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Council Building  
2 High Street  
Perth  
PH1 5PH

08/03/2022

A meeting of the **Environment and Infrastructure Committee** will be held virtually on **Monday, 14 March 2022 at 09:30.**

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

**THOMAS GLEN**  
Chief Executive

***Those attending the meeting are requested to ensure that all notifications are silent on their device and other devices are in silent mode.***

***Please note that the meeting will be broadcast online and recorded. The recording will be publicly available on the Council's website following the meeting.***

**Members:**

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



**Environment and Infrastructure Committee**

**Monday, 14 March 2022**

**AGENDA**

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

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF MEETING OF THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE OF 26 JANUARY 2022** **5 - 6**  
(copy herewith)
- 4 ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2022/23** **7 - 40**  
Report by Head of Environmental & Consumer Services (copy herewith 22/54)
- 5 ANTI-IDLING** **41 - 48**  
Report by Head of Environmental & Consumer Services (copy herewith 22/55)
- 6 SERVICE LEVEL AGREEMENT WITH PERTH AND KINROSS HERITAGE TRUST** **49 - 68**  
Report by Head of Planning & Development (copy herewith 22/56)
- 7 PROPOSED ROAD HUMP ACROSS OLD EDINBURGH ROAD, BRIDGE OF EARN** **69 - 84**  
Report by Executive Director (Communities) (copy herewith 22/57)

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## ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Minute of meeting of the Environment and Infrastructure Committee held virtually via Microsoft Teams on 26 January 2022 at 9.30am.

Present: Councillors A Forbes, A Bailey, K Baird, M Barnacle, S Donaldson, J Duff, T Gray, A Jarvis, G Laing, R McCall, A Parrott, W Robertson, L Simpson, F Smith, and M Williamson.

In Attendance: B Renton, Executive Director (Communities); C Mailer, Depute Director (Communities); M Butterworth, Head of Environmental and Consumer Services; S Best, A Clegg, C Leishman, N McGill, D Rigby, N Taylor, and J Williams (Communities); and S Hendry, K Molley, A Brown and M Pasternak, L McGuigan and B Parker (Corporate and Democratic Services).

Councillor A Forbes, Convener, Presiding.

The Convener led discussion on items 1-4 and Vice-Convener on item 5.

### 1. WELCOME AND APOLOGIES

Councillor A Forbes welcomed everyone to the meeting.

### 2. DECLARATIONS OF INTEREST

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

### PROPOSED URGENT BUSINESS ITEM

In terms of Standing Order 9.3(b), Councillor G Laing moved that the following be considered as an urgent item of business:

To revisit the first-time permanent repair policy which was agreed by the Environment, Enterprise and Infrastructure Committee (17/271) on 6 September 2017.

THERE WAS A RECESS AND THE MEETING RECONVENED AT 09.48am.

Following advice from officers during recess, Councillor G Laing agreed to withdraw his emergency motion.

### 3. MINUTE OF PREVIOUS MEETING

The minute of the meeting of the Environment and Infrastructure Committee of 27 October 2021 was submitted and approved as a correct record.

### 4. WASTE MANAGEMENT PLAN 2010-2025 – PROGRESS REPORT

There was submitted a report by Environmental and Consumer Services (22/19) (1) providing an update on progress with the Perth and Kinross Council

Waste Management Action Plan; (2) giving an overview of the national policy and legislative position; and (3) recommending approval of the new action 104 (shown in Appendix 1) and notes the new actions (105-113 in Appendix 1) agreed as part of the Climate Change Strategy and Action Plan.

**Resolved:**

- (i) The annual update on progress on the Waste Management Action Plan, be endorsed.
- (ii) It be noted that the Council would engage with Scottish Government, COSLA and the Waste Management Officers Network (WMON) and contribute to national consultations, discussions on new policy areas and explore funding opportunities.
- (iii) The new action (number 104) of the Waste Management Action Plan set out in Appendix 1B, be approved.
- (iv) The new actions which have been approved under the Climate Change Strategy & Action Plan (Action 105-113), be noted.
- (v) The Executive Director (Communities) be requested to bring back a further progress report in autumn 2022.

**5. NORTH INCH GOLF COURSE PROGRESS REPORT**

There was submitted a report by Head of Environmental and Consumer Services (22/20) detailing the North Inch Golf Course Progress Report covering performance against the business plan in the 18-month period from 1 April 2020 to the end of September 2021; and (2) proposing a new Business Plan for the period 2022-2027.

**Resolved:**

- (i) The North Inch Golf Course Progress Report April 2020 to September 2021, be noted.
- (ii) The North Inch Golf Course Business Plan 2022-2027 (Appendix 2), be agreed.

**PERTH & KINROSS COUNCIL**

**Environment & Infrastructure Committee – 14 March 2022**

**ACTIVE TRAVEL STRATEGY -  
CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2022/23**

**Report by Head of Service (Environmental & Consumer Services)**  
(Report No 22/54)

This report details the Cycling, Walking and Safer Routes (CWSR) projects implemented in 2021/22. It also seeks Committee approval to the proposed list of Cycling, Walking and Safer Routes projects for 2022/23.

**1. BACKGROUND**

- 1.1 In 2021/22, Perth and Kinross Council received a capital grant of £665,000 for Cycling, Walking and Safer Routes (CWSR) projects. In 2022/23, the Council has been awarded a further capital grant of the same amount (£665,000) for Cycling, Walking and Safer Routes (CWSR) projects, and, as usual, this is to be used for the purpose of undertaking a programme of works for local cycling, walking and safer routes projects.
- 1.2 Included in the terms and conditions of the grant is a provision that local authorities shall consider a minimum spend of 36% (and preferably above 50%) on works and promotion relating to cycling. This approach was agreed by the COSLA Regeneration and Sustainable Development Executive Group on 5 February 2010.
- 1.3 Transport Scotland's long term vision for active travel in Scotland 2030 is to make walking or cycling the most popular choice for shorter everyday journeys, by making it safer, easier and available to everyone. It is intended to achieve many outcomes, including better health, having attractive, safe communities and increased economic activity.

**Cycling, Walking and Safer Routes 2021/22**

- 1.4 At its meeting on 19 May 2021 (Report No. 21/61 refers), the Environment and Infrastructure Committee approved a list of works to be funded from the 2021/22 Scottish Government grant of £665,000 for CWSR projects. Details of the various schemes approved, and how the funding was spent in 2021/22, are listed in Appendix 1.
- 1.5 In total, £598,000 of actual works was funded in 2021/22 from the CWSR grant with £67,000 contributing to officer time for the works. As approximately 45% of the 2021/22 grant funding was spent on cycling related works, the terms and conditions of the grant were met.
- 1.6 Funding of £31,000 from Tayside and Central Transport Partnership (TACTRAN) was also secured to deliver the Broich Road, Crieff project.

- 1.7 Funding of £33,000 from Tayside and Central Transport Partnership (TACTRAN) was also secured in order to deliver the Fairies Road, Perth project.
- 1.8 The projects delivered during 2021/22 have provided improvements for the most vulnerable road users in our communities. The measures include the provision of dropped kerbs and build outs to assist pedestrians to cross the road safely. Missing footpaths and shared use links have also been provided that will assist and encourage pedestrians and cyclists in local communities to use more active forms of travel. A number of projects have been provided in the vicinity of schools including School Exclusion Zones. These zones will provide a safer environment outside the school and also encourage active travel for children going to and from school.
- 1.9 Walking and cycling benefits the individual with not just physical health benefits, but also provides benefits for mental health, the environment and keeping people's transport costs down. Perth and Kinross Council is committed to making it easier for everyone to incorporate active travel choices into their daily routines.

## **2. PROPOSALS**

### **Cycling, Walking and Safer Routes - Proposed Programme 2022/23**

- 2.1 The schemes which have been identified for implementation in 2022/23 are listed in Appendix 2. The associated plans for the proposed works during 2022/23 are shown in Appendix 3.
- 2.2 The proposals from 2022/23 at Appendix 3 numbered 1 to 5 were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross), and consultation with the respective local elected members and community councils. The projects 6 through to 18 for 2022/23 have been identified through working with the local communities, schools and elected members.
- 2.3 An application to Sustrans for match funding for projects 7, 8, 14 and 15 listed in Appendix 2 will be submitted in May 2022.
- 2.4 An application to Tactran for match funding for projects 13 and 18 listed in Appendix 2 will be submitted in May 2022.
- 2.5 Delivering a number of the projects listed in Appendix 2 will support meeting the targets of the Cycle Action Plan for Scotland. A number of these projects will improve and expand the cycling network infrastructure in Perth & Kinross.

2.6 All schemes listed in Appendix 2 will be implemented within the financial year if match funding applications are successful. If any applications are unsuccessful then, as usual, those projects with successful match funding bids will be prioritised. Design briefs have been allocated and some works are already provisionally programmed. The schemes identified will ensure that approximately 50% of the Grant funding is spent on cycling works in order to meet the requirements on spend on cycle related projects during 2022/23.

### 3. CONCLUSIONS AND RECOMMENDATIONS

3.1 This report provides an update on the projects implemented through the Scottish Government Grant for Cycling, Walking and Safer Routes in 2021/22. It also details the schemes which it is proposed to fund from the grant in 2022/23.

3.2 It is recommended that the Committee:

- (i) notes the schemes implemented from the Cycling, Walking and Safer Routes Grant Funding in 2021/22 as detailed at Appendix 1.
- (ii) approves the list of works for Cycling, Walking and Safer Routes projects for the financial year 2022/23 as detailed in Appendix 2.

#### Author

Name	Designation	Contact Details
Brian Cargill	Traffic and Network Service Manager	01738 475000 <a href="mailto:ComCommitteeReports@pkc.gov.uk">ComCommitteeReports@pkc.gov.uk</a>

#### Approved

Name	Designation	Date
Mark Butterworth	Head of Environmental & Consumer Services	18 February 2022

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

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

1.2 It is considered that the actions contained within this report primarily contribute to objectives iv) and v) above.

#### Corporate Plan

1.3 The Council's Corporate Plan outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report primarily contribute to objectives iv) and v). set out at 1.2 above.

## 2. Resource Implications

### Financial

### Capital

- 2.1 The Scottish Government has made available a grant of £665,000 to the Council for CWSR projects for 2022/23. (Estimated grant allocation based on previous 2021/22 grant allocation. The list of works recommended in this report will fully utilise this grant. Applications for grant funding from Sustrans are to be submitted in May 2022 for projects 7, 8, 14 and 15, in Appendix 2 with a total estimated value of £135,000. Applications for grant funding from Tactran are to be submitted in May 2022 for projects 6 and 18, in Appendix 2 with a total estimated value of £135,000.

### Revenue

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

### Workforce

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

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

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

## 3. Assessments

### Equality Impact Assessment

- 3.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.
- 3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- Assessed as **relevant** and the following positive outcomes are expected following implementation:

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

### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

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



4.2 As part of the scheme design, consultation will be carried out with the relevant parties where appropriate, including the local elected members.

## **5. Communication**

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

## **2. BACKGROUND PAPERS**

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

- Report to Enterprise and Infrastructure Committee 8 June 2011, Cycling, Walking and Safer Streets (CWSS) Projects 2011/12 (11/290)
- Report to Enterprise and Infrastructure Committee 23 November 2011, Cycling, Walking and Safer Streets Projects 2011/12 Update and Sustrans Community Links Programme 2011/12 (11/580)
- Report to Enterprise and Infrastructure Committee 5 June 2013, Cycling, Walking and Safer Streets (CWSS) Projects 2013/14 (13/276)
- Report to Enterprise and Infrastructure Committee 4 June 2014, Cycling, Walking and Safer Streets (CWSS) Projects 2014/15 (14/238)
- Report to Enterprise and Infrastructure Committee 3 June 2015, Cycling, Walking and Safer Streets (CWSS) Projects 2015/16 (15/230)
- Report to Enterprise and Infrastructure Committee 1 June 2016, Cycling, Walking and Safer Streets (CWSS) Projects 2016/17 (16/244)
- Report to Enterprise and Infrastructure Committee 14 June 2017, Cycling, Walking and Safer Streets (CWSS) Projects 2017/18 (17/209)
- Report to Enterprise and Infrastructure Committee 23 May 2018, Cycling, Walking and Safer Streets (CWSS) Projects 2018/19 (18/175)
- Report to Enterprise and Infrastructure Committee 15 May 2019, Cycling, Walking and Safer Streets (CWSS) Projects 2019/20 (19/135)
- Report to Environment and Infrastructure Committee 19 May 2021, Cycling, Walking and Safer Routes (CWSR) Projects 2021/22 (21/61)

## **3. APPENDICES**

- 3.1 Appendix 1 - Cycling, Walking and Safer Streets (CWSR) Projects 2021/22.
- 3.2 Appendix 2 - Cycling, Walking and Safer Streets (CWSR) Projects 2022/23.
- 3.3 Appendix 3 - Plans 1- 17



