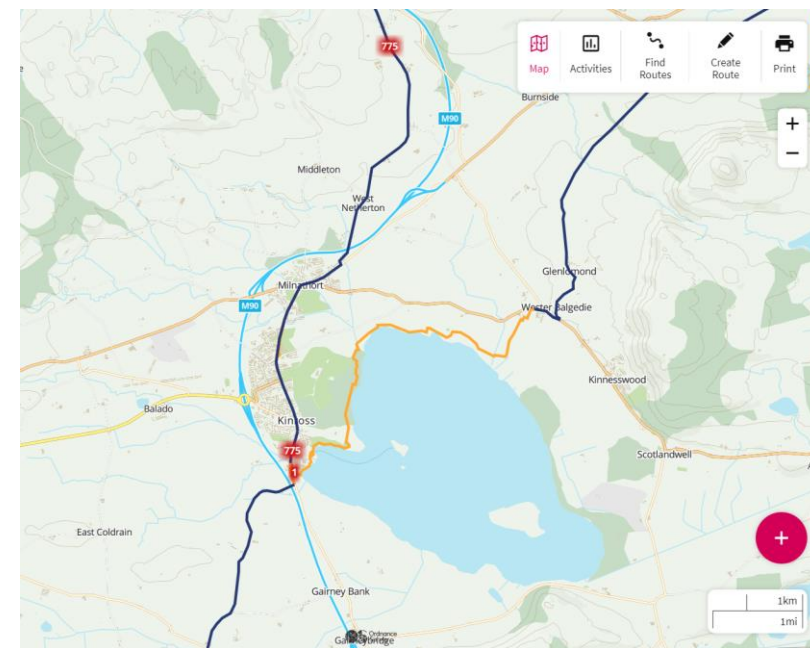
# 3. Baseline Data Review

## National Cycle Network – OS Maps



### NCN Routes within the Kinross-shire area:

- **National Route 775:** connecting Perth with Bridge of Earn, Glenfarg and Kinross using quiet rural roads. The route joins National Cycle Network Route 1 and Coasts and Castle North along the traffic free route along Loch Leven's shore.
- **National Route 1:** part of the long-distance Coasts and Castles route spanning the United Kingdom and the North Sea Cycle Route. The route connects the Forth Road Bridge at North Queensferry to Dundee, St Andrews, Arbroath and Aberdeen. It runs along a mixture of traffic-free paths and quiet roads. Route 1 is often used for both leisure and as a commuting link.

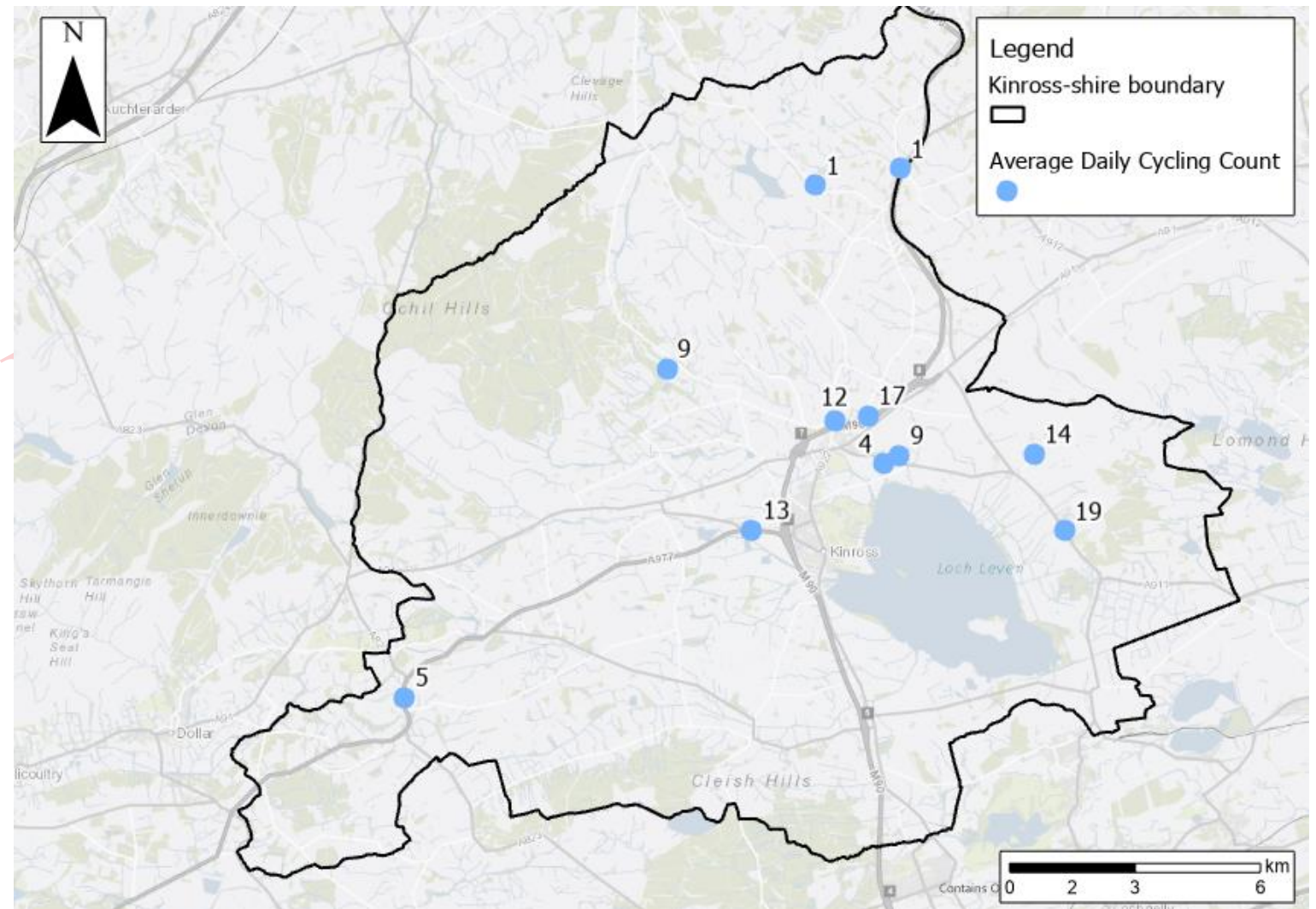


# 3. Baseline Data Review

## Perth and Kinross Council Cycling Open Data – Cycling Scotland (Data from 21/07/2021 – 22/03/2023)

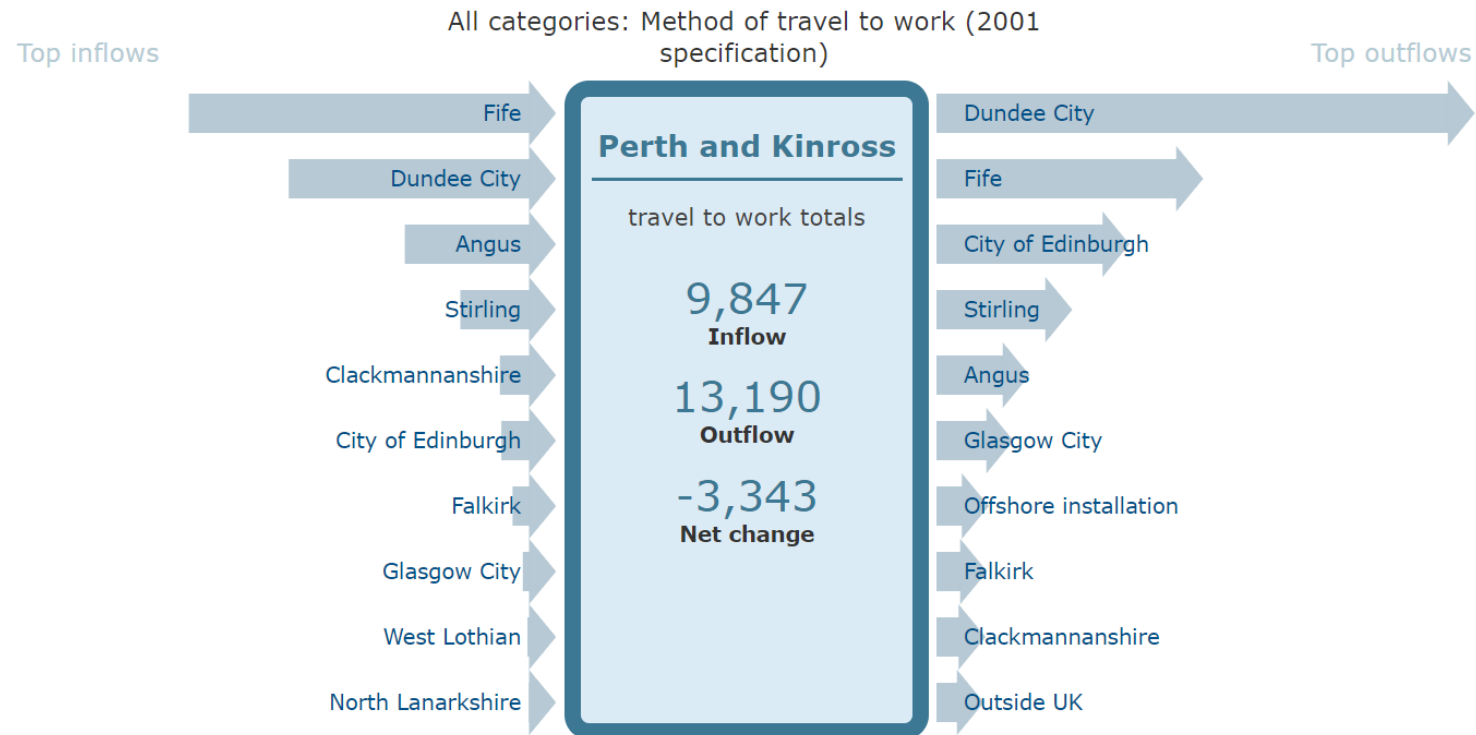
### Key Points (average daily counts):

- Cycling is most common along the A911 in Portmoak. The highest number of cyclists recorded at cycle count locations was 19.
- There were also a number of cycle counts around Milnathort. The highest daily counts in this location was 17.



### 3. Baseline Data Review

Office for National Statistics: location of usual residence and place of work by method of travel to work



#### Key Points:

- 9,847 people commute into Perth and Kinross from other local authorities
- 13,190 people commute out of Perth and Kinross to other local authorities in the UK of abroad.
- The most common destination for residents to commute to are Dundee (36%), Fife (17%) and Edinburgh (12%).

# 3. Baseline Data Review

## Street Lighting



### Key Points:

- The majority of street lighting within Kinross-shire is focussed around Kinross, Milnathort and Glenfarg.
- As the majority of Kinross-shire's land area is rural uninhabited, most roads do not have street lighting along them.



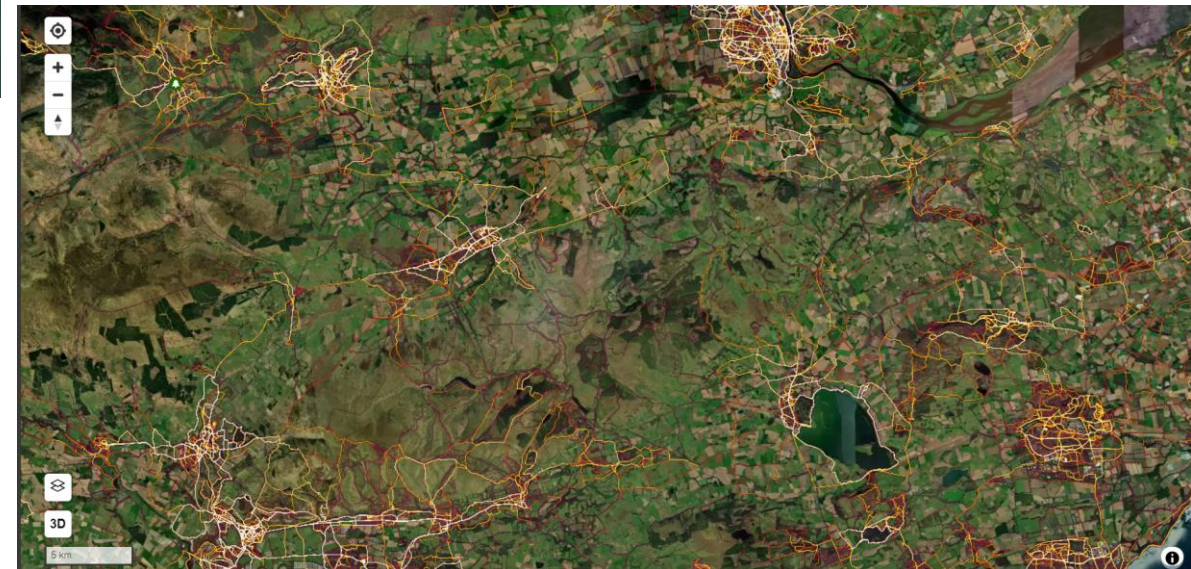
# 3. Baseline Data Review

## Strava heat maps: cycling



### Key Points:

- The Strava heat maps show that Muirs and around Loch Leven are popular cycle routes within Kinross.
- The majority of cycling occurs within the villages around Kinross-shire rather than between the villages.