## APPENDIX 1

## Cycling, Walking and Safer Routes Projects 2021/22

<b>G</b>	Green – Works completed in 2021/22
<b>A</b>	Amber - Works delayed and not completed in 2021/22
<b>R</b>	Red – Works did not proceed in 2021/22

<b>Shared Use Paths / Community Schemes / Safer Routes to Schools</b>			
1	<b>Perth City</b>	CWSR £56,000.00	<b>G</b>
	Provision of minor measures such as dropped kerbs and tactile paving to improve the city centre for pedestrians with visual and mobility impairment. Ward 12		
2	<b>Town Centre, Blairgowrie/Rattray</b>	CWSR £35,000	<b>G</b>
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 3.		
3	<b>Church Street, Milnathort</b>	CWSR £21,000	<b>G</b>
	Provision of buildouts on Stirling Road at its junction with Church Street to improve pedestrian crossing facilities. Ward 8		
4	<b>Town Centre, Dunkeld</b>	CWSR £25,000	<b>R</b>
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Discussions ongoing with Community Council and works intended to be carried out once agreement has been reached 2022. Ward 5.		
5	<b>Town Centre, Auchterarder</b>	CWSR £2,000	<b>G</b>
	Provision of minor measures to improve the centre of Auchterarder for pedestrians with visual and mobility impairment. Ward 7.		
6	<b>Western Road, Auchterarder Phase 3</b>	CWSR £80,000	

	Alterations and improvements to existing path to create a 2.5m wide shared use path linking the core path network to Auchterarder. Consideration being given to carrying this out with other road safety measures using RSI funding. Ward 7.		R
7	<b>Primrose Crescent, Perth (Phase 1)</b>	CWSR £60,000	R
	Provision of a 2.5m wide cycle path to connect Lade Cycle Path to Gillespie Crescent and Tulloch Primary School. Planned to carry out works during 2022 summer school holidays. Ward 11		
8	<b>Tulloch Road, Perth</b>	CWSR £50,000	R
	Provision of footway for pedestrians between Wallace Crescent and Tulloch Terrace to connect residential area with shopping centre and community facilities. Further investigations required and planned to carry out works during 2022. Ward 11.		
9	<b>Fairies Road, Perth</b>	CWSR £68,000	G
		Tactran £33,000	
	Provision of footway for pedestrians across frontage of Perth Academy between Viewlands Road and Oakbank Crescent. Ward 10. Funding also provided by Tactran.		
10	<b>Viewlands Road, Perth</b>	CWSR £150,000	G
	Provision of 2.5m shared use path within school boundry to improve pedestrian and cyclist facilities going to and from Perth Academy and adjacent primary schools. Ward 10.		
11	<b>A912 Baiglie Straight</b>	CWSR £30,000	R
	Provision of traffic signal equipment for measures along the A912 to provide shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Project being carried out in partnership with P&K Countryside Trust. Project delayed and planned to carry out works during 2022/23. Ward 9.		
12	<b>King Street/Commissioner Street, Crieff</b>	CWSR £20,000	R
	Provision of build-out around King Street/Commissioner Street junction to improve pedestrian crossing facilities. Project delayed due to safety concerns with adjacent building. Works planned to be carried out during 2022/23. Ward 6.		
13	<b>Broich Road, Crieff (Phase 1)</b>	CWSR £119,000	G
		Tactran £31,000	

	Provision of 3.0m wide shared use path and continuous footway to connect supermarket to Crieff Primary School and Strathearn Community Campus. Ward 6.		G
14	<b>School Exclusion Zones (SEZ)</b>	CWSR £78,000	G
	Provision of School Exclusion Zones at various schools to improve safety in the vicinity of the school gates. Wards 3, 4, 10, 12		
15	<b>Forgandenny Footway</b>	CWSR £69,000	G
	Provision of footway linking residential properties to the core area of the village including the school. Ward 9		
16	<b>Stormont Road, Scone</b>	CWSR £20,000 Sustrans £20,000	R
	Provision of 2.5m wide shared use path to connect residential area to Primary School. Unable to secure Sustrans funding during 2021/22. Planned to apply again and carry out works during 2022/23. Ward 2		
17	<b>Spoutwells Place, Scone</b>	CWSR £20,000 Sustrans £20,000	R
	Provision of 2.5m wide shared use path to connect residential area to Primary School. Unable to secure Sustrans funding during 2021/22. Planned to apply again and carry out works during 2022/23. Ward 2		
18	<b>Grandtully Primary School</b>	CWSR £20,000	R
	Provision of 2.5m wide shared use path to connect residential area to Primary School. Unable to carry out works during 2021/22 and planned to carry out works during 2022/23. Ward 4.		
19	<b>C484 Station Road, Errol</b>	CWSR £45,000	R
	Strip widening of footway along Station Road from Preston Watson Street and Thieves Walk core path to provide shared-use path for cyclists and pedestrians. Unable to carry out works during 2021/22 and planned to carry out works during 2022/23. Ward 1		

	Engineering Administration	CWSR £67,000.00
	<b>TOTALS</b>	<b>CWSR (Eng Admin) £67,000</b> <b>CWSR £598,000</b> <b>Tactran £64,000</b>



## APPENDIX 2

## Cycling, Walking and Safer Routes (CWSR) Projects 2022/23

<b>Shared Use Paths / Community Schemes / Safer Routes to Schools</b>		
1	<b>Perth City</b>	CWSR £20,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the city centre for pedestrians with visual and mobility impairment. Wards 10, 11, 12. See Plan No 1	
2	<b>Town Centre, Auchterarder</b>	CWSR £20,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 6. See Plan No 2	
3	<b>Town Centre, Blairgowrie/Rattray</b>	CWSR £10,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 3. See Plan No 3	
4	<b>Town Centre, Dunkeld</b>	CWSR £25,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 5. See Plan No 4	
5	<b>Town Centre, Scone</b>	CWSR £20,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 7. See Plan No 5	
6	<b>Public Transport Infrastructure Improvements</b>	CWSR £30,000
	Provision of hard standings and other measures to improve public transport links for rural communities including school transportation.	

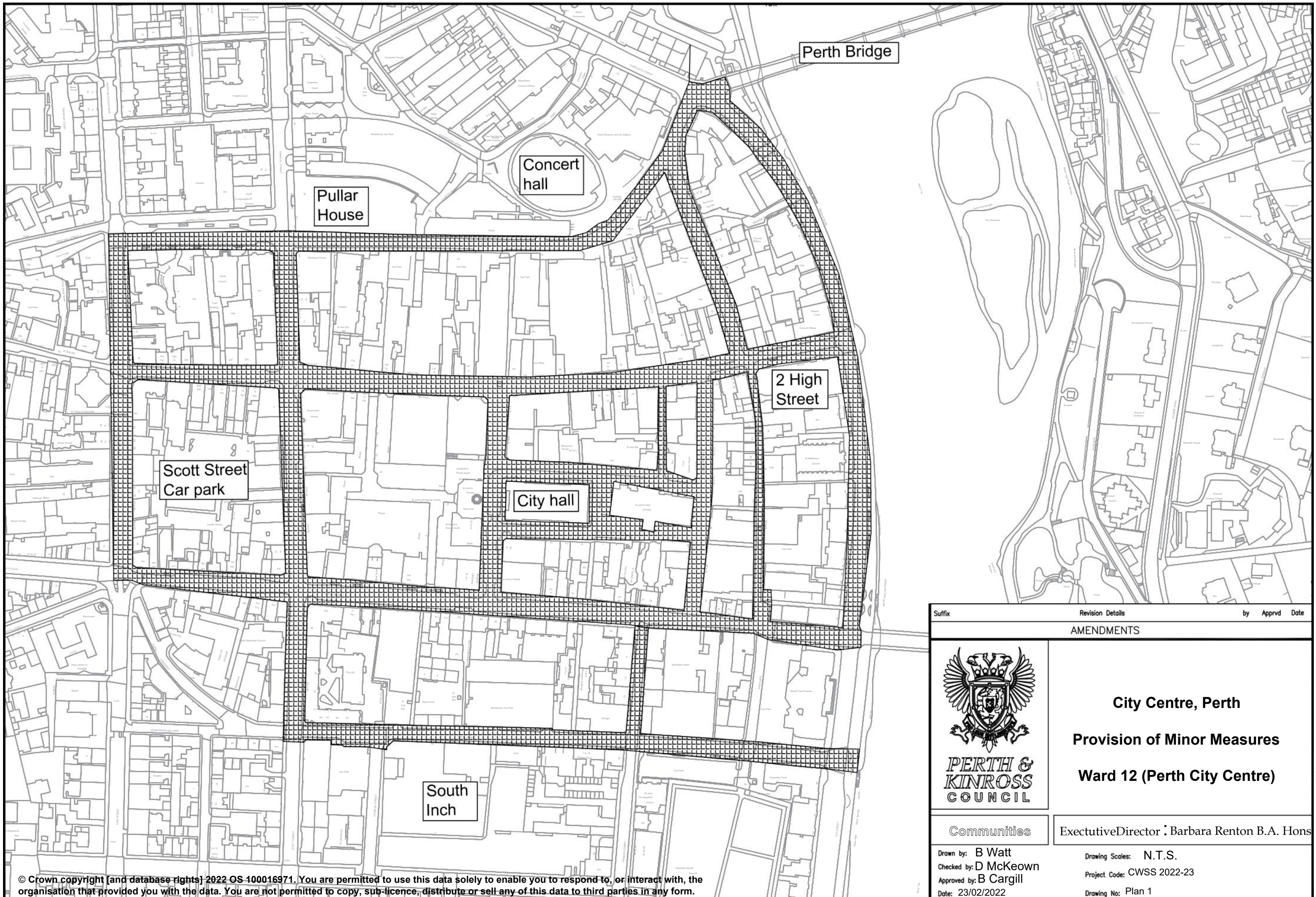
<b>Shared Use Paths/Community Links or Safer Routes to Schools continued</b>		
7	<b>Primrose Crescent, Perth (Phase 1)</b>	CWSR £50,000
		Sustrans £50,000
	Provision of a 2.5m wide shared use path to connect Lade Cycle Path to Gillespie Crescent and Tulloch Primary School. Ward 11. See Plan No 6	
8	<b>Tulloch Road, Perth</b>	CWSR £25,000
		Sustrans £25,000
	Provision of footway for pedestrians between Wallace Crescent and Tulloch Terrace to connect residential area with shopping centre and community facilities. Ward 11. See Plan No 7	
9	<b>Coupar Angus Primary School</b>	CWSR £100,000
		Provision of 2.5m wide shared use path to connect main road to Primary school. Ward 2. See Plan No 8
10	<b>C484 St Madoes</b>	CWSR £40,000
		Provision of Shared-use path to link Primary School to Maddoch Centre. Ward 1 See Plan No 9.
11	<b>A912 Baiglie Straight</b>	CWSR £30,000
		Contribution towards the provision of shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Project being carried out in partnership with P&K Countryside Trust. Ward 9. See Plan No 10
12	<b>King Street/Commissioner Street, Crieff</b>	CWSR £20,000
		Provision of build-out around King Street/Commissioner Street junction to improve pedestrian crossing facilities. Ward 6. See Plan No 11




<b>Shared Use Paths/Community Links or Safer Routes to Schools continued</b>		
13	<b>Wade's Bridge Improvements</b>	CWSR £25,000
		Tactran £75,000
	Improvements to pedestrian facilities on Wade's Bridge, Aberfeldy Ward 4 See Plan 12	
14	<b>Spoutwells Place, Scone</b>	CWSR £30,000
		Sustrans £30,000
	Provision of 2.5m wide shared use path to connect residential area to Primary school. Ward 2. See Plan No 13	
15	<b>Stormont Road, Scone</b>	CWSR £30,000
		Sustrans £30,000
	Provision of 2.5m wide shared use path to connect residential area to Primary school. Ward 2. See Plan No 14	
16	<b>Grandtully Primary School</b>	CWSR £20,000
		Provision of 2.5m wide shared use path through park to connect main road to Primary school. Ward 4. See Plan No 15
17	<b>C484 Station Road Errol</b>	CWSR £45,000
	Strip widening of footway along Station Road from Preston Watson Street and Thieves Walk core path to provide shared use path for cyclists and pedestrians. Ward 1. See Plan No 16	
18	<b>Pittenzie Road, Crieff</b>	CWSR £60,000
		Tactran £60,000
	Provision of Shared use path linking Broich Road to Community Campus and school. Ward 6 See Plan No 17	
Engineering Administration		£65,000
<b>TOTALS</b>		<b>CWSR (Eng. Admin.) £65,000</b> <b>CWSR (Works) £600,000</b> <b>Possible Sustrans £135,000</b> <b>Possible Tactran £135,000</b>
<b>NOTE: CWSR estimated based on previous 2021/22 grant allocation.</b>		







Suffix	Revision Details	by	Aprvd	Date
AMENDMENTS				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>City Centre, Perth</b> <b>Provision of Minor Measures</b> <b>Ward 12 (Perth City Centre)</b>		
		Executivedirector : Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 1		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 1		



Town Centre, Auchterarder




Community Campus

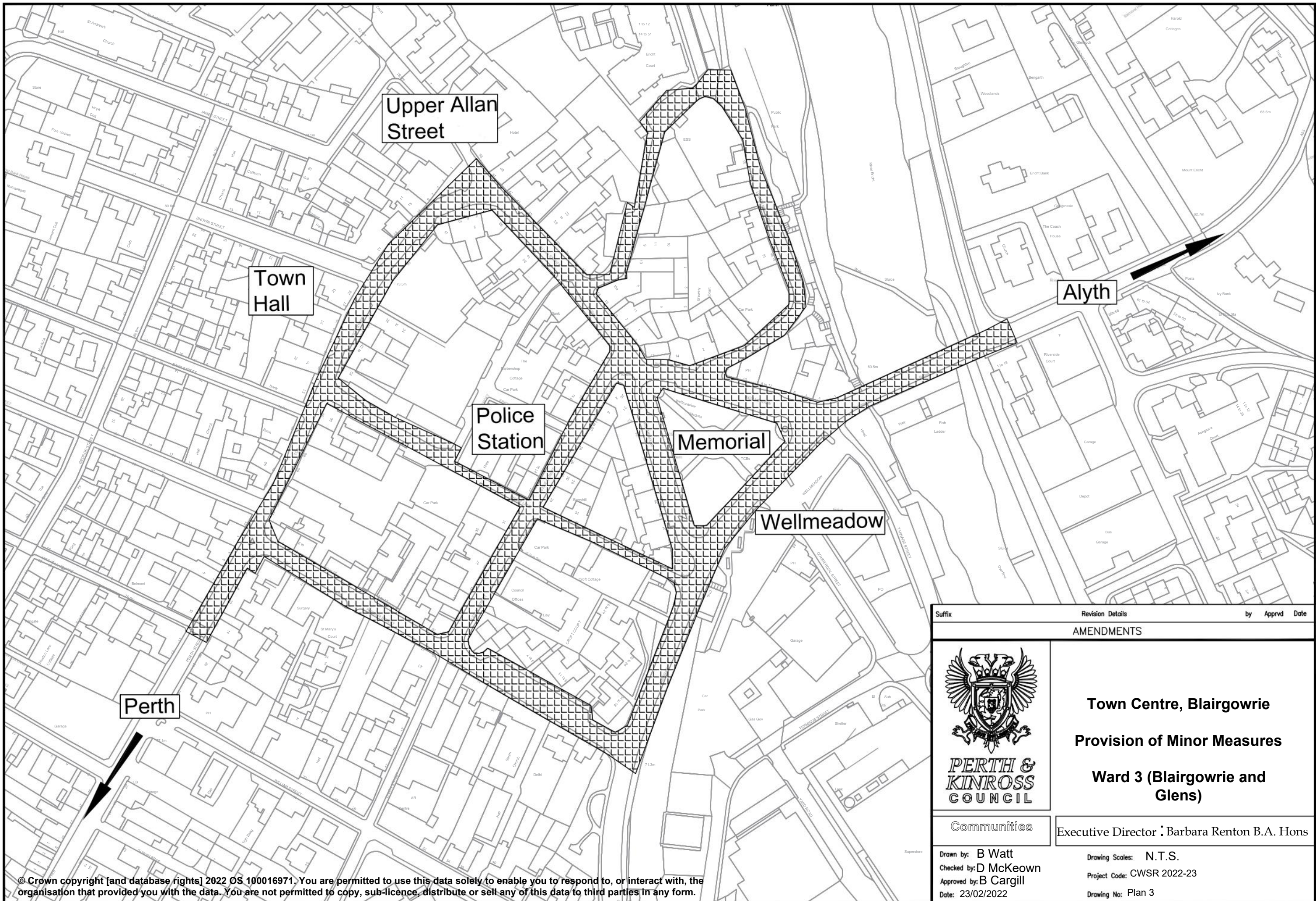
School Lane

North Crofts


Co-op

Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Town Centre, Auchterarder</b> <b>Provision of Minor Measures</b> <b>Ward 7 (Strathallan)</b>		
		Executive Director : Barbara Renton B.A. Hons		
Communities				
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 2		





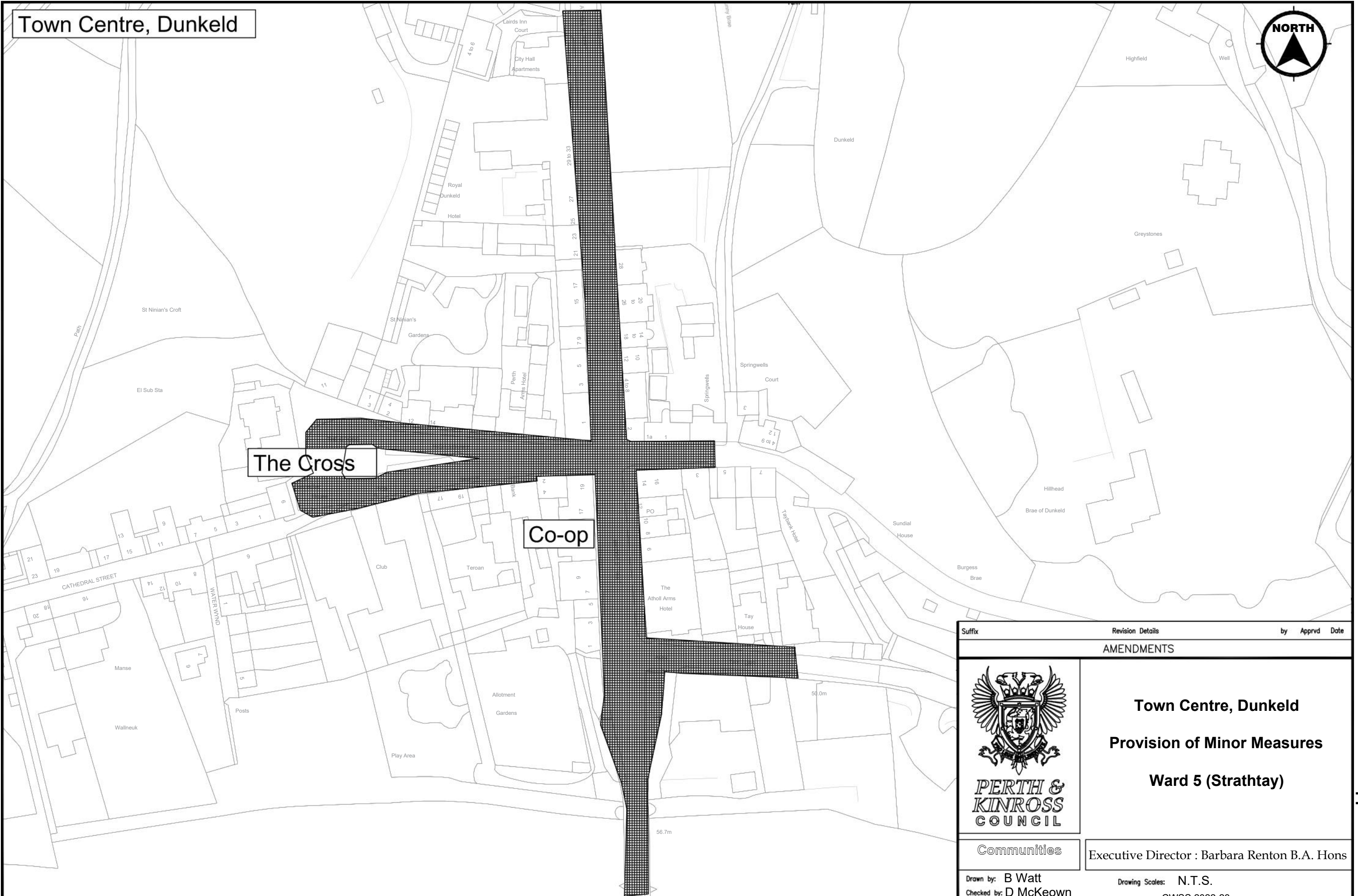
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Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Town Centre, Blairgowrie</b> <b>Provision of Minor Measures</b> <b>Ward 3 (Blairgowrie and Glens)</b>		
Communities		Executive Director : Barbara Renton B.A. Hons		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSR 2022-23 Drawing No: Plan 3		

Appendix 3 Plan 3



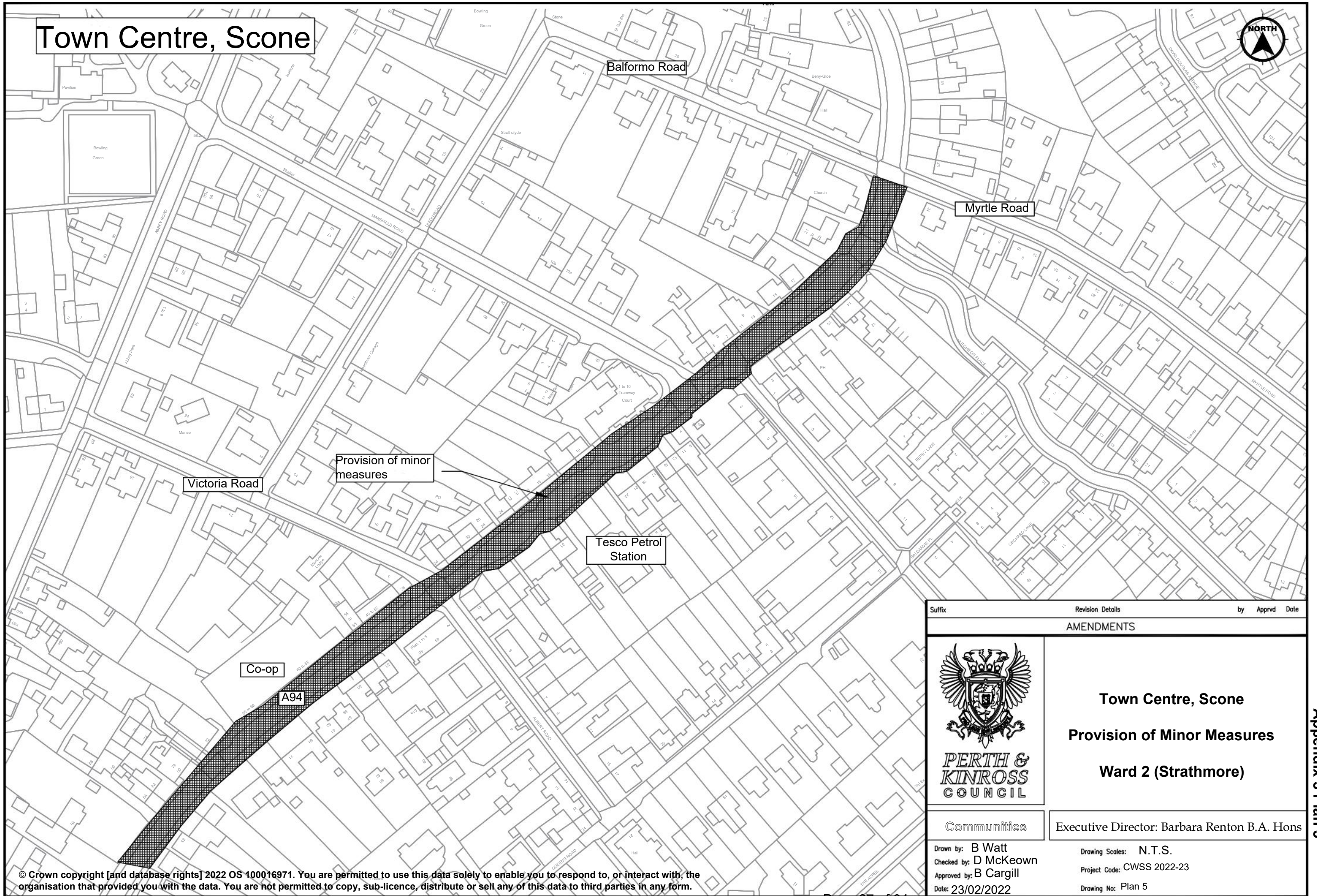
Town Centre, Dunkeld




Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Town Centre, Dunkeld</b> <b>Provision of Minor Measures</b> <b>Ward 5 (Strathtay)</b>		
Communities		Executive Director : Barbara Renton B.A. Hons		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 4		