# Appendix B

## Key Stakeholder Engagement Findings

DRAFT

## **Kinross-Shire Active Travel Masterplan- Engagement Session Notes**

<b>Event Date/ Time</b>	21 <sup>st</sup> March 2024, 09:30-10:30
<b>Organisation(s)</b>	<b>Glenfarg Community Transport Group</b>
<b>No. of participants</b>	2
<b>Introduction</b> <i>Notes from introductions/Arup presentation (if any)</i>	
<ul style="list-style-type: none"><li>• Two representatives present from the Glenfarg Community Transport Group who are also members of Glenfarg Community Council.</li><li>• The group recently undertook an active travel action plan for the area.</li><li>• Glenfarg Community Transport Group also look at walking, cycling and bus routes.</li><li>• A serious pedestrian crash near the A19 in Glenfarg was mentioned and discussed.</li><li>• In 2023 Glenfarg Community bus service was formed and operation commenced to serve the community.</li><li>• An estimated 800-950 people per week use the Glenfarg Community early bus service.</li><li>• Regular hourly bus services now occur as the local public bus service does not work for the community as people don't want to spend hours at a time in the centre of Kinross for example.</li><li>• The service operates via telephone booking service.</li><li>• HITRANS are supporting their app development.</li><li>• Currently offer a hybrid service – flexible and fixed route = hybrid.</li><li>• Currently offering a more flexible for those with mobility needs.</li></ul>	
<b>Key facilities, services and everyday journeys</b> <i>Prompts:</i> <i>What are the key services and facilities in your community / across Kinross-shire?</i> <i>What are the typical everyday journeys that you undertake, and to which locations?</i> <i>How do you undertake your everyday journeys? How far do you travel?</i>	
<ul style="list-style-type: none"><li>• The village shop is the only amenity in Glenfarg.</li><li>• Everything else involves going to Kinross (very few walk due to distance, some cycle).</li><li>• The majority of the facilities and services are in Kinross.</li><li>• The buses are small but the group would still interested in carrying bikes however don't want this to hold up their bus services. The buses also have a limit on weight and would need qualified bus drivers if bikes made the bus too heavy. There are also issues surrounding insurance.</li><li>• Sustrans are going to provide bike racks at the village hall next to their bus stop.</li></ul>	
<b>Barriers to movement / key issues</b> <i>Prompts:</i>	

*What are the main barriers stopping you from travelling actively?*

*Can you outline specific locations where there are barriers to movement?*

*Examples may include lack of active travel facilities, poor road crossing facilities, high vehicle speeds and poor public transport.*

- People don't want to walk in the village due to high vehicle speeds.
- Cycling and walking friendly roads don't stop vehicle drivers from travelling at speed and therefore there is need for traffic calming enforcement.
- Great North Road is very wide and therefore often encourages high vehicle speeds.
- Currently there is a lack of information on active travel route options.
- There needs to be a joined-up approach when providing active travel route options.
- On-street parking in Glenfarg slows the traffic down but creates a narrow footway for pedestrians.
- Controlling the on-street parking would be good for safety etc – but there would still need to be a plan for slowing vehicles down.
- Pavement parking is a barrier to active travel in Glenfarg.
- Poor condition of footways is also a barrier.
- Overgrown vegetation encroaches onto the footways which narrows them.
- Trees drop their leaves onto footways which makes them very slippery.
- Footways don't get gritted in winter and need to be better maintained.
- Problematic junction – B996/ A91 (60mph road).
- HGVs and agricultural scale key issue in Glenfarg: could make key roads limited access?
- Rural communities often have a higher age profile which is a barrier to active travel.
- Current 40pmh shared roads are not safe and it is aspirational to think people will be going at 40mph.
- Bus stops in the area need improvements, some don't have shelters. The group want bus stops to provide real time information for the bus service too.

### **Active travel opportunities / types of improvements**

*Prompts:*

*What do you believe are the main opportunities related to active travel in Kinross-shire / your community?*

*What types of improvements would you like to see?*

*Can you outline specific locations where you would like to see improvements?*

- Paint on the road: person and bike symbol is a good idea for roads around Kinross-shire.
- There is a need for parking: opportunities to use road parking to slow traffic.
- To the west of Glenfarg there is a water treatment works who are looking to receive sponsorship from Scottish Water to get some funding to support local projects.

- Opportunity to encourage people to view Glenfarg as a destination for active leisure purposes.
- Opportunity for a mobility hub at the village hall.
- Active travel routes shouldn't stop at border and there is the opportunity to connect to existing active travel paths on the border of Kinross-shire.
- Need to create a brand for walking and cycling around Kinross-shire.
- Would be useful to be able to hire bikes in Kinross etc from bus stops to avoid having to carrying bikes on board.
- Opportunity to turn Kinross Park and Ride into a mobility hub.
- Opportunity to make the village hall a mobility hub. The group are interested in having a café and bikes etc near village hall.
- Information centre near village hall: advise on walking and cycling routes.
- Bins next to bus stop.
- Potential to have walking routes through the old rail tunnels.
- Useful to have a bus stop near the Glenfarg tunnels: not currently any bus stops/facilities there.
- National Cycle Route 775 route runs through the village: scope for this to be improved.
- There is a need for a path/ cycle route that runs to Burnside and connects to NCN Route 1: it is currently too dangerous to walk on but a cycle route would connect to this.
- Currently paths stop between Fife and Kinross (potential for a route along the river to connect Glenfarg to Fife).
- Formalisation of on-street parking/ reallocating parking.

<b>Event Date/ Time</b>	<b>Thursday 21<sup>st</sup> March 2024, 11:30- 12:30</b>
<b>Organisation(s)</b>	<b>Kinross Cycling Club</b>
<b>No. of participants</b>	<b>1</b>
<b>Introduction</b>	
<i>Notes from introductions / Arup presentation (if any)</i>	
<ul style="list-style-type: none"> <li>• The meeting was held with one representative from Kinross Cycling Club.</li> <li>• The club has just over 200 members including ones who live outside of Kinross-shire.</li> <li>• The cycling club hasn't been involved in active travel projects as many members feel that is a "different type of cycling".</li> <li>• The cycling club are interested in convenience and are less bothered than others about segregated paths etc.</li> </ul>	
<b>Key facilities, services and everyday journeys</b>	
<i>Prompts:</i>	
<i>What are the key services and facilities in your community / across Kinross-shire?</i>	

*What are the typical everyday journeys that you undertake, and to which locations?*

*How do you undertake your everyday journeys? How far do you travel?*

- Employment among Kinross-shire residents is outwards: most people commute to Perth or Edinburgh.
- Dunfermline is a popular commuting destination from Kinross-shire.
- Cyclists prefer to cycle travel by train rather than cycle then travel by bus.
- Loch Leven Community Campus in Kinross is a key facility.
- The Cycling Club start most of their rides and events from the Community Campus due to the car parking facilities.
- The service station in Kinross tends not to be used by local residents in Kinross.
- RSPB would be a stop off destination for those doing the Loch Leven Heritage Trail.
- Off-road routes can help boost the confidence of cyclists before they go onto the roads – this subconsciously encourages active travel.
- Confidence of cyclists is often the barrier for active travel vs active travel for leisure purposes.

#### **Barriers to movement / key issues**

*Prompts:*

*What are the main barriers stopping you from travelling actively?*

*Can you outline specific locations where there are barriers to movement?*

*Examples may include lack of active travel facilities, poor road crossing facilities, high vehicles speeds and poor public transport.*

- Cycling and walking friendly roads: the signs help show people that they can ride down these roads and should be viewed positively as they can provide confidence to riders who might be unsure whether or not they should cycle down certain roads. The signage also makes drivers more responsible for their speeds etc.
- Vehicle users do not like cyclists being on the road therefore a lack of designated cycling paths within Kinross-shire is a barrier.
- Snow and ice is a barrier to cycling access in the rural areas of Kinross-shire as many of these roads aren't cleared of snow or gritted during the winter months (focus for this goes on the key roads used by cars rather than active travel routes).
- M90 motorway separates the west from the east of Kinross-shire.
- Hills to the north of Kinross are a barrier to cycling.
- B9097 is an unpleasant route: very straight and therefore doesn't feel very safe as vehicles travel very quickly. Other areas of Loch Leven have villages etc to slow cars but this location is rural 60mph.
- A977: viewed as one of the most dangerous roads to travel from Crook of Devon through to Drum.
- A91 is a good route around Kinross however fast vehicle speeds often deter less confident cyclists.

### Active travel opportunities / types of improvements

*Prompts:*

*What do you believe are the main opportunities related to active travel in Kinross-shire / your community?*

*What types of improvements would you like to see?*

*Can you outline specific locations where you would like to see improvements?*

*Examples may include dedicated active travel facilities, improved road crossings, cycle parking and placemaking.*

- 20/30mph limit in more areas of Kinross-shire.
- Multimodal walking and cycling paths: bollards separating the two can block access for all cyclists especially disabled users.
- Road bump markings to section off areas from road often make roads narrower and make the cyclist cycle closer to kerb which can be more dangerous.
- There is a little stretch of cycleway by Balado – could this be extended?
- Could improve the Glenfarg tunnels area and create a good cycling route.

Event Date/ Time	27 <sup>th</sup> March 2024, 19:00-21:00
Organisation(s)	Community Councils
No. of participants	8
<b>Introduction</b>	
<i>Notes from introductions / Arup presentation (if any)</i>	
Representative from the following community councils were present:	
<ul style="list-style-type: none"><li>• Cleish</li><li>• Milnathort and Orwell</li><li>• Fossoway and District (x2)</li><li>• Kinross (x3)</li><li>• Portmoak</li></ul>	
<b>Key facilities, services and everyday journeys</b>	
<i>Prompts:</i>	
<i>What are the key services and facilities in your community / across Kinross-shire?</i>	
<i>What are the typical everyday journeys that you undertake, and to which locations?</i>	
<i>How do you undertake your everyday journeys? How far do you travel?</i>	
<ul style="list-style-type: none"><li>• Healthcare based in Dollar – for people in west Kinross-shire nearest healthcare facility is not in Kinross-shire, it's actually in Dollar. It is important therefore to consider cross-boundary links. Closest train station is Alloa.</li></ul>	

- There are development plans for a golf driving range, where a planning application is being prepared.
- Tourism destinations include – Loch Leven and the castle. This should be an important consideration in the Masterplan.

### **Barriers to movement / key issues**

*Prompts:*

*What are the main barriers stopping you from travelling actively?*

*Can you outline specific locations where there are barriers to movement?*

*Examples may include lack of active travel facilities, poor road crossing facilities, high vehicles speeds and poor public transport.*

### Fossoway Representatives:

- Fossoway district has six settlements.
- Carnbo has no public transport. Public transport services connects only six of the settlements and is very unreliable. Services underutilised because they are unreliable. Services tend not to run on a Sunday and the last bus out of Kinross is 17:18 in the evening therefore children can't do afterschool/ evening activities without access to a car. This is not promoting health and wellbeing in our community.
- There is a lack of east to west routes. Cycle paths don't always connect up. If the Devon Way could extend out to Kinross that would be great.
- The cycle path from the edge of Drum towards Kinross is dangerous.
- There is a lack of local public information on where cycle paths and foot paths are. It's all word of mouth. Communication on existing networks is needed.
- It's hard for students to get from Fossoway to Perth College, people are forced into taking the private car.
- It is a habit to get into a car to reach facilities and amenities. Once you get to Kinross, connectivity is much better to reach main towns and cities but east – west is an issue at present.
- B9097 from Drum to Crook of Devon – no footpath along this route so families will drive instead of travel actively.
- There is no safe route from Carnbo to Fossoway Primary School in Crook of Devon.
- B9097– traffic speeds are too high.
- There are sections of footpaths in middle of villages but nothing right at the extents so leaves a lot of houses without footpaths with fast roads.
- Employment – local businesses have found that people can't get to work as there's no/ poor public transport and young people who don't have driving licenses yet would cycle but it's too dangerous.
- There is not a lot of incentive for local businesses in Kinross-shire to set up as they struggle to get staff to travel. There are poor public transport connections and lack of safe active travel routes.
- Safe routes for children – if you get children early thinking it's good to walk and cycle, they will pass this onto parents then become teenagers that walk and cycle more. There is a need to



incentivise young children to get used to the idea that car is not the only means of transport in rural areas.

- For children in Rumbling Bridge that want to walk to Fossoway Primary School – no footway along A977 to get to the school.
- New developments – in past month there has been new holiday lodges planned along A977 but there is no active travel plan for those tourists to get into nearest village – Powmill. Local development is not allocated in the Local Development Plan.
- Village halls have car parks and some have play parks. Some of them don't have safe walking footpaths to get from village to the hall. Families and children can't get to village halls safely. There is also lack of safe crossings.
- Carnbo does not have a safe crossing point to the village hall.
- There is new housing development going to the west side of Powmill – you would have to walk towards Powmill before you find a safe crossing point to cross the road. To use assets we have in communities, better active travel infrastructure is needed.
- Arup note that village halls could be utilised as community hubs.
- Congested areas: the section near the Muirs pub in Kinross is very congested. The participant wouldn't take a bicycle from Milnathort to Kinross because of congestion and parking either side of the road. The two towns should be safely connected. This is not an attractive route for active travel.
- There is a lack of parking facilities within Kinross and Milnathort but plenty of on street parking. Makes road width narrow on A922.
- On-street parking in Crook of Devona and Blairingone is a barrier to active travel. Lack of feeling safe with lack of crossing points and having to step out among parked cars.
- Arup note that parking won't fall under this Masterplan but this will be passed onto PKC.
- Old railway lines between Rumbling Bridge and Dollar – could be turned into a footpath. There is an old viaduct there but you would have to know where you're going as it's not signposted. Could connect Rumbling Bridge into back of Blairingone then go north-west into Dollar. With creative work it could also extend south to connect to proposed holiday accommodation near Powmill. The network could also go towards Crook of Devon, towards Drum then towards Kinross.
- The lack of connectivity of all existing short active routes across Kinross is a barrier. They don't create a bigger strategic network at present. The core paths in Milnathort are great but hard to get to by travelling actively.
- Balado crossroads is unsafe. This is a 60mph speed limit section and the junction is problematic.
- A91 in Carnbo to the crossroad to get to village hall is dangerous to cross. Also no safe crossing point to get to Fossoway Primary School for children.
- There are regular accidents in Powmill with lorries due to steep and icy roads.
- A977 to the east of Powmill – this designated as a walking / cycling friendly route but there's a blind bend and still a 60mph speed limit. Dangerous. There is a footpath on other side of junction to get to the footpath from the walking/cycling friendly route.