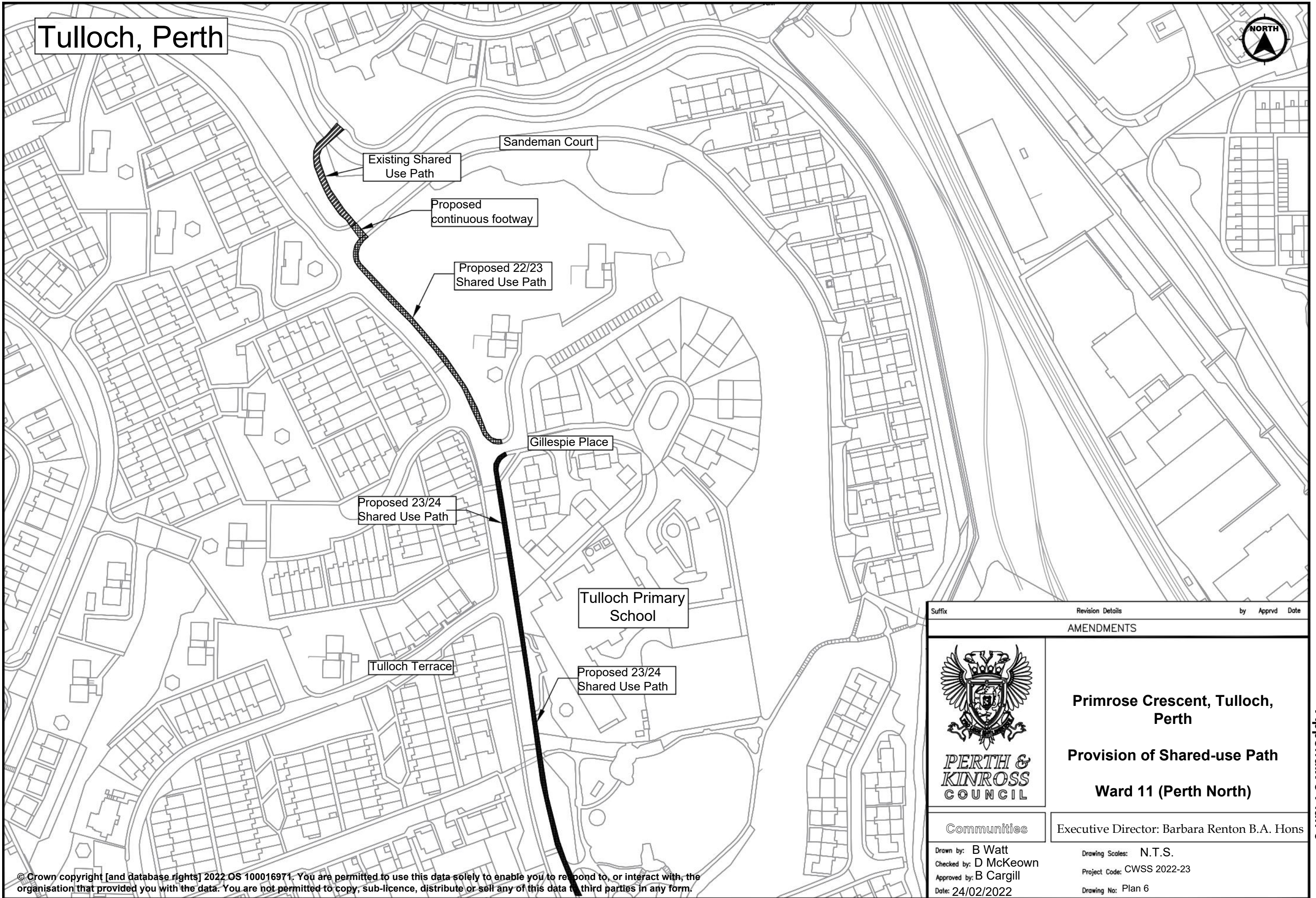
# Town Centre, Scone




Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Town Centre, Scone</b> <b>Provision of Minor Measures</b> <b>Ward 2 (Strathmore)</b>		
		Executive Director: Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 5		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 5		



# Tulloch, Perth



Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Primrose Crescent, Tulloch, Perth</b>		
		<b>Provision of Shared-use Path</b>		
<b>Communities</b>		<b>Ward 11 (Perth North)</b>		
		Executive Director: Barbara Renton B.A. Hons		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 24/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 6		

Appendix 3 Plan 6

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Tulloch Road, Perth



Tulloch Road

Provision of Footway

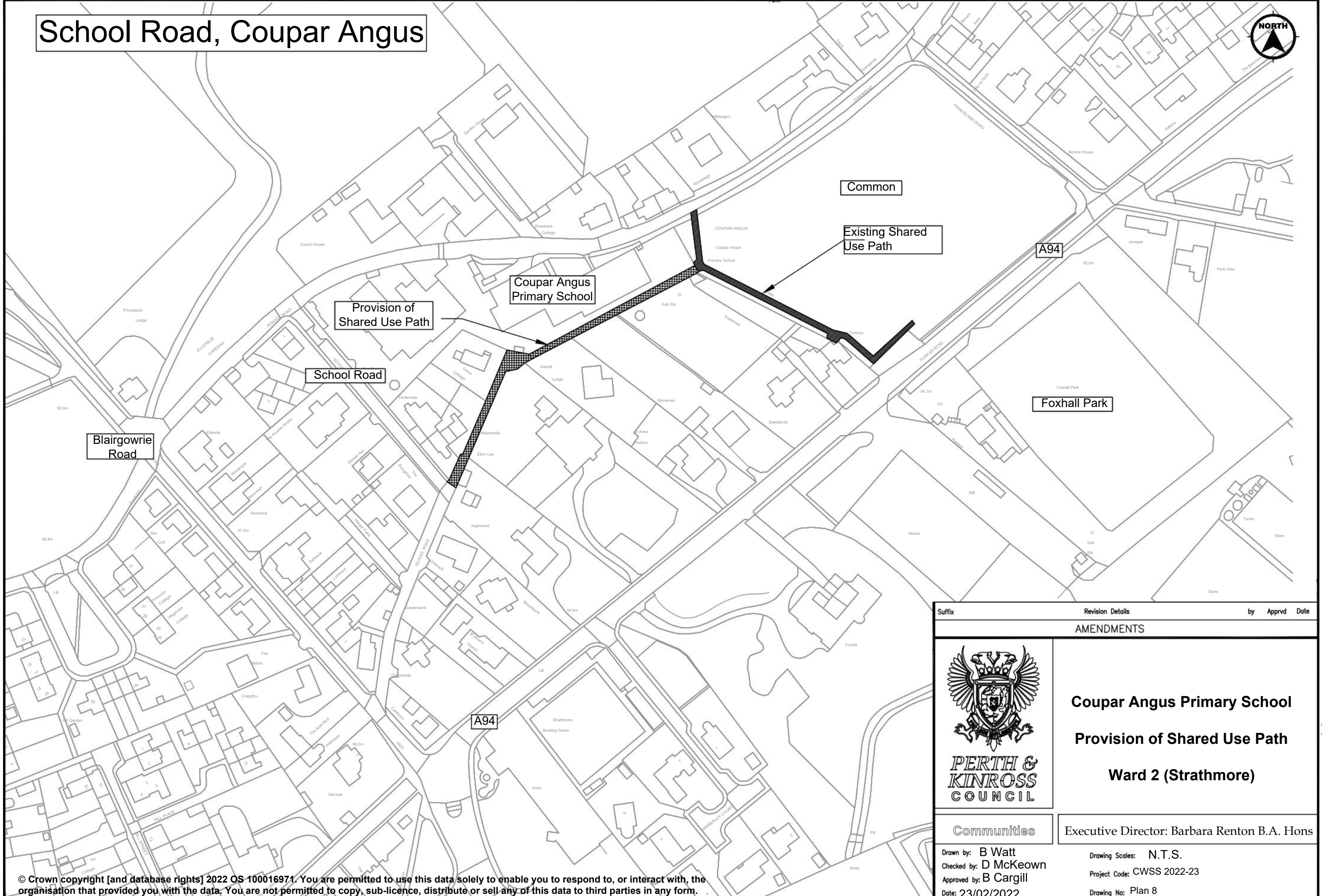
Wallace Crescent


Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Tulloch Road, Perth</b> <b>Provision of Footway</b> <b>Ward 11 (Perth City North)</b>		
Communities		Executive Director : Barbara Renton B.A. Hons		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 7		

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# School Road, Coupar Angus

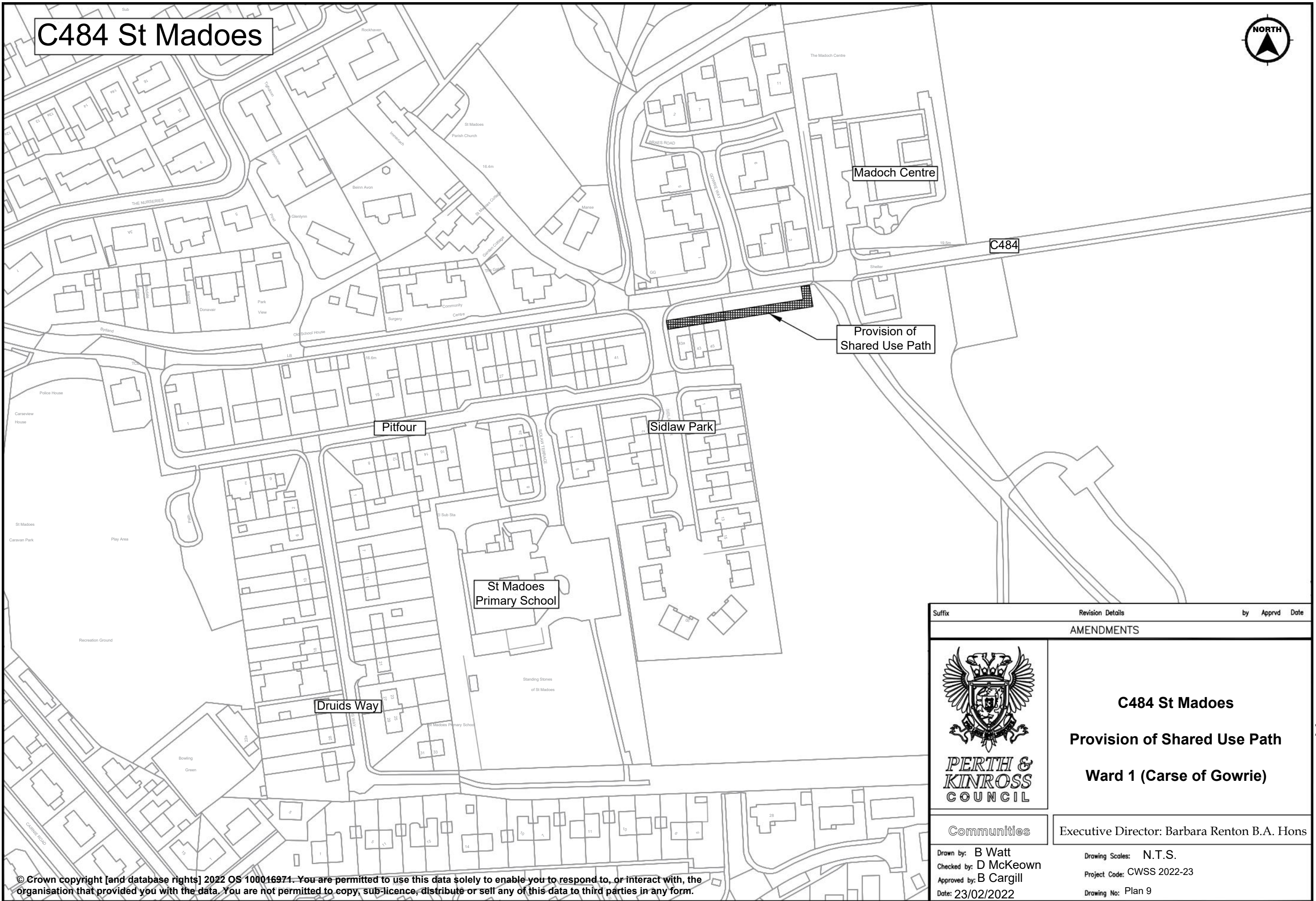



Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Coupar Angus Primary School</b> <b>Provision of Shared Use Path</b> <b>Ward 2 (Strathmore)</b>		
Communities		Executive Director: Barbara Renton B.A. Hons		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 8		

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# C484 St Madoes



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>C484 St Madoes</b> <b>Provision of Shared Use Path</b> <b>Ward 1 (Carse of Gowrie)</b>		
Communities		Executive Director: Barbara Renton B.A. Hons		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 9		