- A823/ A977 junction– when there are events on at Knockhill racing, motorbikes speed down this.
- As you come into Crook of Devon from the west, there is not a lot of visibility for people walking and cycling.

#### Cleish Representative:

- There are many roads around Cleish and Blairadam that don't have protection for walkers or cyclists even on roads that are marked as walking and cycling friendly. As a disabled person, with cars going at 40mph this is not safe. Although controversial, what has happened in Edinburgh in terms of reallocating road space, has been quite successful. Getting anywhere from Cleish along B9097 is dangerous. Once you're in Kinross you're fine and connections are pretty good. The only safe option for disabled users is car.
- Cleish towards B9097 – popular cycling route. Bends and undulations means poor visibility.
- Junction 5 on the M90 – if turning right northbound or southbound, the way that railings are set up they obscure your view to see vehicles coming as a pedestrian. This should be an easy fix.

#### Kinross Representatives:

- A911 by Loch Leven Larder, there is no path near road that goes towards Milnathort.
- Kinross – Gallowhill Road has very narrow footpaths. New estate at north of Kinross c/300 houses but no safe crossing points on this road.
- Gairney Bank – B996 comes out of Milnathort and there is no footpath. Kids from here have to get to school but can't safely get to the bus stop as there's no footpath.
- Link up to Kelty – path that Fife Council have done comes as far as Kelty but should be extended towards Kelty possibly via Cleish.
- There is a lot of local knowledge of paths but not aware of any overarching map publicly available showing all paths for walking and cycling. This needs to be available.
- Participant asked if Arup have engaged with local schools or local employers? Arup responds that community wide survey will pick up comments on this and that is how we're engaging with wider stakeholders. Arup also have other resources such as Big Place Conversation to review.
- Old train tracks – there are numerous around the area. Old track runs from south of Kinross and good path that runs up to Sainsbury's then missing part, then picks up again but potential to connect path through to Milnathort and connect up to path that leads to Mawcarse. The old line that runs out to Crook of Devon could be looked at. Between Crook of Devon to Rumbling Bridge, there is some existing tracks that could be utilised.
- There is a lack of cycle storage in Kinross.
- At bottom of Kinross, there is a potential large retail development in planning that will be a large trip attractor. Potential for an Aldi between Kinross and Milnathort. Arup to ensure these developments are considered.
- A977 has high vehicle speeds. A977 is major link road, used to be a trunk road. This carries heavy goods vehicles, more so than actual trunk roads. Barriers to using paths next to the A977 because of vehicle traffic levels. Off-road path between villages along this route would be beneficial.

- Car parking – people would use their car less if they felt safe cycling and if they had somewhere safe to store their bikes.
- Springfield Road in Kinross – bend in road and a well-used active travel route nearby. People cross over at a dangerous junction and there needs to be a safe crossing.
- Roundabout over M90 at Kinross is a barrier to east – west movement.

Milnathort and Orwell Representatives:

- There is no footpath consistent towards Mawcarse. Would be great to join up footpaths and cycle paths from Kinross/ Milnathort to outlying villages/settlement to encourage everyday short journeys.

Portmoak Representative:

- There is no path to take Scotlandwell kids to primary school. Currently can't cycle or walk safely as path is only a foot wide.

**Active travel opportunities / types of improvements**

*Prompts:*

*What do you believe are the main opportunities related to active travel in Kinross-shire / your community?*

*What types of improvements would you like to see?*

*Can you outline specific locations where you would like to see improvements?*

*Examples may include dedicated active travel facilities, improved road crossings, cycle parking and placemaking.*

Fossoway Representatives:

- When travelling on paths adjacent to roads it is hard to hear electric vehicles. Segregated routes are beneficial and essential as we move towards net zero and have increased numbers of electric vehicles on the road.
- Participant question- as part of desktop study have Arup looked at bus routes of school children? Have safe zones where kids get dropped off so they can safely cross the road from the bus. Advise Arup to look at school websites and speak to PKC for available information on this.
- In Rumbling Bridge, there is a small car park opposite the care home to take traffic of visitors that come to the gorge. This is a blind spot on the A823 for people crossing and is dangerous.
- B9097 route to school is a walking route – this would benefit from some sort of restrictions to traffic as it's the ideal walking route to school. This also goes past Fossoway Primary School.
- There is potential development at bottom of Kinross – there is a bypass around Kinross that a lot of people don't use as it's not well lit or no safe crossings. Lack of surveillance also means people don't have a good sense of perceived safety. The bypass (Clashburn Road/ Junction Road) around Kinross is not a walking friendly route. Lighting improvements would be beneficial.
- Need to also look at behaviour change initiatives.
- Connectivity from east to west means that it's difficult to get to Kinross to connect to bus services.

- There is a need to join east to west and north to south facilities up.
- There is a need for cycle storage at Kinross Park and Ride. Richard note that this is likely to happen soon, getting pushed through the Council at the moment. People just padlock bikes to the trees and fences at the moment. Need sheltered and safe cycle storage.
- Safe routes for children to get to school are important and needed.

Kinross Representatives:

- Muirs pub to Springfield Road is wide down towards high street – good to look at potential for segregated cycle path down here on A922/ B996.
- There is potential to create cycling friendly route along the Kinross bypass (Clashburn Road/ Junction Road).
- There is a lack of seating in Kinross.
- There is a clear need for cycle parking at Kinross Park & Ride.

Milnathort and Orwell Representative:

- Safe routes to school – crossing facilities across Stirling Road to get to Milnathort Primary School is poor. A formalised crossing point would be beneficial. Segregated active travel routes are also preferred.
- There is an opportunity to close off roads to cars to create only walking/cycling streets e.g. the street outside of Milnathort High School. Bridgefauld Road is very busy.
- Arup note that Sustrans School Streets could be an option to look at.

**Summary / Next Steps**

*Notes (if any)*

- Horse users need to be considered too. Friction between users – walking, cycling, wheeling, horse riding.
- Key to note that this project belongs to the Kinross-shire Committee and every community council should have further opportunity to feedback at a later stage.

<b>Event Date/ Time</b>	3 <sup>rd</sup> April 2024 19:00-20:00
<b>Organisation(s)</b>	<b>TRACKS</b>
<b>No. of participants</b>	5

**Introduction**

*Notes from introductions / Arup presentation (if any)*

- Five members of TRACKS present during the engagement session
- TRACKS was set up as a small charity in Kinross-shire with the main aim to address the local desire and need to have a walking and cycling path around Loch Leven. They have successfully created this path and additional links connecting various parts of Kinross-shire.
- TRACKS carried out an updated survey which is published on the website on the usage of the Loch Leven Heritage Trail.

## **Key facilities, services and everyday journeys**

*Prompts:*

*What are the key services and facilities in your community / across Kinross-shire?*

*What are the typical everyday journeys that you undertake, and to which locations?*

*How do you undertake your everyday journeys? How far do you travel?*

- The majority of key facilities are located in Kinross (e.g. healthcare centre and secondary school)

## **Barriers to movement / key issues**

*Prompts:*

*What are the main barriers stopping you from travelling actively?*

*Can you outline specific locations where there are barriers to movement?*

*Examples may include lack of active travel facilities, poor road crossing facilities, high vehicle speeds and poor public transport.*

Problematic junctions:

- The junction where Gallowhill road meets the A91. TRACKS are currently exploring crossing opportunities and traffic calming measures.
- There is no crossing point along Springfield Road near where it meets Muirs (B996).

Fast moving traffic:

- There are lots of problems trying to create safe routes.
- The only access point via M90 is via Kinross, therefore all local traffic travels through Kinross and Milnathort to access the M90.
- The main barrier to active travel between Kinross and Milnathort is high vehicle speeds.
- Although there are 20mph routes in residential parts of Kinross, there aren't many 20mph areas in the villages in Kinross-shire acting as a barrier to active travel.
- Burleigh Sands: crossing to the cycle path very busy and cars are all parked on the road meaning there is poor pedestrian crossing visibility.
- The RSPB road (B9097) is very fast. The alternative is to go via Fife however this route is not appealing for cyclists due to the steep narrow roads.
- B9097, A911, A977, A832 are all very fast roads that don't facilitate safe active travel routes, and instead create barriers that make it unsafe for crossing. These roads have partial footways, however they don't extend the full length of the roads and often users feel vulnerable due to the high neighbouring vehicle speeds.
- One representative from TRACKS is an employee near the Loch Leven Larder. They stated that there is no safe cycling route to access the Loch Leven Larder. Many cyclists would like to cycle but the traffic deters them.
- Traffic volume and speeds is the main barrier.

Connections to the rest of Kinross-shire:

- Rumbling Bridge and area west of Kinross all have great walking routes that just need linking together.
- There are good active travel facilities in other neighbouring counties that would be good to link up to and bridge the boundary gap.

Parking issues:

- It is difficult to get children onto a safe cycle route. They have to go on busy roads with cars parked on both sides.
- On street parking: cars are often parked on both sides of the road. These are often lorries and buses. The main road from Milnathort to Kinross is extremely busy and people often open their car doors on you.
- There is a shortage of public parking in Milnathort.
- Footpath width on the east side of the main street in Milnathort is very narrow. This means you can't travel freely in wheelchair or buggy, and they must walk in the road.
- Issues are often driven by a lack of dedicated parking.

Lack of signposting and map routing:

- There is a lack of signposting and mapping of routes to take throughout Kinross-shire.

Other:

- Kinross high street is a cobbled area that is a shared surface. Currently it is unclear on who has priority.
- There are only two easy access points for the Loch Leven Heritage Trail.
- National Cycle Network route takes cyclists over Cleish Hills which is not a direct route.
- There is a lack of dropped kerbs such as those missing along connections from Milnathort to the heritage trail.
- The M90 cuts right through the county which is a barrier.
- The best facilities are in Kinross. Young people find it hard to access the Loch Leven Community Campus due to no bus in the evening and no active travel route.
- Cycling home in the dark and with fast cars – there is a lack of street lighting and high vehicle speeds, which are creating a barrier to active travel.
- New housing developments: active travel often isn't built into these new housing developments.
- Balado to Milnathort: people can't walk/cycle along A911 due to broken parts of the footway.
- There are no cycle lanes on any of the roads.

**Active travel opportunities / types of improvements**

*Prompts:*

*What do you believe are the main opportunities related to active travel in Kinross-shire / your community?*

*What types of improvements would you like to see?*

*Can you outline specific locations where you would like to see improvements?*

*Examples may include dedicated active travel facilities, improved road crossings, cycle parking and placemaking.*

- There could be a pedestrian crossing added along main road in Milnathort to stop and slow the traffic.
- There could be 20mph speed limits in residential areas.
- Improve signage and road layout would make it more obvious if a road is accessible to pedestrians and cyclists.
- There are opportunities for traffic calming measures and crossing points.
- Perth and Kinross Council have plans to improve Station Road and Junction Road in Kinross.
- Opportunity to create additional links to the Heritage Trail.
- Opportunities to use old railway lines as active travel routes (this also diverts active travel away from vehicle routes).
- Improve footway maintenance – lots of debris gathers on footpaths and ice during the winter which requires improved maintenance.
- Cutting back vegetation on footways would widen existing routes.
- Opportunity to develop a bike-bus idea.
- Improved active travel mapping.
- Create active travel connections from Kinross to Glenfarg, and Crook of Devon.
- The Heritage Trail is due to begin a programme of upgrades in 2024/2025 therefore the Masterplan could link this to opportunities to connect to the Heritage Trail.

# Appendix C

## Community-Wide Survey Analysis

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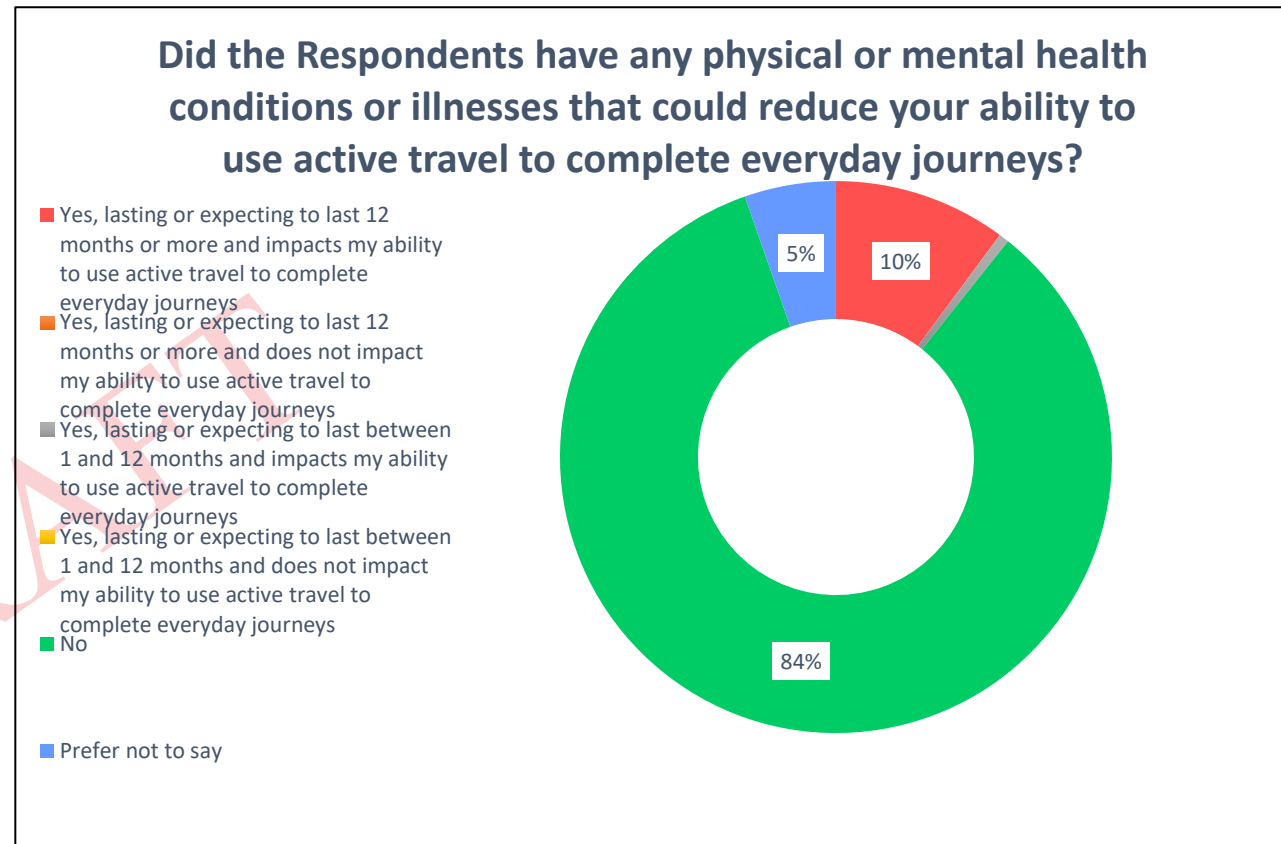
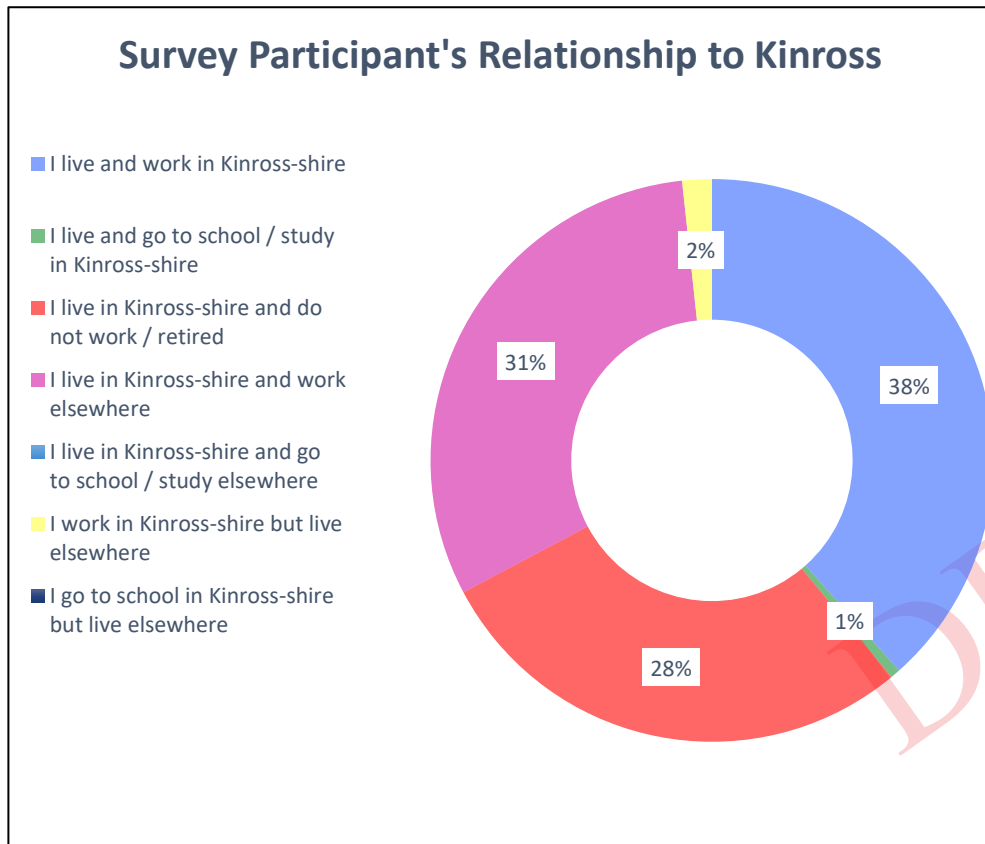


# Kinross-shire Active Travel Masterplan

Community-wide Survey Results and Analysis

DRAFT

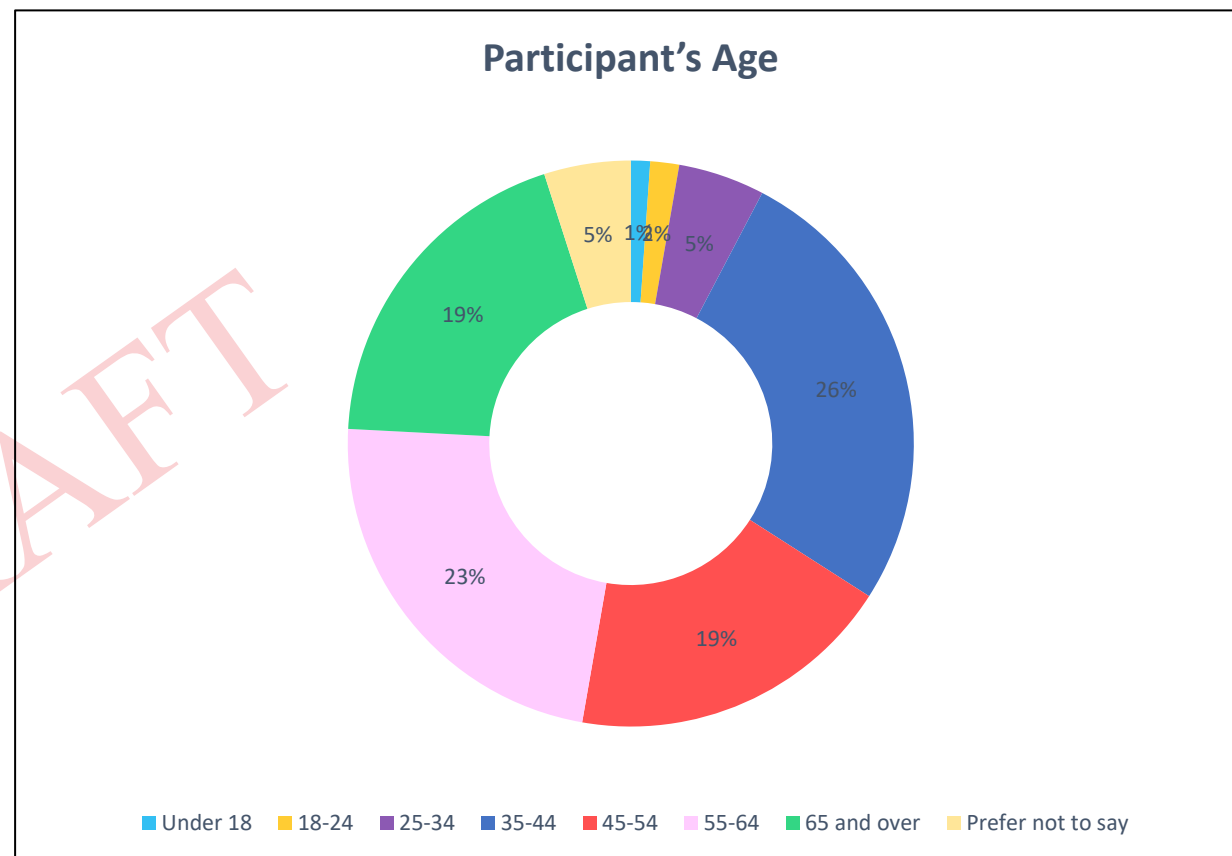
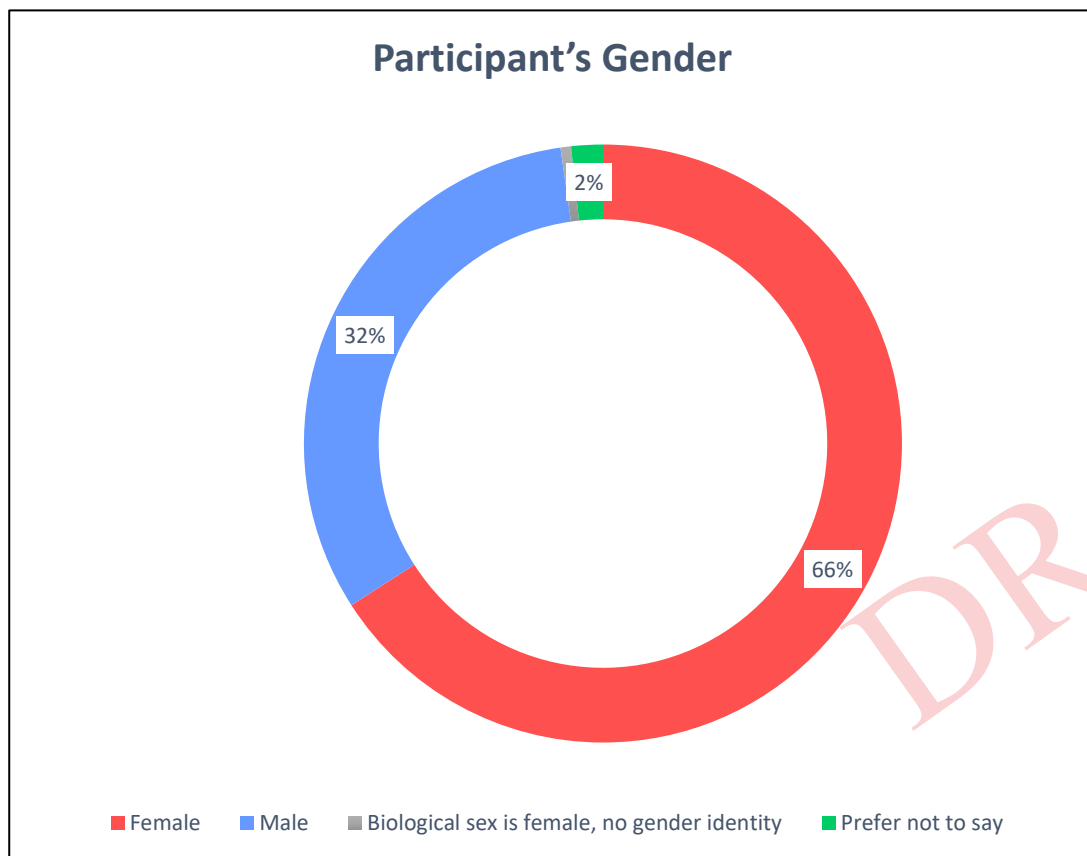
# Respondent Background Information



## Key Findings:

- 98% of respondents live in Kinross-shire.
- 69% of respondents make daily trips out of Kinross-shire to go to school/ study elsewhere or for work.
- The majority of respondents have no physical or mental health conditions/ illnesses that could impact their ability to use active travel.
- 15% of respondents have a physical or mental health condition or illness that impacts their travel choices.