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Appendix 3 Plan 9



Bridge of Earn

Contribution to PKCT Active Travel Project




A94

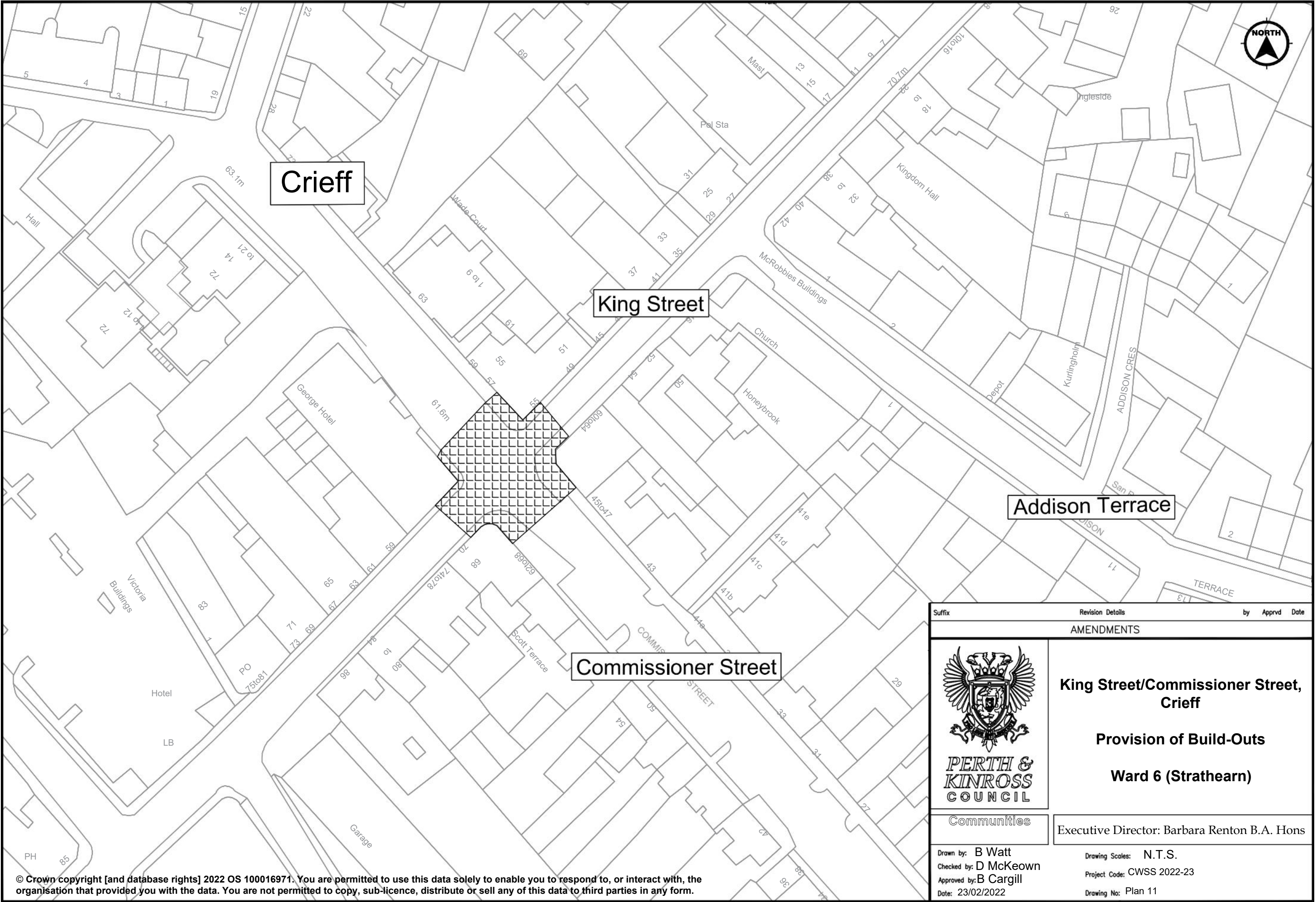
Aberargie

Abernethy

Glenfarg

Suffix	Revision Details	by	Apprvd
<b>AMENDMENTS</b>			
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Baiglie Straight</b>  <b>Contribution to Perth and Kinross Countryside Trust</b>  <b>Ward 9 (Almond and Earn)</b>	
Communities		Executive Director : Barbara Renton B.A Hons	
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSR 2022-23 Drawing No: Plan 10	






Crieff

King Street

Addison Terrace

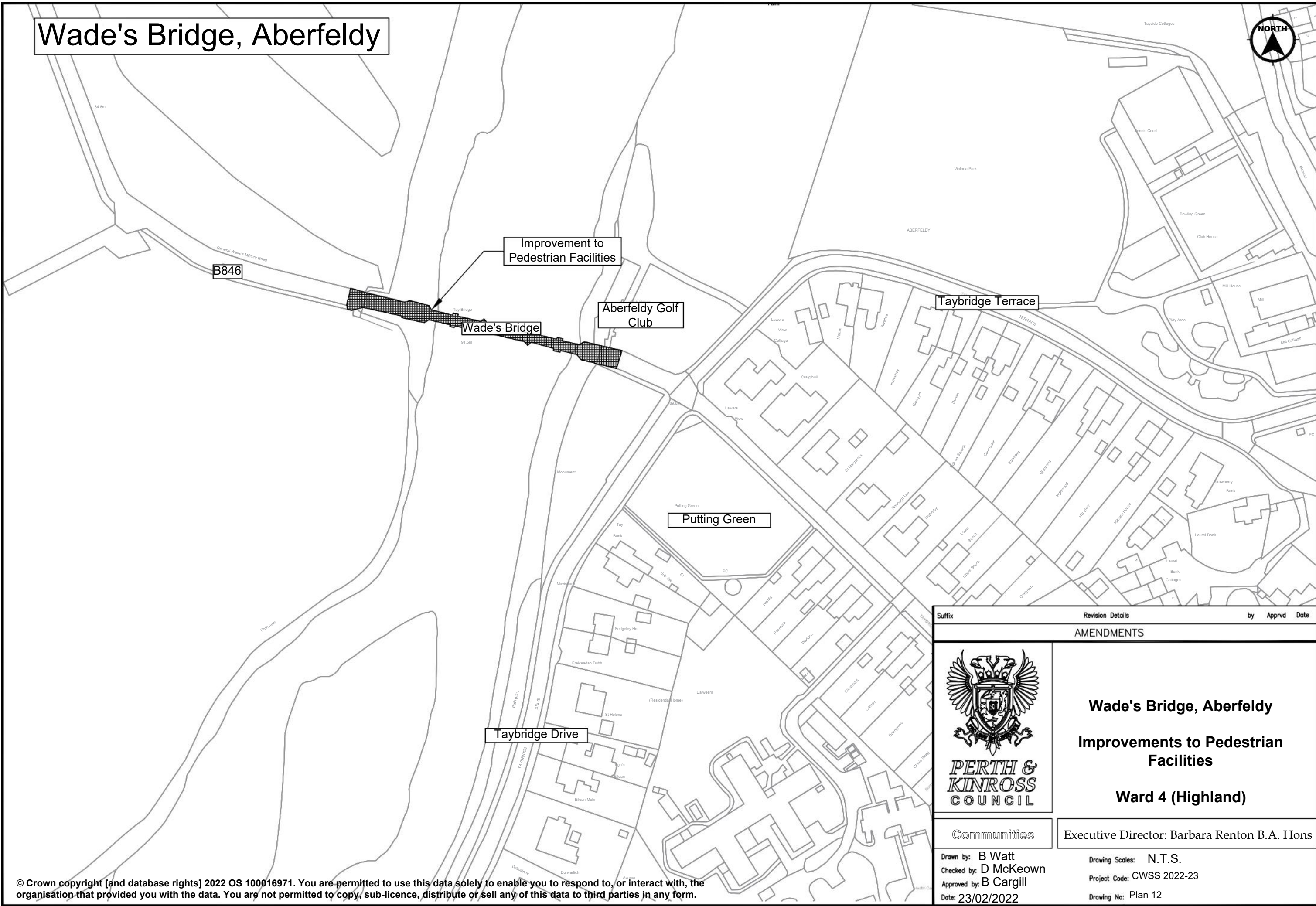
Commissioner Street


Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>King Street/Commissioner Street, Crieff</b>  <b>Provision of Build-Outs</b>  <b>Ward 6 (Strathearn)</b>		
		Executive Director: Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S.		
Drawn by: B Watt		Project Code: CWSS 2022-23		
Checked by: D McKeown		Drawing No: Plan 11		
Approved by: B Cargill				
Date: 23/02/2022				

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# Wade's Bridge, Aberfeldy

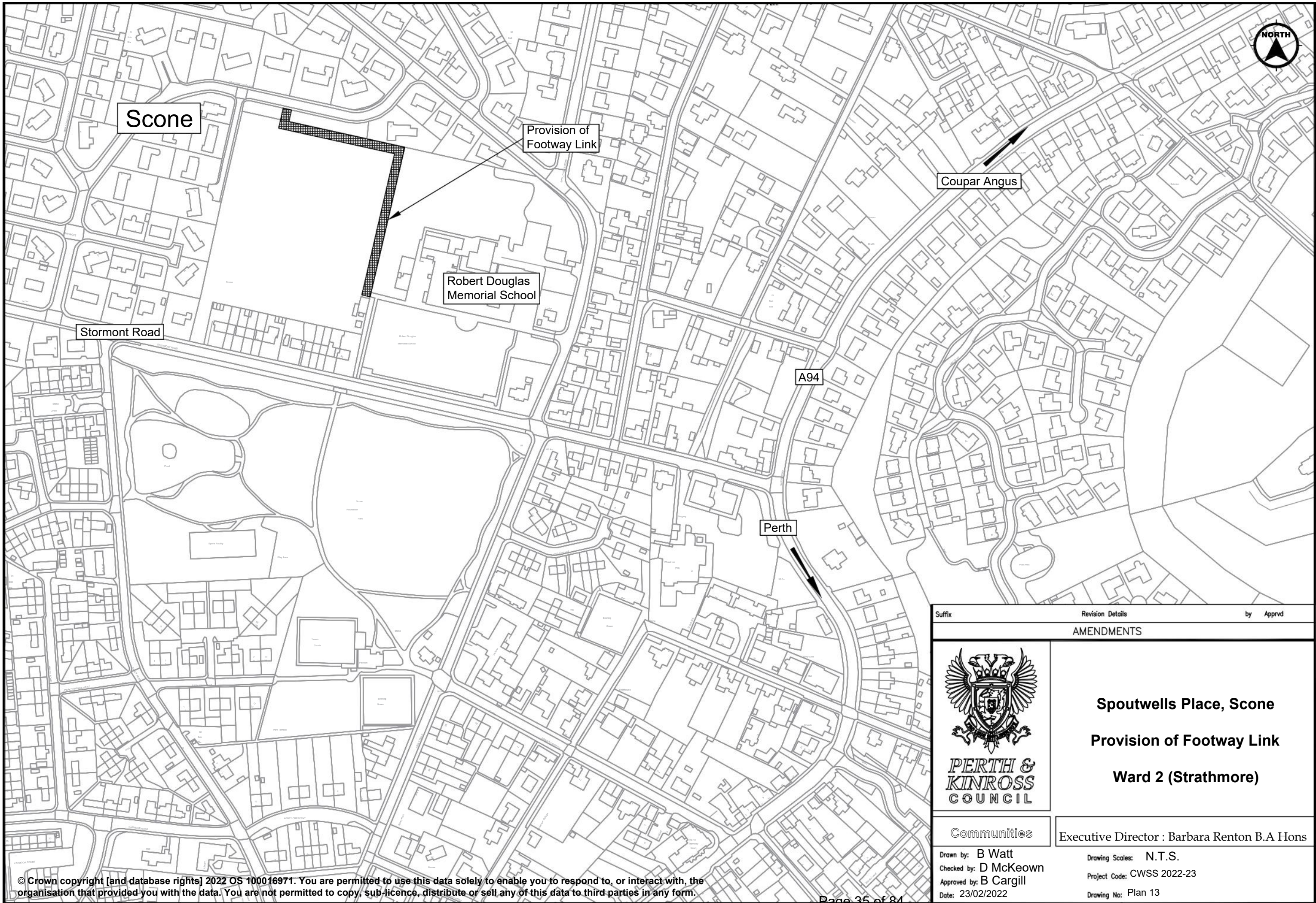


Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Wade's Bridge, Aberfeldy</b> <b>Improvements to Pedestrian Facilities</b> <b>Ward 4 (Highland)</b>		
		Executive Director: Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 12		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022				

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Appendix 3 Plan 12





Scone

Provision of Footway Link


Coupair Angus

Robert Douglas Memorial School

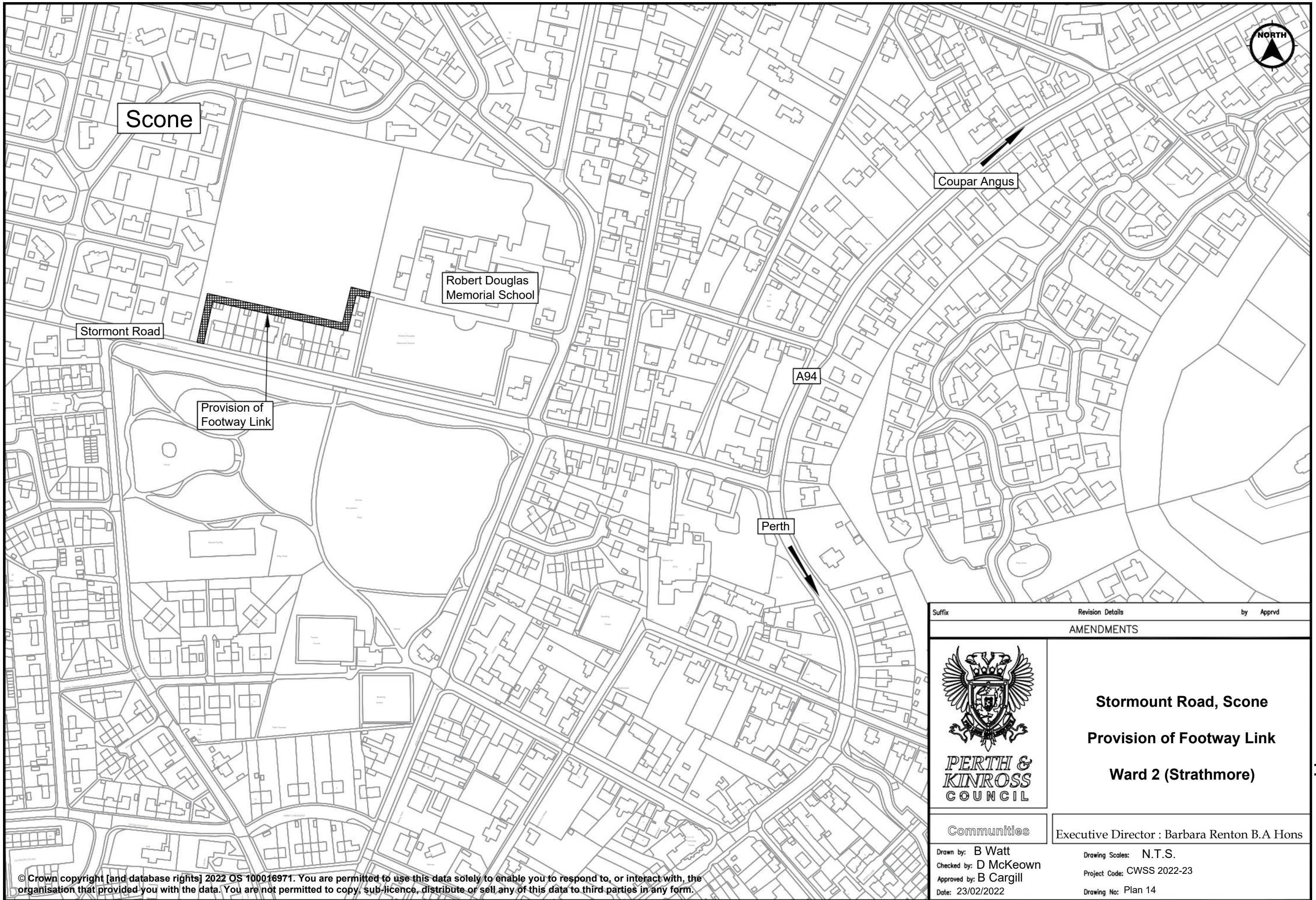
Stormont Road

A94

Perth

Suffix	Revision Details	by	Apprvd
AMENDMENTS			
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Sputwells Place, Scone</b> <b>Provision of Footway Link</b> <b>Ward 2 (Strathmore)</b>	
		Executive Director : Barbara Renton B.A Hons	
Communities			
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 13	





Scone

Robert Douglas Memorial School

Stormont Road


Provision of Footway Link

A94

Perth

Coupar Angus



Suffix	Revision Details	by	Apprvd
AMENDMENTS			
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Stormount Road, Scone</b> <b>Provision of Footway Link</b> <b>Ward 2 (Strathmore)</b>	
		Executive Director : Barbara Renton B.A Hons	
Communities			
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 14	



Grandtully Primary School




A827

Grandtully Village Hall

Grandtully Primary School

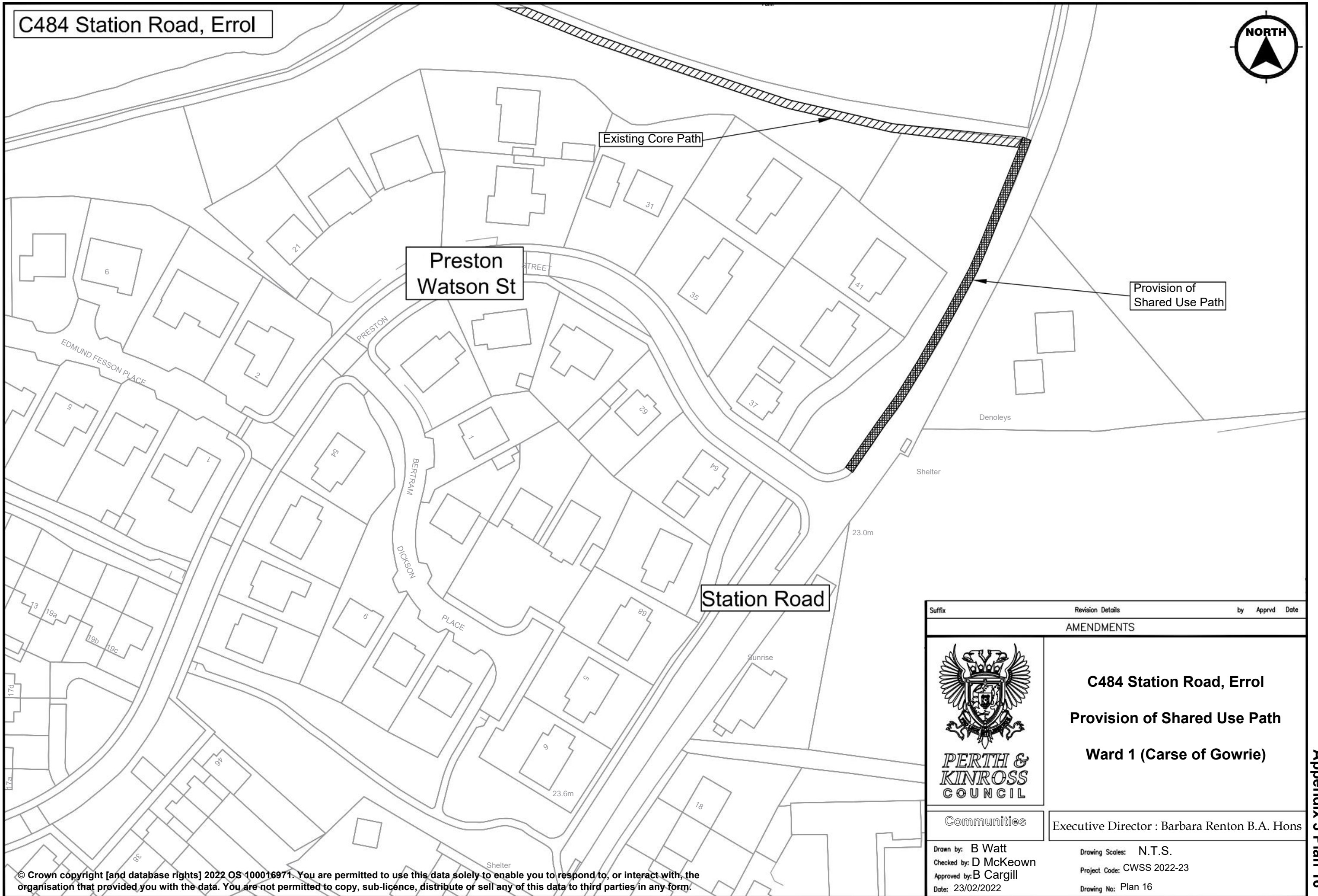
Provision of Shared Use Path


Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Grandtully Primary School</b> <b>Provision of Shared Use Path</b> <b>Ward 4 (Highland)</b>		
		Executive Director : Barbara Renton B.A. Hons		
Communities				
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 15		

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Appendix 3 Plan 15





Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>C484 Station Road, Errol</b> <b>Provision of Shared Use Path</b> <b>Ward 1 (Carse of Gowrie)</b>		
		Executive Director : Barbara Renton B.A. Hons		
Communities				
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 16		



# Pittenzie Road, Crieff




Crieff Primary School

Community Campus

Proposed Shared Use Path

Proposed Shared Use Path

Shared Use Path constructed 2021-22

Suffix	Revision Details	by	Apprvd	Date
<b>AMENDMENTS</b>				
 <b>PERTH &amp; KINROSS COUNCIL</b>		<b>Pittenzie Road, Crieff</b> <b>Provision of Shared-use Path</b> <b>Ward 6 (Strathearn)</b>		
		Executive Director: Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2022-23 Drawing No: Plan 17		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 23/02/2022				



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**14 March 2022**

**ANTI-IDLING**

**Report by Head of Environmental and Consumer Services**  
(Report No 22/55)

This report seeks approval to further enhance the Council's commitment to cleaner air by utilising available anti – idling powers, to protect pedestrians and other road users from the effects of particulate matter.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The quality of the air that we breathe has improved significantly since the 1950s, with dramatic reductions in most pollutants, in particular lead, carbon monoxide and sulphur dioxide.
- 1.2 Air pollution, caused largely by emissions from industry, energy, and agriculture, and some household activities, such as heating, continues to cause damage to the environment and health. Transport is a major contributor and, as well as pollutants from travelling vehicles, there is pollution from vehicles running engines or 'idling' unnecessarily whilst parked. People who live near roadsides are most affected by transport pollution.
- 1.3 In this regard, Perth and Kinross Council's Climate Change Strategy and Action Plan support improvement to ensure good air quality throughout Perth and Kinross, stating, *'The Council will investigate options for further air quality related regulatory measures which support climate change mitigation'*. Therefore, it is proposed that the Council introduce measures to address vehicle idling in accordance with the Scottish Executive Environment Group, "Local Authority Powers To require Drivers To Switch Off Engines when Parked", Guidance Issued Under Section 88 of the Environment Act 1995. [Appendix 1 - Idling Vehicles Guidance.pdf](#)

**2. VEHICLE IDLING**

- 2.1 A vehicle is deemed to be idling when it is sitting stationary with its engine running. As a rule, the time allowed between stopping and what is considered idling is thirty seconds. In most cases, this is a reasonable amount of time, but it can vary depending on circumstances. Regulation 98 of the Road Vehicles (Construction and Use) Regulations 1986 prohibits the unnecessary running of a vehicles engine when parked and gives powers to local authorities to apply a Statutory Fixed Penalty Notice of £20.

- 2.2 Idling increases the amount of exhaust fumes that contain harmful gases including carbon dioxide, which are bad for the environment and contribute towards climate change. Vehicles that idle for more than 10 seconds use more fuel and produce more Co2 than those that are stopped, and the engine restarted. In addition, an idling vehicle emits 20 times more pollution than one travelling at 32 miles per hour. As such, keeping the engine running while stuck in traffic or waiting to collect someone contributes to an increase in air pollution. This is more likely to happen in hotspots like schools, hospitals and bus stops where there are more likely to be vulnerable people such as children and older people.
- 2.3 A recent study conducted by Kings College, London found that children are particularly at risk from the effects of idling vehicles as they have smaller lungs; are more active, and therefore breathe more deeply and spend greater time outdoors, increasing exposure. To improve air quality, simple changes such as switching off engines when waiting or stuck in traffic, cycling or walking on local trips and taking public transport can make a difference.
- 2.4 To date, almost half of Scottish Local Authorities undertake anti – idling measures through the ‘4 E’s’ approach. The first three are:
- Engage – officers will initially engage to encourage voluntary compliance.
  - Explain – officers will stress the risks to public health, to themselves and those around them, providing information about the risks and the wider health implications.
  - Encourage – officers will seek compliance and emphasise the benefits and their contribution to cleaner air for future generations.
- 2.5 It is likely that in most cases, only the first three measures will be required. However, based on anecdotal evidence of commercial settings (for example the delivery industry), where there is continued ambivalence to an anti – idling powers, a final sanction is available to officers should the need arise:
- Enforce – officers will provide a reasonable instruction to switch off, after which, on exhaustion of all other measures, or a reasonable explanation of a need for the engine to be left running, a Fixed Penalty Notice of the statutory amount or £20 applied
- 2.6 The use of the 4 E’s approach will be applied when considering what action is appropriate as there may be mitigating circumstances for leaving the engine running while stationary. Examples include where:-
- a vehicle is stationary ‘owing to the necessities of traffic’ – e.g., when vehicles are queuing at traffic lights
  - an engine is being run so that a defect can be traced and rectified – e.g., when a vehicle is being attended to by a breakdown/recovery agent

- machinery on a vehicle requires the engine to be running – e.g., when the engine powers refrigeration equipment or compaction equipment in a refuse vehicle
- a vehicle is propelled by gas produced by the functioning of plant carried on the vehicle.

### **3. PROPOSALS**

- 3.1 It is proposed that to further enhance the Council's commitment to cleaner air it utilises available anti – idling powers to protect pedestrians and other road users from the effects of particulate matter.
- 3.2 Parking Services colleagues are best placed to react to intelligence received from the Regulatory Services, Air Quality Officer, focussing primarily on known problem areas e.g., school pick – up / drop – off, bus stances, outside takeaway restaurants, in loading bays, parcel delivery services and as a response to complaints from members of the public. This function would be in addition to routine parking patrols and is therefore envisaged that this would be resource neutral. However, should additional resource be required at some point in the future, further funding sources would be explored, e.g., Scottish Government Air Quality Grant.
- 3.3 Prior to implementation of the Anti – Idling powers, Environmental Health Officers and Parking Services will receive scenario-based training on the approach to application of the powers. Information would be provided to the public through a targeted communications plan, and in accordance with the legislation.