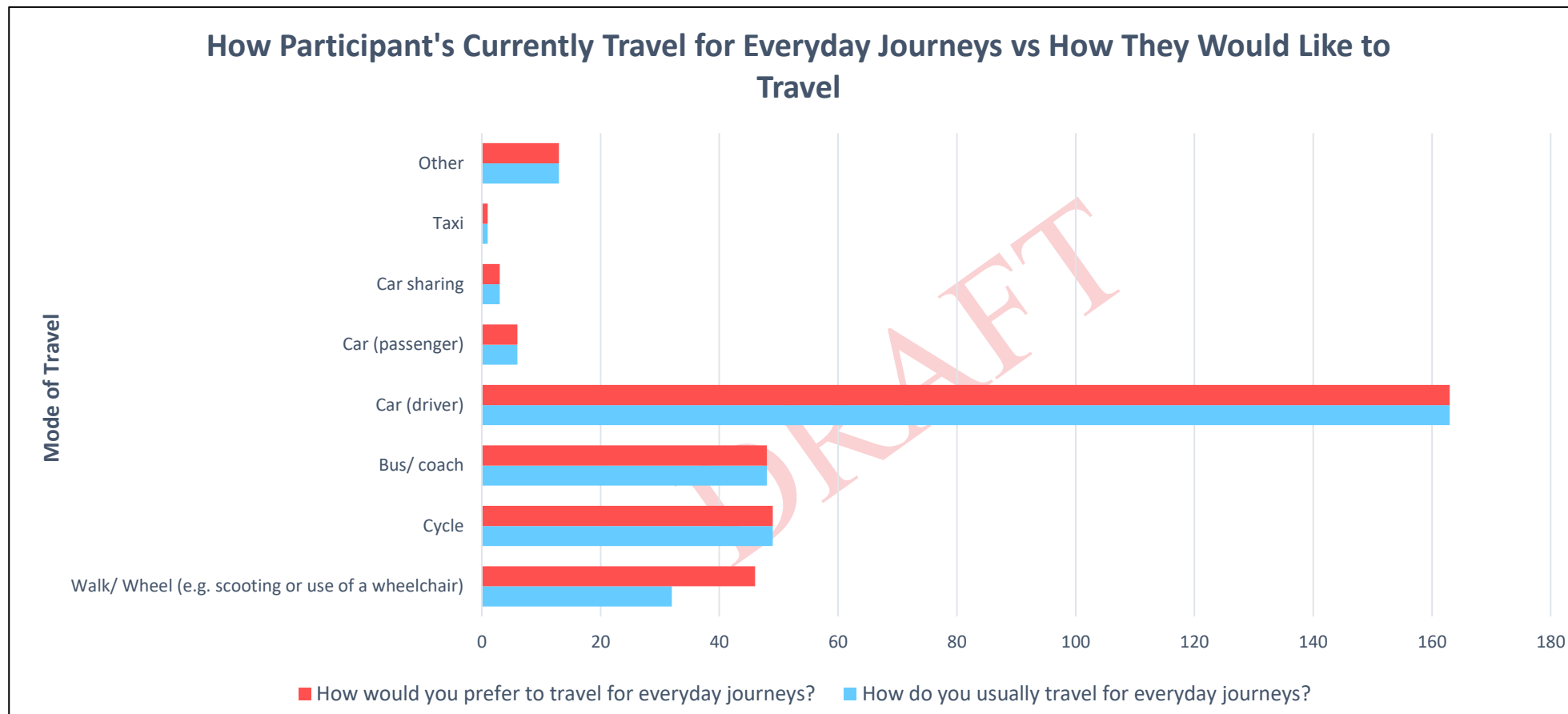
# Respondent Background Information



## Key Findings:

- 66% of respondents are female and 32% male.
- The majority of respondents are aged 35 and over.

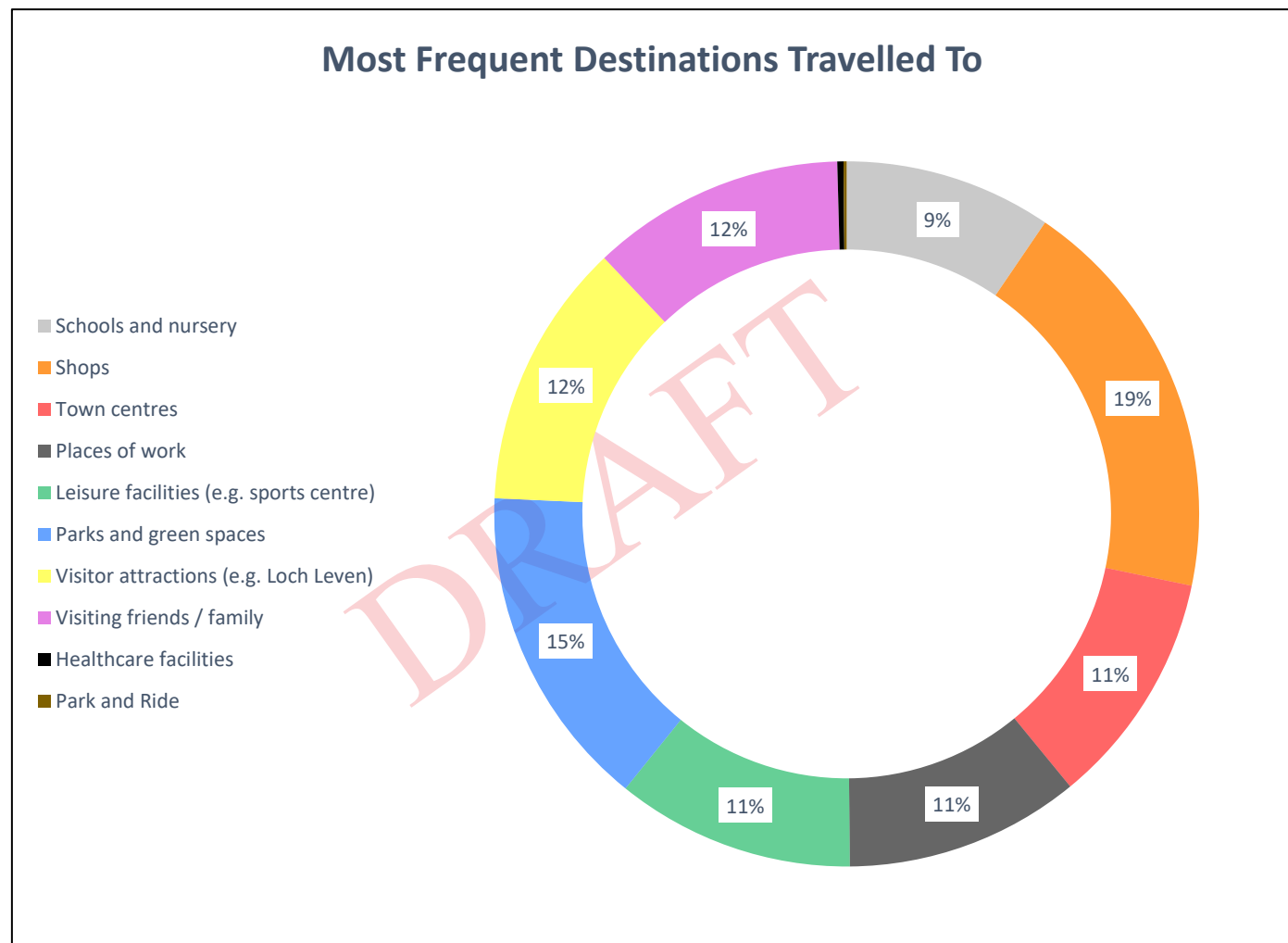
# Most Common Mode of Travel vs Most Desired Mode of Travel



## Key Findings:

- The majority of respondents drive when completing everyday journeys and want to keep doing this.
- 46 people want to walk/wheel when carrying out their everyday journeys compared to 32 who are currently travelling via this mode.

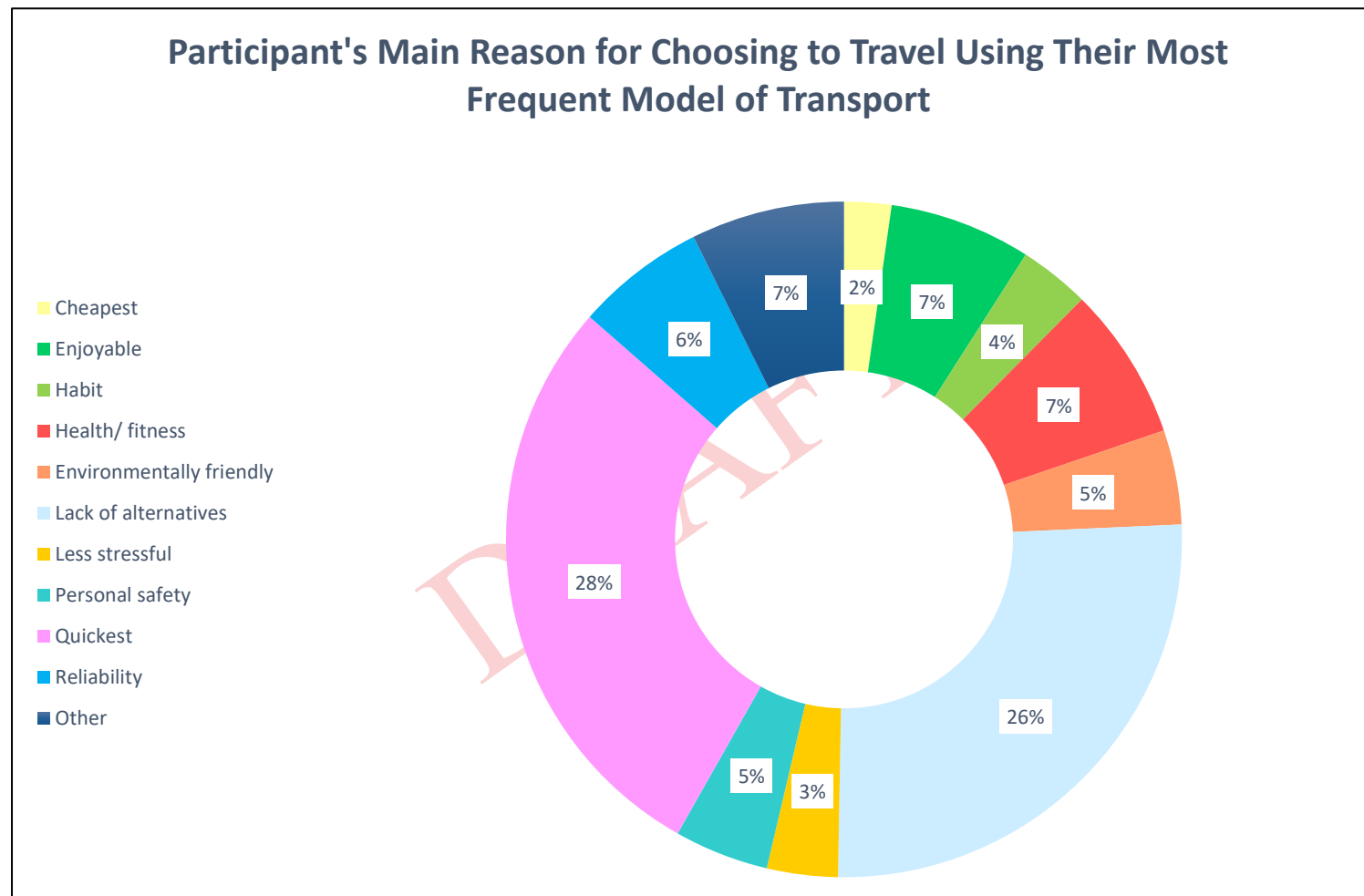
# Most Frequently Visited Destinations



## Key Findings:

- The most common travel destination is to the shops, following by parks and green spaces. Visitor attractions and visiting friends and family were also popular responses.
- The least common travel destinations were healthcare facilities and Park and Ride.

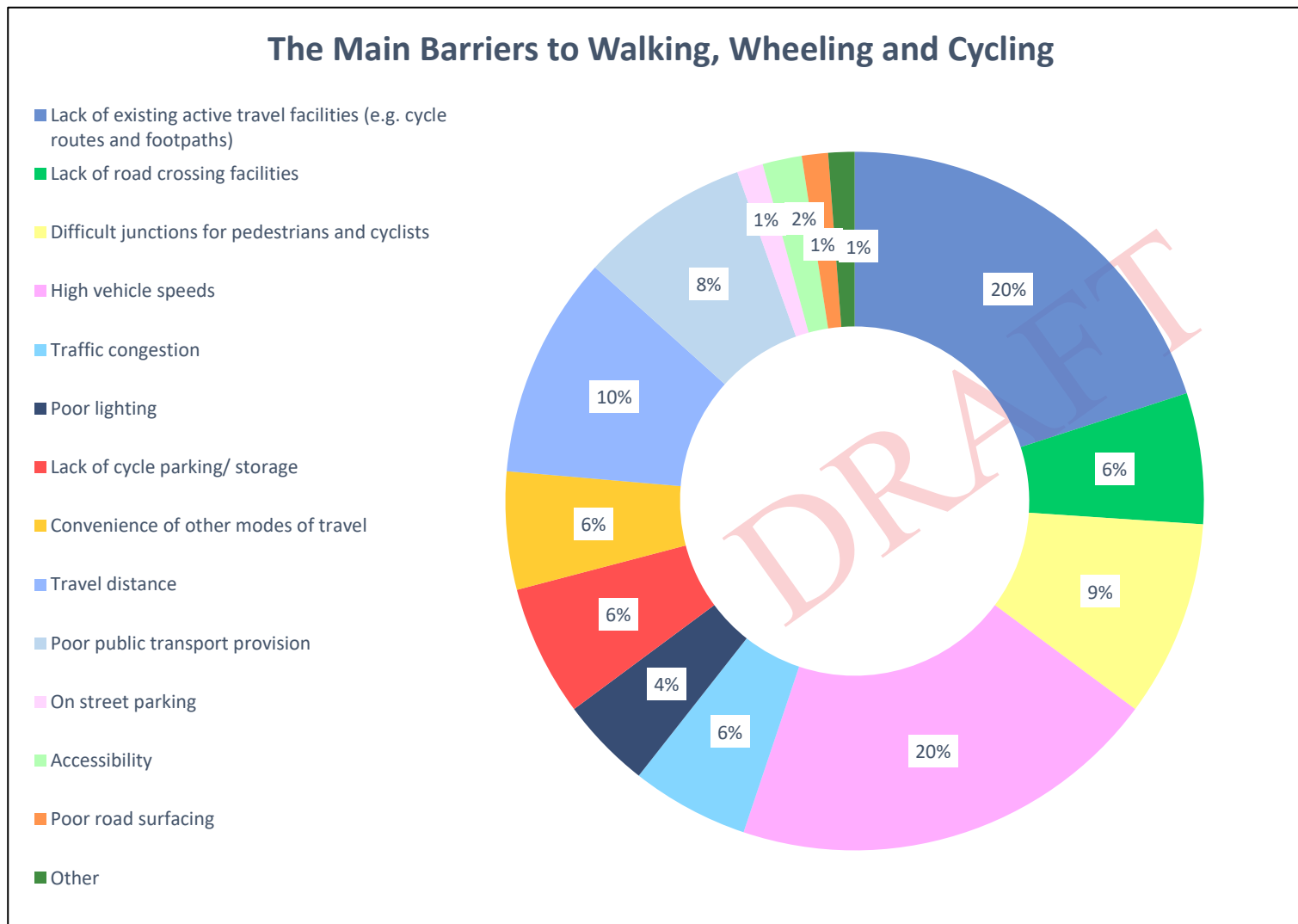
# Reasons Why Participant Choose to Travel



## Key Findings:

- 'Lack of alternatives' and 'quickest' were the two main factors determining travel choice among participants.
- 'Cheapest' and 'less stressful' were the least common responses.