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

- 4.1 The Council's Air Quality Action Plans and the Net Zero Interim Climate Change Report cites anti-idling strategies as a measure to support climate change mitigation.
- 4.2 It is likely that the recommended approach is resource neutral. However, should additional resource be required to continue enforcement, further funding sources should be explored, e.g., Scottish Government Air Quality Grant.
- 4.3 It is recommended that the Committee approves:
- (i) the implementation of Anti – Idling powers to be operated jointly by Regulatory Services and Parking Services.

**Author**

<b>Name</b>	<b>Designation</b>	<b>Contact Details</b>
Robert Lyle	Regulatory Services Manager	comcommitteereports@pkc.gov.uk

**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Clare Mailer	Depute Director (Communities)	4 March 2022

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

1.1 The proposal in this report contributes in some way to the delivery of all of the five priorities, which are set out below, in the Perth and Kinross Community Plan.

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

#### Corporate Plan

1.2 The proposal in this report contributes in some way to the achievement of all of the Council's Corporate Plan Priorities, which are:

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

## 2. Resource Implications

### Financial

2.1 There are no financial implications

### Workforce

2.2 There are no workforce implications other than increasing the powers of the Parking Services Team and Environmental Health Officers.

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

2.3 There are no land, property or IT implications.

## 3. Consultation

### Equality Impact Assessment

3.1 The proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

3.2 This report aims to improve air quality by reducing vehicles idling engines unnecessarily

### Strategic Environmental Assessment

3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals. The proposals have been considered under the Environmental Assessment (Scotland) Act 2005:

3.4 However, no action is required as the Act does not apply to the matters presented in this report. This is because the Committee are requested to note the contents of the report only and the Committee are not being requested to approve, adopt, or agree to an action or to set the framework for future decisions.

### Sustainability

3.5 The proposal has been considered under the provisions of the Climate Change (Scotland) Act 2009 and it has been assessed that this is not applicable.

## Legal and Governance

- 3.6 Head of Legal and Governance has not been consulted in the preparation of this report and there are no adverse comments raised however, the Committee are requested to set the framework for future decisions.

## Risk

- 3.7 There is a risk of non – compliance, which would be dealt with initially by soft touch means however, for persistent offenders non – compliance will be met with a Fixed Penalty Notice.

## **4. Consultation**

### Internal

- 4.1 All relevant internal stakeholders have been consulted on the proposals and these stakeholders support the measures contained within the report.

### External

- 4.2 N/A

## **5. Communication**

- 5.1 The Council's anti idling powers will be communicated for a four-week period prior to introduction along with education materials.

## **2. BACKGROUND PAPERS**

- 2.1 Scottish Executive Environment Group, LOCAL AUTHORITY POWERS TO REQUIRE DRIVERS TO SWITCH OFF ENGINES WHEN PARKED Guidance Issued Under Section 88 of the Environment Act 1995.

## **3. APPENDICES**

- 3.1 None.



## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

14 March 2022

#### Service Level Agreement with Perth and Kinross Heritage Trust.

#### Report by Head of Planning & Development

(Report No 22/56)

This report provides an update on the collaborative working undertaken by Perth and Kinross Heritage Trust and the Council. It seeks approval of the attached revisions to the Service Level Agreement for the provision of defined services by (i) the Trust in relation to archaeological and conservation services; and (ii) the Council in relation to the provision of professional and technical support.

### 1. BACKGROUND / MAIN ISSUES

#### Partnership with Perth and Kinross Heritage Trust

- 1.1 Perth and Kinross Heritage Trust (PKHT) was set up as a partnership between Perth and Kinross District Council and the Gannochy Trust in 1988, to provide a mechanism to secure external funding for investment in the historic environment and to act as vehicle for development and promotion of heritage assets. The Trust initially also had a role in relation to investment in countryside access facilities, but this was subsequently amended following the establishment of Perth and Kinross Countryside Trust (PKCT) in 1997 to undertake this activity.
- 1.2 Perth and Kinross Heritage Trust is nationally recognised as a centre of excellence for community archaeology and a regional hub for historic building conservation and traditional building skills. With Historic Environment Scotland as additional partners through their ongoing support of the Perth City Heritage Fund, the Trust represents a successful and well established partnership of local and national organisations. The Trust's objectives align with those of the Council in relation to maximising benefits from the area's historic environment and heritage assets.
- 1.3 PKHT's vision is for: *"A Perth and Kinross that values, embraces and enhances the economic, social and environmental benefits of its historic environment"*
- 1.4 PKHT currently secures funding of approximately £850,000 per annum for investment in historic built environment in relation to historic buildings grants and outreach work currently via Historic Environment Scotland (HES), Heritage Lottery and Gannochy Trust. Most notable recent funding relates to Gannochy Trust's ongoing contributions to core activity and appointment of staff to develop proposals for area-based investment in Bridgend/Kinnoull,

Perth and managing grants from HES including contributions to the City Heritage Fund.

- 1.5 The Perth City Heritage Fund was established in 2012, following restoration of city status and covers the Perth Central and Kinnoull Conservation Areas. Funded by the Scottish Government regeneration strategy for cities through HES, the scheme contributes to economic regeneration by grant-assisting owners of historic buildings. This is for high quality repairs using traditional materials and best conservation practice supplementing support from the Council's Vacant Property Initiative and Housing improvement and repairs. Tranches 1 (2012-2015) and 2 (2015-2018) provided £1.1m of grant assistance to 48 projects, drawing in a total investment of over £2.5 million to the conservation and repair of Perth's historic buildings. Tranche 3 (2018-22) has targeted comprehensive repairs to historic tenements in multiple ownership and has seen completion and ongoing investment in significant key buildings on Perth High Street and Atholl Street.
- 1.6 The Trust have been investigating the viability of a Traditional Buildings Health Check Scheme in Perth, with support from both Historic Environment Scotland and Perth & Kinross Council. Based on an ongoing scheme in Stirling, itself influenced by a Dutch service for inspecting listed buildings, the scheme would encourage proactive maintenance of buildings and contribute to revitalising Perth while stimulating the construction industry. An Options Appraisal, funded by PKC was produced in 2021 and plans for pilot inspections, funded by both HES and PKC are planned for 2022, to drive up demand and support.
- 1.7 The Trust has delivered successful programmes of traditional building skills training since 2012, through projects like the Tay Landscape Partnership (2014-18). This is recognising the need for improvement of local heritage construction skills to assist physical regeneration as well as potential for significant social and economic benefits for academically disengaged and disadvantaged people to learn new skills in a practical working environment. The project addresses an acknowledged skills gap in the building sector along with difficulties in creating pathways between the school curriculum and industry. To date, the Trust have delivered heritage skills training to 4,645 people. New digital training platforms have extended the reach in the last year.
- 1.8 The Trust has also delivered Doors Open Days since 1996, as part of Scotland's largest free festival celebrating heritage and the built environment. It gives residents and visitors the opportunity to visit historic, civic, and interesting buildings not usually accessible to the public for free. Co-ordinated nationally by the Scottish Civic Trust as part of European Heritage Days, the event is usually delivered by local authorities across Scotland. Over 90,000 people have benefited in Perth and Kinross since 1996.

- 1.9 The Trust also further promotes local knowledge and understanding through its heritage publications and assistance with heritage interpretation and promotion on sites and locations throughout the area. Augmented digital reality platforms have been developed in Perth to link with investment and future promotion of historic collections and the area's ancient roots at the Perth City Hall.
- 1.10 Further significant support is being sought from partners for the development of the Lower City Mills as a conservation skills training centre and tourist attraction. The Council has supported this through the lease of the property to the Trust, agreed in December 2018.
- 1.11 Part of the Perth Common Good, the Category A-listed Lower City Mills, Perth saw significant investment by the then Perth and Kinross District Council and The Gannochy Trust in the late 1980s to create a working mill visitor attraction. However, by 2012, the building was inaccessible to the public and on the Buildings at Risk Register. Having agreed a 30-year lease with PKC, the Trust is in the process of securing £2.6M of external funding to fully conserve the building and its unique historic machinery. This will allow public access once again, while establishing a national hub for mills and milling, a centre of excellence for archaeology, historic building conservation and traditional building skills.

### **PKHT Governance**

- 1.12 The Board of Trustees of PKHT Trust is now made up of representatives of the Council, Gannochy Trust and Perth Civic Trust. Councillors Donaldson and Illingworth are currently Trustees of PKHT. The Director of PKHT is currently an employee of the Council who was seconded in 2003 with subsequent revised arrangements in 2016. This also formalised human resource and governance arrangements in relation to reporting to the Trustees in respect of allocation of duties in accordance with the Trust's business priorities. Professional advice/ technical support from officers of the Council is available to the Trust from the Communities Service, in respect of conservation/cultural/heritage/planning/development and from Education and Children Services in relation to education outreach. The Trust also currently receives IT support from Corporate & Democratic Services.

### **Support for PKHT Services**

- 1.13 The Council previously provided funding to PKHT for grants for the repair and improvement of historic buildings and the provision of archaeological and architectural services. Funding for grants was withdrawn because of agreed budget savings in 2011. However, the Council has continued to provide core funding for archaeological and conservation record management services. This supports the Council's development management service via a Service Level Agreement (SLA). Core and professional technical support services provided via the Council referred to above are broadly identified within the

SLA, along with a commitment to provide economic and development advice, and input to inform and support agreed regeneration priorities.

- 1.14 The Council and other partners of PKHT have reviewed the SLA and partnership arrangements in relation to current and required activities to support investment in the historic environment via PKHT. This concludes that there is a need to continue the services provided by each party within the SLA for three years from 2022 -2024, to reflect the provision of archaeological and conservation services as well as support broader partnership regeneration activity via the Service Level Agreement.
- 1.15 Following discussion with PKHT and the Council, the Gannochy Trust has offered to extend its additional financial contribution to PKHT. The offer related to funding support for the review of enhancement proposals in Bridgend and Crieff, subsequent development of bids for funding to secure investment in the area along with historic buildings and additional related support for traditional construction skills.

## **2. PROPOSALS**

### **Service Level Agreement**

- 2.1 The Trust has been extremely successful, with the support of the Council, in securing additional external funding for investment in the historic environment. This is partly due to leverage generated from the funding that the Council provides directly to the Trust via the SLA. It has also been supported by the Council's revenue and capital investment in relation to the historic environment and historic buildings.
- 2.2 As part of the planning services the Trust supports:
- maintenance of the Historic Environment record
  - 25-45 pre-application and scoping enquiries per year,
  - detailed screening of 75-120 applications per year
  - around 40-75 conditions per year resulting in archaeological work
  - archaeological monitoring work from field to final publication
- 2.3 The Trust has helped support required major archaeology investigations associated with the A9 improvements over the last 3 years.
- 2.4 A review of business needs suggests that there is an ongoing requirement to support management of the Trust, partnership working, and costs associated with continuing provision of archaeological services in respect of archaeological advice and the Council's statutory planning function.
- 2.5 The Trust currently operates Doors Open Day without support and other cultural, archaeological, and architectural education outreach activity and events and is seeking resources to sustain this activity as occurs in other local authority areas.



- 2.6 Continuing this outreach activity would be of benefit within the context of the focus on Ancient Roots and linked promotion of heritage collections and assets and investment in the new cultural venue at Perth City Hall. This activity provides links to visitor experiences and training opportunities throughout the Council area supporting growth of the tourist economy and conservation skills.
- 2.7 The provision of additional advice from the Trust on area-based investment and property related conservation services has previously increased capacity and informed conservation advice and specifications associated with increased activity relating to the improvement, repair and maintenance of both public and private buildings and property. This advice has been provided in relation to review of conservation enhancement proposals in Bridgend, the Vacant Property Initiative, and housing repairs.
- 2.8 A current review is being undertaken within the context of the recently announced Scottish Government Heritage and Place Programme to determine how internal capacity and external funding could provide additional support. Rather than retaining this within the scope of the Service Level Agreement, the following services have therefore been removed and will, if possible or required, be resourced independently:
- preparation of Conservation Area Appraisals
  - development of Conservation Area Regeneration Scheme Bids
  - Historic Buildings and Monuments maintenance advice
- 2.9 The proposed SLA specification (Appendix 1) identifies the roles and responsibilities of the Trust and Council respectively in relation to proposed revised services to be provided by the Trust and the funding required from the Council. Proposed changes referred to in paragraph 2.9 above are highlighted within the Appendix.
- 2.10 It is recommended that the revisions to the SLA are supported.