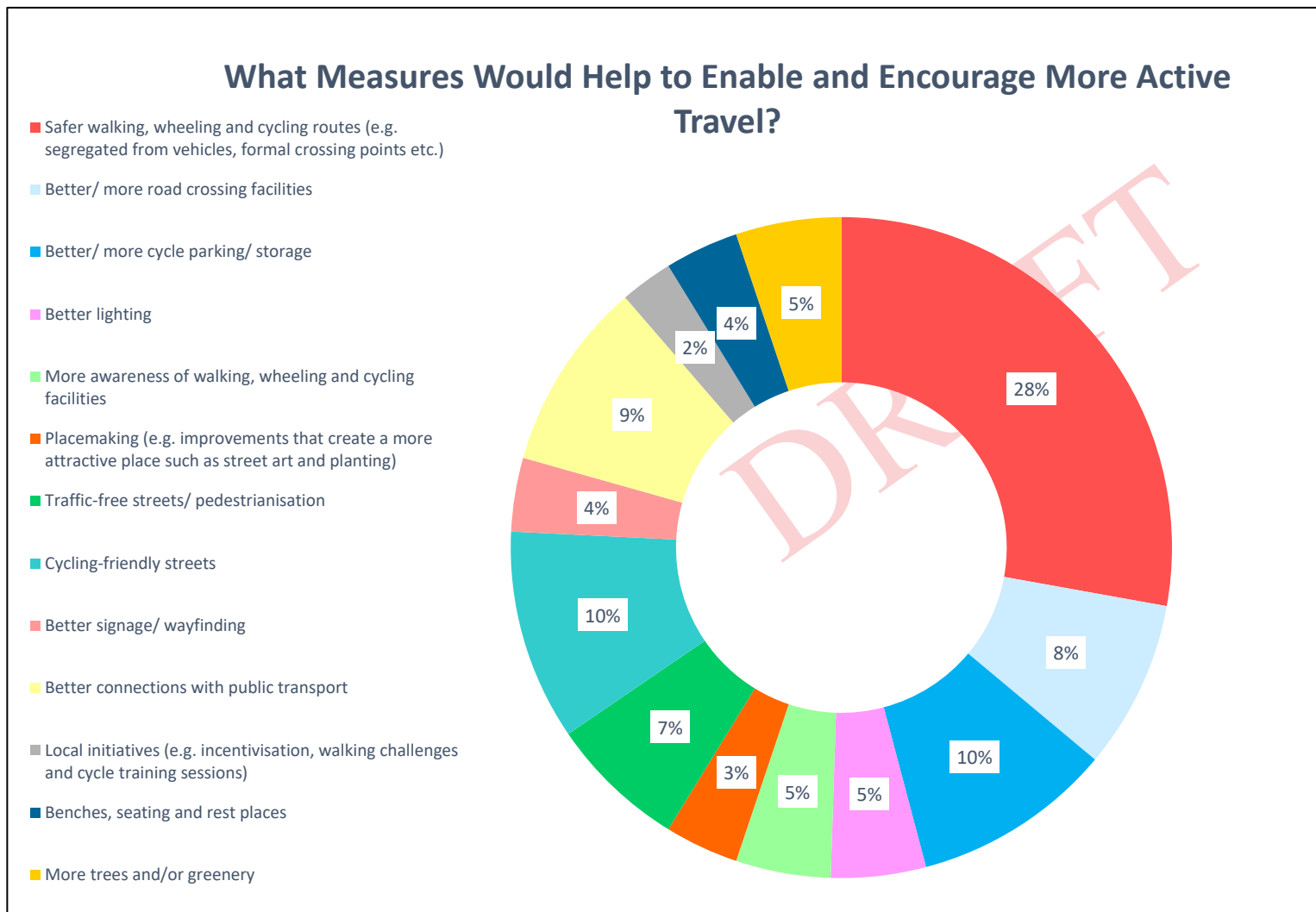
# The Main Barriers to Walking, Wheeling and Cycling



Key Findings:

- The main barriers to active travel in Kinross-shire are deemed to be a ‘lack of existing active travel facilities’ and ‘high vehicle speeds’.
- Other popular barriers included ‘difficult junctions for pedestrians and cyclists’ and ‘travel distance’.

# Measures That Would Enable and Encourage Active Travel

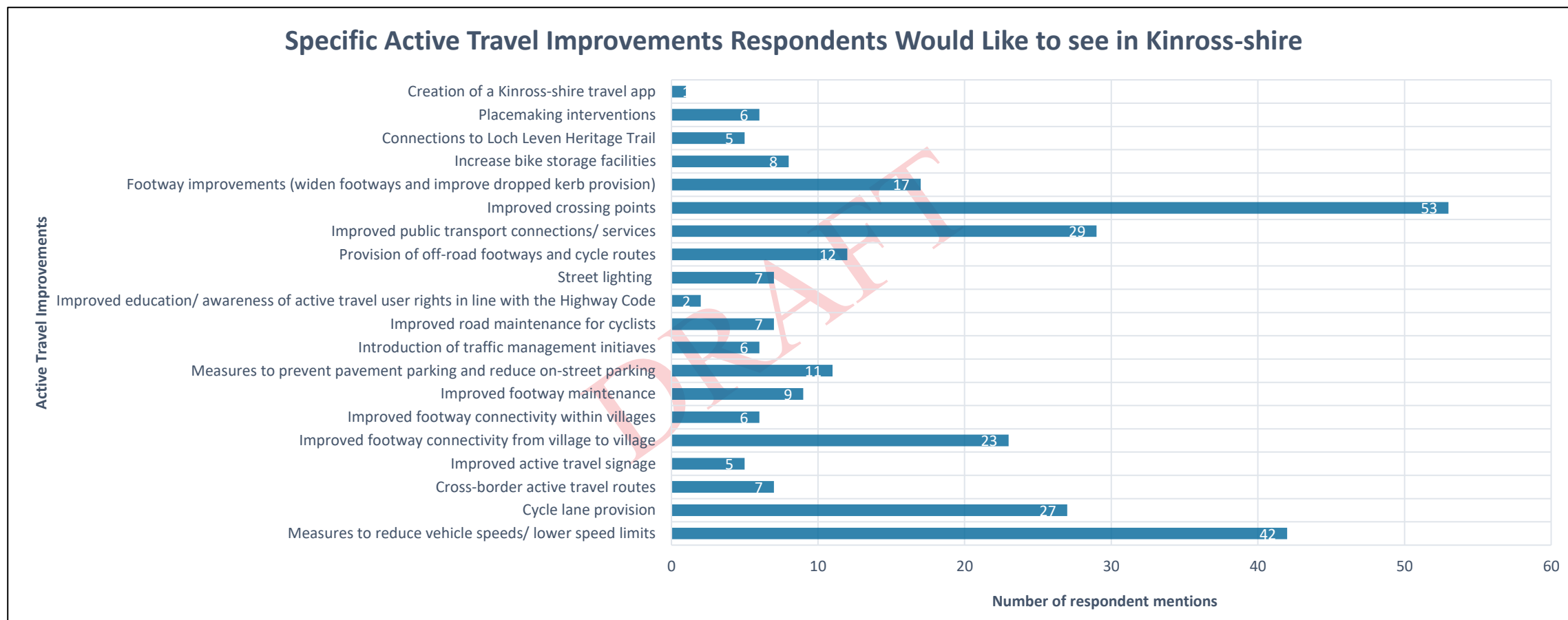


## Key Findings:

- The most desired measure is for ‘safer walking, wheeling and cycling routes’ which could include segregated active travel routes away from vehicles and formal crossing points.
- Other popular responses included ‘cycling-friendly streets’ and ‘better/ more cycle parking/ storage’
- The least popular responses were ‘benches, seating and rest places’ and ‘local initiatives’.



# Specific Active Travel Improvements Respondents Would Like to See



## Key Findings:

- Almost one third of respondents would like to see improved crossing points around Kinross-shire.
- 42 respondents would like measures to reduce vehicle speeds implemented to enable them to travel more actively.

# Desired Locations for Measures to Reduce Vehicle Speeds

Measures to reduce vehicle speeds/ lower speed limits Areas Mentioned	Number of Respondents
South Street (Kinross)	3
New Road (Milnathort)	4
B996 (Gairney Bank)	1
Main Street (Kinnesswood)	4
Dryside (Balgedie)	1
Stirling Road (Milnathort)	3
Burleigh Road	1
Leslie Road (Scotlandwell)	3
Main Street (Scotlandwell)	3

## Key Findings:

- Several locations were identified as having high vehicle speeds by respondents.
- The most frequently mentioned areas where reductions in vehicle speed limits would be welcomed are for New Road in Milnathort and Main Street in Kinnesswood.

# Opportunities for Cross-Boundary Active Travel Routes

Suggested Cross-Boundary Active Travel Routes	Number of Respondents
Kinross to Fife (via Kelty and Dunfermline)	10
Kinross to Perth	2

## Key Findings:

- Connections between Kinross and Fife via Kelty and Dunfermline are highly desired.
- Connections to Perth were also mentioned.
- There was no mention of connections to Clackmannanshire.

# Suggested Locations for Crossing Point Improvements

Suggested Locations for Crossing Point Improvements	Number of Respondents
Springfield Road/Muir's junction crossing (relocate as currently viewed as dangerous) (Kinross)	3
Springfield Road (by Davies Park Path) (Kinross)	3
Stirling Road (by Milnathort Primary School) (Milnathort)	31
New Road (make zebra crossing a light controlled crossing) (Milnathort)	2
Main Street (by Arngask Primary School) (Glenfarg)	1
B996 (by Gairney Bank)	1
Gallowhill Road/ Muir's junction (improve current crossing) (Kinross)	2
South Street (Milnathort)	3
High Street (south) (Kinross)	1

## Key Findings:

Improvements to the crossing on Stirling Road, by Milnathort Primary School is proven to be highly desired by numerous respondents.

# Appendix D

## Interventions and Prioritisation

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## Intervention List

Type	Summary	Description	Cost Range	Potential Funding Source
Kinross-shire Wide	Kinross-shire active travel mapping tool	Creation of Kinross-shire active travel mapping tool which summarises all existing walking, wheeling and cycling routes throughout Kinross-shire. This could be used to map all existing Kinross-shire active travel routes, then undertake a gap analysis and feasibility work with the aim of joining up existing active travel routes.	N/A	N/A
	Safe Routes to School to all Kinross-shire schools	Safe Routes to School between key settlements and all schools across Kinross-shire. This may include signage and wayfinding, resurfacing, road markings and segregated active travel infrastructure where feasible.	N/A	N/A
	Speed limit reductions in residential locations and nearby key facilities	Traffic calming measures and lowering speed limits will make opportunities for walking, wheeling and cycling safer and encourage greater uptake. The lowering of speed limits could occur around residential areas, schools and healthcare facilities.	N/A	N/A
	Existing crossing facility improvements	Throughout Kinross-shire there are inadequate dropped kerbs and a lack of tactile surfaces at crossing points. Therefore improvements of dropped kerbs and tactile paving are required across all built up areas throughout Kinross-shire.	N/A	N/A
	Improved signage of available active travel routes	Clear signage and wayfinding which would make walking, wheeling and cycling routes more visible to residents.	N/A	N/A
	Secure cycle storage facilities at key destinations and public transport interchanges	Installing secure cycle storage facilities at key destinations and public transport interchanges would encourage multi-modal transportation and offer convenient and attractive options for cyclists using public transport.	N/A	N/A
	Campaign and branding for walking, wheeling and cycling in Kinross-shire	A Kinross-shire active travel brand symbol could feature on maps highlighting walking, wheeling and cycling routes. This should be consistent with active travel branding for Perth and Kinross and the wider Tayside region.	N/A	N/A
	Improved maintenance of footways and other active travel routes	Fallen debris and overgrown vegetation can make footways, footpaths and key cycle routes slippery, and are often not gritted during the winter months, meaning they aren't accessible. Numerous active travel facilities could be widened significantly by cutting back vegetation.	N/A	N/A
	Integrating bikes and buses	The integration of bikes and buses on public and community bus services. This may include retrofitting buses to incorporate cycle storage, the use of bike socks and the provision of cycle parking at bus stops and stations.	N/A	N/A
	Cross-boundary active travel route between Kinross-shire and Fife	High quality active travel route along the B996 between High Street in Kinross and Black Road in Kelty, following Cycling by Design guidance.	£5,250,000 - £10,100,000	Active Travel Transformation Fund / Sustrans Places for Everyone
	Cross-boundary active travel route between Kinross-shire and Clackmannanshire	High quality active travel route along the A91 between Milnathort and Poor of Muckhart, following Cycling by Design guidance.	£9,430,000 - £18,000,000	Active Travel Transformation Fund / Sustrans Places for Everyone

## Active Travel Routes

Cross-boundary off-road active travel route between Rumbling Bridge and Dollar	Cross-boundary, off-road active travel route along the disused railway line between Rumbling Bridge and Dollar which would provide a high-quality, traffic-free active travel facility between Kinross-shire and Clackmannanshire.	£4,900,000 - £9,380,000	Active Travel Transformation Fund / Sustrans Places for Everyone
High quality active travel route between Kinross and Milnathort	High quality active travel route along the B996 between B918 Station Road in Kinross and Church Street in Milnathort, following Cycling by Design guidance.	£1,880,000 - £3,610,000	Active Travel Transformation Fund / Sustrans Places for Everyone
High quality active travel route between Kinross Park and Ride and Kinross High Street	High quality active travel route along B918 between Kinross Park and Ride and Kinross High Street, following Cycling by Design guidance.	£680,000 - £1,300,000	Active Travel Transformation Fund / Sustrans Places for Everyone
Active travel minor improvements between Kinross junction and Kinross Park and Ride	Minor improvements along existing footpath including resurfacing, wayfinding and cutting back overhanging vegetation to provide an attractive, off-road active travel connection between the Kinross junction and Kinross Park and Ride	£49,000 - £66,000	Paths for All- Community Project Transition Fund
Quiet street along Ochil View / Green Road in Kinross	Quiet street which prioritises walking, wheeling and cycling and provides resident, blue badge, delivery, and emergency vehicle access only. There provides an opportunity to reduce through traffic (through signage improvements only), alongside traffic calming measures and placemaking (additional cost).	£5,000 - £12,000	Perth and Kinross Council Traffic and Network Funding
Active travel minor improvements along Gallowhill Road in Kinross	Minor improvements including footway widening, cutting back overhanging vegetation and provision of controlled crossing points at key desire lines.	£123,000 - £197,000	Perth and Kinross Council Traffic and Network Funding
Active travel minor improvements along Burns-Begg Street, Kirkgate and Pier Road in Kinross	Minor improvements including active travel signage, resurfacing and road markings. This would provide dedicated active travel access from Kinross High Street to Loch Leven.	£147,000 - £197,000	Perth and Kinross Council Traffic and Network Funding
Sustrans School Street to Milnathort Primary School	Sustrans School Street along Church Street providing walking, wheeling and cycling only access to Milnathort Primary School during school pick-up and drop-off times.	£3,000 - £6,000	Sustrans School Street initiative
Active travel improvements between Scotlandwell and Kinnesswood	Active travel improvements including footway widening through Scotlandwell, widening of Kilmagad Wood active travel facility and improved crossing facilities in Kinnesswood. Currently there is no safe and continuous path to Portmoak Primary School from Scotlandwell meaning those trying to access the school have to drive the short distance.	£369,000 - £492,000	Active Travel Transformation Fund / Sustrans Places for Everyone
Active travel minor improvements between Loch Leven's Larder and the Loch Leven Heritage Trail.	Minor improvements including resurfacing and wayfinding which will improve active travel accessibility between Loch Leven's Larder and the Loch Leven Heritage Trail.	£24,000 - £33,000	Loch Leven Heritage Trail Upgrades Programme
High quality active travel route between Wester Balgedie and Milnathort	High quality active travel route along A911 between Wester Balgedie and Milnathort via Loch Leven's Larder, following Cycling by Design guidance.	£4,000,000 - £7,700,000	Active Travel Transformation Fund / Sustrans Places for Everyone
Active travel minor improvements between Wester Balgedie and Kinnesswood	Minor improvements to existing active travel route including signage, cutting back vegetation and removing access barriers for inclusivity.	£9,000 - £20,000	Paths for All- Community Project Transition Fund
Footway widening through Cleish	Footway widening where feasible through Cleish to provide more space for walking and wheeling and improve active travel access to Cleish Primary School and Cleish Village Hall.	£45,000 - £62,500	Perth and Kinross Council Traffic and Network Funding

	High quality active travel route between Kinross and Crook of Devon	High quality active travel route along A977 between Kinross junction and Crook of Devon, following Cycling by Design guidance.	£6,000,000 - £11,550,000	Active Travel Transformation Fund / Sustrans Places for Everyone
	One-way system and active travel improvements along Greenbank Road in Glenfarg	One-way system and active travel improvements along Greenbank Road, including a Mixed Traffic Street and footway resurfacing and widening where feasible.	£98,000 - £132,000	Sustrans National Cycle Network improvements and signage Fund
	Improvements to the National Cycle Network Route 775 between Glenfarg and Milnathort	Improvements to the National Cycle Network Route 775 between Glenfarg and Milnathort which may include resurfacing, improved road markings and signage and wayfinding.	£1,480,000 - £1,970,000	Sustrans National Cycle Network improvements and signage Fund
Active Travel junction / crossing improvements	Active travel junction improvements at the M90 / Kinross Junction	Active travel improvements including a clearly defined active travel route, controlled crossing facilities and clear signage and wayfinding. This intervention will improve active travel access through the junction and east-west connectivity throughout Kinross-shire.	£2,500,000 - £2,700,000	Active Travel Transformation Fund / Sustrans Places for Everyone
	Existing crossing improvements at Station Road/ Junction Road junction and Ochil View in Kinross	Crossing improvements including dropped kerbs and tactile paving and controlled crossing facilities which deliver priority for walking wheeling and cycling.	£24,000 - £250,000	Perth and Kinross Council Traffic and Network Funding
	New crossing facility along Springfield Road in Kinross	Controlled crossing facility and improved visibility along Springfield Road to the north of Wilson Court.	£8,000 - £82,000	Perth and Kinross Council Traffic and Network Funding
	Relocate and improve existing crossing point on Springfield Road in Kinross	Relocate and improve existing crossing point on Springfield Road at the junction by Muirs to further down Springfield Road away from the junction. Currently the crossing point has no tactile paving and is very close to the junction meaning pedestrians are vulnerable to vehicles turning onto Springfield Road.	£8,000 - £82,000	Perth and Kinross Council Traffic and Network Funding
	Existing crossing improvements on Stirling Road, New Road and South Street in Milnathort	Provision of safe crossing points for children accessing Milnathort Primary School and users accessing Milnathort centre.	£24,000 - £250,000	Perth and Kinross Council Traffic and Network Funding
	New crossing facility between Milnathort and Mawcarse	New crossing facility where the footway moves from the west to the east of the carriageway.	£27,000 - £279,000	Perth and Kinross Council Traffic and Network Funding
	New crossing facility in Gairneybank	Provide a safe crossing point for residents at the B996/ Hatchbank Road junction in Gairneybank.	£8,000 - £82,000	Perth and Kinross Council Traffic and Network Funding
	New crossing facility to Carnbo community hall	Crossing facility providing safe active travel access to Carnbo community hall.	£8,000 - £82,000	Perth and Kinross Council Traffic and Network Funding
	Existing crossing improvements in Glenfarg	Crossing improvements at Greenbank Road/ B996 Main Street junction and Ladeside Road/ B996 Main Street junction	£16,000 - £164,000	Perth and Kinross Council Traffic and Network Funding
	Existing footbridge improvements in Glenfarg	Footbridge improvements in line with Cycling by Design guidance, including increasing parapet height and amending the distance between bollards for wheelchair users.	£164,000 - £820,000	Transport Scotland Trunk Road Improvements
	Mobility Hub at Kinross Park and Ride	Mobility Hub at Kinross Park and Ride using COMO UK best practice. This may include facilities such as high quality cycle storage, shared bike facilities, real-time information and placemaking.	£650,000 - £820,000	Scottish Government Place Based Investment Programme



Placemaking / community active travel facilities	Portmoak Hall Village Mobility Hub	Village Mobility Hub at Glenfarg Village Hall using COMO UK best practice. This may include amenities such as a café and shared bike facilities.	£246,000 - £328,000	Scottish Government Place Based Investment Programme
	Glenfarg Village Mobility Hub	Village Mobility Hub at Glenfarg Village Hall using COMO UK best practice. This may include amenities such as a café and shared bike facilities. This could be implemented on a wider scale across Kinross-shire	£246,000 - £328,000	Scottish Government Place Based Investment Programme
	Cycle storage facility in Kinross High Street	Currently few places where people can leave their bike should they cycle into Kinross therefore need somewhere safe and secure for bike storage.	£16,000 - £33,000	Tactran Active Travel Behaviour Change and Access to Bikes Grant
	Placemaking improvements in Milnathort centre	Introduction of additional seating, planters and permanent cycle parking in Milnathort centre to create an attractive environment for residents and visitors.	£24,000 - £33,000	NatureScot Green Infrastructure Fund
	Loch Leven Heritage Trail footwalk repair	Repair footwalk to the north of the Loch Leven Heritage Trail to ensure accessibility for all users.	£800 - £1,700	Loch Leven Heritage Trail Upgrades Programme
Travel Behaviour Change	Loch Leven Heritage Trail behaviour change events	Utilise the Loch Leven Heritage Trail to deliver behaviour change events such as cycle training and led walks and cycle rides.	£32,000 - £164,000	Tactran Active Travel Behaviour Change and Access to Bikes Grant
Parking and Road Network improvements	Parking formalisation along South Street in Milnathort	Parking formalisation will reduce the impact of parked vehicles along South Street on active travel users. This will include road markings to create parking bays, and control measures, which will require a Traffic Regulation Order.	£4,000 - £8,200	Perth and Kinross Council Traffic and Network Funding
	Traffic calming along Main Street and Leslie Road in Scotlandwell	Lowering speed limits will make opportunities for walking, wheeling and cycling safer and encourage greater uptake. Lowering the speed limit along these roads will encourage active travel uptake to Portmoak Primary School.	£13,000 - £20,000	Perth and Kinross Council Traffic and Network Funding
	Traffic calming through Cleish centre	Introduction of traffic calming measures through Cleish centre, which may include speed cushions and vehicle activated speed signage.	£3,000 - £5,000	Perth and Kinross Council Traffic and Network Funding
	Road network improvements along B9097 between Gairneybank and Crook of Devon	Road network improvements which would improve conditions for cyclists may including road resurfacing, traffic calming measures and speed limit reductions through settlements.	£167,000 - £251,000	Perth and Kinross Council Traffic and Network Funding
	Formalised parking and measures to prevent footway parking in Glenfarg	Footway parking along the Main Street in particular is narrowing available space for active travel users.	£4,900 - £7,400	Perth and Kinross Council Traffic and Network Funding

\*Funding sources as of May 2024. These may be subject to change in future years

## Prioritisation Criteria

Criteria	Sub-criteria	Low score =1	Medium score =3	High score =5
<b>1. Alignment with Project Objectives</b>		The intervention is considered to be in alignment with less than 2 of the masterplan objectives.	The intervention is considered to be aligned with at least 2 of the masterplan objectives.	The intervention is considered to be aligned with more than 2 of the masterplan objectives.
<b>2. Connectivity to Key Facilities</b>		The intervention does not improve connectivity to any key local facilities.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.
<b>3. Community Engagement / Level of community / stakeholder support</b>	<b>Safe Routes to School to all Kinross-shire schools</b>	Safe Routes to School between key settlements and all schools across Kinross-shire. This may included signage and wayfinding, resurfacing, road markings and segregated active travel infrastructure where feasible.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.
	<b>3b. Online Community-Wide Survey Responses</b>	The intervention was not referenced within the online survey responses.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.
<b>4. Land Ownership</b>		The majority of the intervention is likely to be outwith the Perth and Kinross Council road adoption or land ownership area, and / or requires multiple other landowner agreements.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.
<b>5. Cost</b>		The intervention is high cost (>£1,500,000).	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.

<b>6. Funding</b>	The intervention requires multiple sources of funding, or there are no identified funding sources.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.
<b>7. Timescales</b>	The intervention is considered to be a longer-term aspiration which is likely to be delivered in 3-5 years.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.	The intervention has a some level of support from the community / stakeholders as this was referenced during at least 1 engagement session.

### Phasing

	Scoring range	Summary
<b>Phase 1</b>	33 to 40	Short-term, high priority interventions
<b>Phase 2</b>	25 to 32	Medium-term interventions
<b>Phase 3</b>	Less than 25	Long-term, low priority interventions

Prioritisation Scoring and Phasing

Intervention	Type	Summary	Description	1. Alignment with Project Objectives	2. Connectivity to Key Facilities	3. Community Engagement / Level of Community and Stakeholder Support		4. Land Ownership	5. Cost	6. Funding	7. Timescales	Total	Phase
						3a. Engagement Sessions/ Big Place Conversation Responses	Responses						
1	Kinross-shire Wide	Kinross-shire active travel mapping tool	Creation of Kinross-shire active travel mapping tool which summarises all existing walking, wheeling and cycling routes throughout Kinross-shire. This could be used to map all existing Kinross-shire active travel routes, then undertake a gap analysis and feasibility work with the aim of joining up existing active travel routes.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	Kinross-shire Wide	Safe Routes to School to all Kinross-shire schools	Safe Routes to School between key settlements and all schools across Kinross-shire. This may include signage and wayfinding, resurfacing, road markings and dedicated active travel infrastructure where feasible.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Kinross-shire Wide	Speed limit reductions in residential locations and nearby key facilities	Traffic calming measures and lowering speed limits will make opportunities for walking, wheeling and cycling safer and encourage greater uptake. The lowering of speed limits could occur around residential areas, schools and healthcare facilities.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Kinross-shire Wide	Existing crossing facility improvements	Throughout Kinross-shire there are inadequate dropped kerbs and a lack of tactile surfaces at crossing points. Therefore, improvements with dropped kerbs and tactile paving are required across all built up areas throughout Kinross-shire.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	Kinross-shire Wide	Improved signage of available active travel routes	Clear signage and wayfinding which would make walking, wheeling and cycling routes more visible to residents.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	Kinross-shire Wide	Secure cycle storage facilities at key destinations and public transport interchanges	Installing secure cycle storage facilities at key destinations and public transport interchanges would encourage multi-modal transportation and offer convenient and attractive options for cyclists using public transport.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Kinross-shire Wide	Campaign and branding for walking, wheeling and cycling in Kinross-shire	A Kinross-shire active travel brand symbol could feature on maps highlighting walking, wheeling and cycling routes. This should be consistent with active travel branding for Perth and Kinross and the wider Tayside region.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Kinross-shire Wide	Improved maintenance of footways and other active travel routes	Fallen debris and overgrown vegetation can make footways, footpaths and key cycle routes slippery, and are often not gritted during the winter months, meaning they aren't accessible. Numerous active travel facilities could be widened significantly by cutting back vegetation.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Kinross-shire Wide	Integrating bikes and buses	The integration of bikes and buses on public and community bus services. This may include retrofitting buses to incorporate cycle storage, the use of bike socks and the provision of cycle parking at bus stops and stations.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1	Active Travel Junction 1 / crossing improvements	Existing crossing improvements on Stirling Road, New Road and South Street in Milnathort	Provision of safe crossing points for children accessing Milnathort Primary School and users accessing Milnathort centre.	5	5	5	5	5	5	5	5	5	40 Phase 1
2	Active Travel Junction 2 / crossing improvements	Existing crossing improvements at Station Road/ Junction Road junction and Ochil View in Kinross	Crossing improvements including dropped kerbs and tactile paving and controlled crossing facilities which deliver priority for walking wheeling and cycling.	5	5	5	3	5	5	5	5	5	38 Phase 1
3	Active Travel Junction 3 / crossing improvements	Existing crossing improvements in Glenfarg	Crossing improvements at Greenbank Road/ B996 Main Street Junction and Ladeside Road/ B996 Main Street Junction	5	5	5	3	5	5	5	5	5	38 Phase 1
4	Active Travel Routes	Active travel minor improvements along Gallowhill Road in Kinross	Minor improvements including footway widening, cutting back overhanging vegetation and provision of controlled crossing points at key desire lines.	5	3	3	5	5	5	5	5	5	36 Phase 1
5	Active Travel Routes	Active travel minor improvements along Burns-Begg Street, Kirkgate and Pier Road in Kinross	Minor improvements including active travel signage, resurfacing and road markings. This would provide dedicated active travel access from Kinross High Street to Loch Leven.	5	5	3	3	5	5	5	5	5	36 Phase 1
6	Active Travel Routes	Active travel improvements between Scotlandwell and Kinnesswood	Active travel improvements including footway widening through Scotlandwell, widening of Kilmagad Wood active travel facility and improved crossing facilities in Kinnesswood. Currently there is no safe and continuous path to Portmoak Primary School from Scotlandwell meaning those trying to access the school have to drive the short distance.	5	5	5	5	3	5	5	5	3	36 Phase 1
7	Active Travel Routes	Footway widening through Cleish	Footway widening where feasible through Cleish to provide more space for walking and wheeling and improve active travel access to Cleish Primary School and Cleish Village Hall.	5	5	3	3	5	5	5	5	5	36 Phase 1
8	Active Travel Routes	Sustrans School Street to Milnathort Primary School	Sustrans School Street along Church Street providing walking, wheeling and cycling only access to Milnathort Primary School during school pick-up and drop-off times.	5	5	5	3	5	5	3	3	3	34 Phase 1
9	Active Travel Routes	One-way system and active travel improvements along Greenbank Road in Glenfarg	One-way system and active travel improvements along Greenbank Road, including a Mixed Traffic Street and footway resurfacing and widening where feasible.	5	5	3	3	5	5	5	5	3	34 Phase 1
10	Active Travel Junction 3 / crossing improvements	New crossing facility along Springfield Road in Kinross	Controlled crossing facility and improved visibility along Springfield Road to the north of Wilson Court.	3	3	3	5	5	5	5	5	5	34 Phase 1
11	Active Travel Junction 11 / crossing improvements	Relocate and improve existing crossing point on Springfield Road in Kinross	Relocate and improve existing crossing point on Springfield Road at the junction by Muirs to further down Springfield Road away from the junction. Currently the crossing point has no tactile paving and is very close to the junction meaning pedestrians are vulnerable to vehicles turning onto Springfield Road.	3	3	3	5	5	5	5	5	5	34 Phase 1
12	Placemaking / community active travel facilities	Cycle storage facility in Kinross High Street	Currently few places where people can leave their bike should they cycle into Kinross therefore need somewhere safe and secure for bike storage.	5	5	3	3	5	5	3	5	5	34 Phase 1
13	Parking and Road Network improvements	Parking formalisation along South Street in Milnathort	Parking formalisation will reduce the impact of parked vehicles along South Street on active travel users. This will include road markings to create parking bays, and control measures, which will require a Traffic Regulation Order.	3	5	5	3	5	5	5	5	3	34 Phase 1
14	Parking and Road Network improvements	Formalised parking and measures to prevent footway parking in Glenfarg	Parking formalisation including road markings to create parking bays and parking control measures, which will require a TRO. Footway parking along the Main Street in particular is narrowing available space for active travel users.	3	5	5	3	5	5	5	5	3	34 Phase 1
15	Active Travel Routes	Active travel minor improvements between Kinross junction and Kinross Park and Ride	Minor improvements along existing footpath including resurfacing, wayfinding and cutting back overhanging vegetation to provide an attractive, off-road active travel connection between the Kinross junction and Kinross Park and Ride	5	3	3	1	5	5	5	5	5	32 Phase 2
16	Active Travel Routes	Minor improvements between Wester Balgedie and Kinnesswood	Minor improvements to existing active travel route including signage, cutting back vegetation and removing access barriers for inclusivity.	5	3	3	3	3	5	5	5	5	32 Phase 2
17	Active Travel Junction 17 / crossing improvements	New crossing facility between Milnathort and Mawcarse	New crossing facility where the footway moves from the west to the east of the carriageway.	3	3	3	3	5	5	5	5	5	32 Phase 2
18	Placemaking / community active travel facilities	Mobility Hub at Kinross Park and Ride	Mobility Hub at Kinross Park and Ride using COMO UK best practice. This may include facilities such as high quality cycle storage, shared bike facilities, real-time information and placemaking.	5	5	5	3	5	3	3	3	3	32 Phase 2

19	Placemaking / community active travel facilities	Loch Leven Heritage Trail footwalk repair	Repair footwalk to the north of the Loch Leven Heritage Trail to ensure accessibility for all users.	5	3	3	3	5	5	3	5	32	Phase 2
20	Placemaking / community active travel facilities	Glenfarg Village Mobility Hub	Village Mobility Hub at Glenfarg Village Hall using COMO UK best practice. This may include amenities such as a café and shared bike facilities. This could be implemented on a wider scale across Kinross-shire	5	5	5	1	5	5	3	3	32	Phase 2
21	Active Travel Routes	High quality active travel route between Kinross Park and Ride and Kinross High Street	High quality active travel route along B918 between Kinross Park and Ride and Kinross High Street, following Cycling by Design guidance.	5	5	3	3	5	3	3	3	30	Phase 2
22	Active Travel Routes	Quiet street along Ochil View / Green Road in Kinross	Quiet street which prioritises walking, wheeling and cycling and provides resident, blue badge, delivery, and emergency vehicle access only. There provides an opportunity to reduce through traffic (through signage improvements only), alongside traffic calming measures and placemaking (additional cost).	5	3	3	1	5	5	5	3	30	Phase 2
23	Active Travel Routes	Improvements to the National Cycle Network Route 775 between Glenfarg and Milnathort	Improvements to the National Cycle Network Route 775 between Glenfarg and Milnathort which may include resurfacing, improved road markings and signage and wayfinding.	5	5	5	3	5	1	3	3	30	Phase 2
24	Active Travel junction / crossing improvements	New crossing facility in Gairneybank	Provide a safe crossing point for residents at the B996/ Hatchbank Road Junction in Gairneybank.	3	3	1	3	5	5	5	5	30	Phase 2
25	Active Travel junction / crossing improvements	New crossing facility to Carnbo community hall	Crossing facility providing safe active travel access to Carnbo community hall.	3	3	3	1	5	5	5	5	30	Phase 2
26	Placemaking / community active travel facilities	Placemaking improvements in Milnathort centre	Introduction of additional seating, planters and permanent cycle parking in Milnathort centre to create an attractive environment for residents and visitors.	5	3	3	1	5	5	3	5	30	Phase 2
27	Travel Behaviour Change	Loch Leven Heritage Trail behaviour change events	Utilise the Loch Leven Heritage Trail to deliver behaviour change events such as cycle training and led walks and cycle rides.	5	3	3	1	5	5	3	5	30	Phase 2
28	Parking and Road Network Improvements	Traffic calming along Main Street and Leslie Road in Scotlandwell	Traffic calming will make opportunities for walking, wheeling and cycling safer and encourage greater uptake. Reduction of vehicle speeds along these roads will also encourage active travel uptake to Portmoak Primary School.	3	3	3	3	5	5	5	3	30	Phase 2
29	Parking and Road Network Improvements	Road network improvements along B9097 between Gairneybank and Crook of Devon	Road network improvements which would improve conditions for cyclists may including road resurfacing, traffic calming measures and speed limit reductions through settlements.	3	3	5	1	5	5	5	3	30	Phase 2
30	Active Travel Routes	Active travel minor improvements between Loch Leven's Larder and the Loch Leven Heritage Trail.	Minor improvements including resurfacing and wayfinding which will improve active travel accessibility between Loch Leven's Larder and the Loch Leven Heritage Trail.	3	3	3	1	3	5	5	5	28	Phase 2
31	Placemaking / community active travel facilities	Portmoak Hall Village Mobility Hub	Village Mobility Hub at Portmoak Hall using COMO UK best practice. This may include amenities such as a café and shared bike facilities.	5	3	3	1	5	5	3	3	28	Phase 2
32	Parking and Road Network Improvements	Traffic calming through Cleish	Introduction of traffic calming measures through Cleish , which may include speed cushions and vehicle activated speed signage.	3	3	1	3	5	5	5	3	28	Phase 2
33	Active Travel Routes	Cross-boundary active travel route between Kinross-shire and Fife	High quality active travel route along the B996 between High Street in Kinross and Black Road in Keltly, following Cycling by Design guidance.	5	3	5	5	1	1	3	1	24	Phase 3
34	Active Travel Routes	High quality active travel route between Kinross and Milnathort	High quality active travel route along the B996 between B918 Station Road in Kinross and Church Street in Milnathort, following Cycling by Design guidance.	5	5	5	3	1	1	3	1	24	Phase 3
35	Active Travel Routes	High quality active travel route between Kinross and Crook of Devon	High quality active travel route along A977 between Kinross junction and Crook of Devon, following Cycling by Design guidance.	5	5	5	3	1	1	3	1	24	Phase 3
36	Active Travel junction / crossing improvements	Active travel junction improvements at the M90 / Kinross Junction	Active travel improvements including a clearly defined active travel route, controlled crossing facilities and clear signage and wayfinding. This intervention will improve active travel access through the junction and east-west connectivity throughout Kinross-shire.	5	5	3	3	3	1	3	1	24	Phase 3
37	Active Travel Routes	High quality active travel route between Wester Balgedie and Milnathort	High quality active travel route along A911 between Wester Balgedie and Milnathort via Loch Leven's Larder, following Cycling by Design guidance.	5	5	3	3	1	1	3	1	22	Phase 3
38	Active Travel junction / crossing improvements	Existing footbridge improvements in Glenfarg	Footbridge improvements in line with Cycling by Design guidance, including increasing parapet height and amending the distance between bollards for wheelchair users.	3	3	1	1	3	5	3	3	22	Phase 3
39	Active Travel Routes	Cross-boundary active travel route between Kinross-shire and Clackmannanshire	High quality active travel route along the A91 between Milnathort and Poor of Muckhart, following Cycling by Design guidance.	5	3	3	3	1	1	3	1	20	Phase 3
40	Active Travel Routes	Cross-boundary off-road active travel route between Rumbling Bridge and Dollar	Cross-boundary, off-road active travel route along the disused railway line between Rumbling Bridge and Dollar which would provide a high-quality, traffic-free active travel facility between Kinross-shire and Clackmannanshire.	5	3	3	3	1	1	3	1	20	Phase 3

\*Funding sources as of May 2024. These may be subject to change in future years

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