### **Memorandum of Understanding**

- 2.11 Current articulation of the Council's partnership arrangements in respect of the historic environment focuses on areas of collaboration and activity associated with direct financial contributions related to service provision within the SLA with PKHT. Previous reports referred to the development of a separate partnership working framework to allow this to be extended to include the Trust, Council, and other partners, most notably HES, to give greater clarity on broader partnership support and activity. Both the Trust and HES have been reviewing operations and support and, like all organisations, dealing with issues arising from the pandemic. Initial dialogue has taken place and it is suggested that this can be further discussed within the context of regional partnership working and place-based investment frameworks.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 Perth and Kinross Heritage Trust has been an extremely successful vehicle for providing services to the Council in respect of its conservation planning role and securing investment in the historic environment
- 3.2 It is recommended that the Council continue to secure services from the Trust to support the Council's planning function and continue collaborative working. This is to help support activity relating to area-based investment, the improvement and repair of vacant buildings, property and development and promotion of cultural and heritage assets.
- 3.3 It is recommended that the Council:
- (i) agrees the attached Service Level Agreement specification for the provision of defined services to be provided by Perth and Kinross Heritage Trust and the Council;
  - (ii) agrees to maintain dialogue on the development of a Memorandum of Understanding as the basis for broader collaboration and investment in the historic environment with Perth and Kinross Heritage Trust and other partners

#### Author

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#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	7 March 2022

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

1.1 This report supports the delivery of the Perth and Kinross Community Plan / Single Outcome Agreement in terms of the following priorities:

- (ii) Developing educated, responsible, and informed citizens
- (iii) Promoting a prosperous, inclusive, and sustainable economy
- (v) Creating a safe and sustainable place for future generations

#### Corporate Plan

1.2 This report supports the achievement of the Council's Corporate Plan Priorities:

- (ii) Developing educated, responsible, and informed citizens;
- (iii) Promoting a prosperous, inclusive, and sustainable economy;
- (v) Creating a safe and sustainable place for future generations.

## 2. Resource Implications

### Financial

#### Revenue

- 2.1 Costs associated with the revised Service Level Agreement can be met within the current Communities Service revenue budget as they relate to existing staff and operational cost levels as a result of revisions to service specification. The Scottish Government's Heritage and Place Programme may provide capacity for external funding support

#### Workforce

- 2.2 There are no immediate changes to current workforce arising from the recommendations of the report although current re-assignment of duties is under consideration to increase internal capacity for conservation related activity

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

- 2.3 There are no immediate implications in respect of asset management arising from the recommendations of the report.

## 3. Assessments

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 The proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:  
(i) Assessed as **not relevant** for the purposes of EqIA

### Strategic Environmental Assessment

- 3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.4 The proposal recommended in this paper has been considered under the Act and the pre-screening has identified that the proposal will have no environmental effects, it is therefore exempt. The reason for concluding this is that the recommendation in this report will have no direct environmental

effects as they relate to management and governance arrangements in respect of the relationship between the Council and Trust. Any subsequent proposals or recommendations for direct investment or revisions to planning and economic development policy will have to be fully assessed for community, environmental and economic impacts where appropriate

### Sustainability

- 3.5 Under the provisions of the Local Government in Scotland Act 2003 the Council must discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.6 The proposals and recommendation in this report will not have direct impacts as they relate to management and governance arrangements in respect of the relationship between the Council and Trust. Any subsequent proposals or recommendations for direct investment or revisions to planning and economic development policy will have to be fully assessed for community, environmental and economic impacts where appropriate

### Legal and Governance

- 3.7 The Head of Legal and Governance has been consulted and agrees with the contents of this report.

### Risk

- 3.8 Risk in respect of the Council's relationship with the Trust is mitigated within the management and monitoring arrangements set out in the Service Level Agreement enabling withdrawal from current arrangements if parties to not honour commitments or the required level of service is not provided

## **4. Consultation**

### Internal

- 4.1 The Head of Finance and the Head of Legal and Governance have been consulted and agree with the contents of this report.

### External

- 4.2 Perth and Kinross Heritage Trust have been consulted in the preparation of this report.

## **5. Communication**

- 5.1 The Council provide support to the Trust in relation to communication of the Trust's activities on projects and areas of mutual interest.

## **2. BACKGROUND PAPERS**

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above report.
- 2.2 Service Level Agreement with Perth and Kinross Heritage Trust, Report to Enterprise and Infrastructure Committee, 23<sup>rd</sup> November 2011
- 2.3 Service Level Agreement with Perth and Kinross Heritage Trust, Report to Enterprise and Infrastructure Committee, 23<sup>rd</sup> March 2016
- 2.4 Collaborative Working to Enhance The Historic Environment, Report To Perth and Kinross Council, 22 June 2016
- 2.5 Strategic Policy & Resources Property Sub-Committee, Lower City Mill, Perth - Lease Disposal to Perth Heritage Trust, 18th December 2018
- 2.6 Service Level Agreement with Perth and Kinross Heritage Trust, Report to Environment and Infrastructure Committee, 20<sup>th</sup> March 2019

## **3. APPENDICES**

- 3.1 Appendix 1 - Perth and Kinross Heritage Trust Service Level Agreement

### Schedule Part 3

## Service Level Agreement between Perth & Kinross Council and Perth and Kinross Heritage Trust

### Specification of Services

#### Introduction

The document seeks to engage Perth and Kinross Heritage Trust (PKHT) as a partner in the achievement of the Objectives of Perth & Kinross Council (PKC).

#### **Aims and Objectives of Perth & Kinross Council Planning & Development**

- To promote sustainable development
- To drive forward the performance of the local economy
- To promote and nurture a positive image of Perth and Kinross
- To manage, maintain and enhance the public realm and provide safe and convenient access for all users

#### **Aims and Objectives of Perth and Kinross Heritage Trust**

to promote, preserve, maintain and enhance for the benefit of the residents of the area of Perth and Kinross and the public at large, whatever of the historical, architectural and constructional heritage may exist in the area of Perth and Kinross aforesaid in the form of land or buildings of particular beauty or historical, architectural or constructional interest or significance, and in particular:

- to promote the practical preservation of the amenity and character of the rural and urban areas of the area of Perth and Kinross aforesaid
- to help maintain ancient monuments or other items or areas of archaeological or industrial archaeological importance and
- to further awareness of the natural and built environment through education about and active voluntary involvement in their conservation.

The Trust's vision, mission and priorities for the short to medium term are outlined in its Strategic Plan 2017-2022:

<https://www.pkht.org.uk/wp-content/uploads/2021/07/PKHT-Strategic-Plan-2017-2022-WEB.pdf>

This has been updated through our COVID Response Statement 2021-22:

<https://www.pkht.org.uk/wp-content/uploads/2021/08/PKHT-Strategic-Plan-Covid-Response-Statement-2021-22.pdf>

The Trust will develop its new Strategic Plan, covering 2023-27 calendar years over 2022.

### **Responsibilities of Perth & Kinross Council Planning & Development.**

- i. Perth & Kinross Council (PKC) will provide a financial contribution totalling **£299,955** (excluding VAT) from Planning & Development over the period 2022/23-2024/25.
- ii. The activities of PKHT in terms of this agreement will be overseen by the PKC Monitoring/Liaison Officer in this case defined as the Place Development Manager, or subsequent individual with responsibility for the Council's budget.
- iii. The PKC Monitoring/Liaison Officer will undertake to provide support relating to the activities and programme of PKHT.
- iv. Access will be provided for the staff of PKHT to participate in regular staff development and training opportunities.
- v. Officers of PKC Planning & Development will attend meetings with PKHT staff/Trustees as required.

Perth & Kinross Council reserve the right to examine the books and records of accounts relating to all aspects of the above reports and financial affairs relating to this Service Level Agreement.

### **Responsibilities of Perth and Kinross Heritage Trust**

- i. Attend quarterly progress meetings with the PKC Monitoring / Liaison Officer or as required.
- ii. Provision of any information relating to SLA activities as required.
- iii. Operation in accordance with Perth & Kinross Council policies where appropriate.
- iv. Contribution to the monitoring and evaluation determined by PKC.
- v. Operation in accordance with Best Value principles and procedures.
- vi. Ensure complete confidentiality in respect of information held about clients of PKC Planning & Development.
- vii. Comply with other general terms and conditions within the Service Level Agreement.

### **Services to be provided by Perth & Kinross Council**

- i. Provide Planning advice to the Trust in respect of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 and Planning (Scotland) Act 2006.



- ii. Prepare business cases and funding applications to secure capital and external funding for agreed regeneration priorities.
- iii. Prepare Urgent Works and repairs notices and implement appropriate monitoring and enforcement of development under Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 in relation to planned or ongoing Conservation Area Regeneration schemes and the Perth City Heritage Fund.
- iv. Update the PKC corporate GIS with information provided from the PKHT Historic Environment Record (HER).
- v. Provide Information Technology to the Trust to facilitate the planning archaeology service through common equipment, including the procurement of hardware, purchased by the Trust, and ongoing IT maintenance and support.
- vi. Provide planning and economic development advice and support to the Perth City Heritage Fund through staff input at 6-8 Steering Group meetings per year. PKC staff to include: City Development Manager, Perth City Centre Manager, Vacant Property Development Officer and Conservation Officer.

### **Services to be provided by Perth and Kinross Heritage Trust**

Statutory (S) /discretionary (D) services

#### **i) Management costs**

Management costs are included to ensure all staff resources and facilities are managed in accordance with Employment Law and Health and Safety Requirements.

#### **ii) Provision of Planning Archaeology Service (S)**

PKHT will provide PKC with a planning archaeology service for planning staff within Planning and Development with respect to the following national policy: Scottish Planning Policy (SPP) (Scottish Government 2014); Historic Environment Scotland Policy Statement (HES 2016) and Planning Advice Note 2/2011: Planning and Archaeology (PAN2/2011) (Scottish Government 2011).

In addition to the curation and enhancement of the Perth and Kinross Historic Environment Record (PKHER) for the area, this involves two areas of work: a) the provision of archaeological advice to PKC staff, developers and contractors/consultants; and b) the provision of input to Development Plan work.

##### **a) Planning Development Management Service**

This includes monitoring all weekly lists of planning applications produced by PKC, with a view to identifying planning applications, or Notices of Intentions to Develop (NIDs), where archaeology should potentially be considered as a material concern.

Assessing potential archaeological issues of planning applications and NIDs either requested by PKHT staff, or sent separately to PKHT staff, and provision of initial archaeological comments and recommendations for actions thereon.

Provision of further assistance on planning applications recommended for archaeological action as may be individually required in each case, specifically archaeological discussions and negotiations with developers/agents on behalf of the PKC.

Assistance to PKC to ensure the proper discharge of archaeological conditions attached to planning consents as may be individually required in each case, including the preparation of Terms of Reference (TOR) documents for archaeological investigation and the monitoring in the field of archaeological contractors employed by developers, where PKC considers this is essential to ensure proper discharge.

Provision of a witness for public inquiries into refusal, non-determination, or appeal against a condition of planning consent on archaeological grounds.

Fielding of basic enquiries from members of the public and press in respect of archaeological matters/issues arising through extant planning applications/consents for which PKHT staff have provided advice, provided that advice has been followed by PKC.

**b) Development Plan Service**

Attendance at meetings convened by PKC to discuss development of planning and management policy in respect of the area's archaeological resources. The drafting of provision of relevant comments on Development Plan policies.

On the specific request of PKC, checking of areas proposed for release for development through the development plan to identify archaeological issues, and provision of archaeological comments and recommendations for archaeological action as may be required in each case.

**iii) Perth and Kinross Historic Environment Record (PKHER) maintenance (S)**

Maintenance and regular upgrading of the PKHER to ensure full accessibility of archaeological data for the Perth & Kinross Council area.

Regular updating of archaeological and other data within the PKHER from information published annually in Discovery and Excavation in Scotland, or as provided by Historic Environment Scotland (HES), or as may be supplied directly to PKHT by individuals and other organisations.

Annual supply to PKC of archaeological information in GIS format for the Perth & Kinross Council area, to include any updated information incorporated in the PKHER. PKC may use this data to alert other organisations to a potential archaeological issue, for example in relation to permitted developments, and recommend that PKHT staff be directly consulted for advice. In making such a recommendation the Council

should note that such other organisation's may be charged at PKHTs normal hourly rate (currently £75 per hour plus VAT) for any advice which they may ask PKHT to provide directly to them, without liability to the Council. The supplied dataset will remain in the copyright of PKHT and may not be copied outside the systems of the Council without the specific agreement of PKHT.

**vi) Support of Housing Scotland Act (2006): Maintenance Orders (S) and exploration of a Traditional Buildings Health Check scheme (D)**

Monitoring and managing Maintenance Orders that have been served by PKC on Listed Buildings and buildings in Conservation Areas on specific request by PKC. The Trust will explore potential funding and viability of a Traditional Buildings Health Check (TBHC) scheme for Perth and/or other areas over the 3 year period. The TBHC scheme has been initiated by HES to encourage owners of buildings dating from pre-1919 to take a proactive approach to maintenance and repair through the provision of surveys, support and access to a small grant scheme. The Trust can investigate the development of a wider TBHC scheme across Perth and Kinross, with support from PKC and if external funding is available. The Trust would then manage the scheme, if successful. This will produce inward investment to Perth and Kinross; support the Scottish Government's improvement strategy for housing; and provide a mechanism to support PKC Maintenance Orders.

**vii) Historic Buildings and Monuments Conservation Advice (D)**

Historic Building Conservation advice and support will be provided to PKC on request with respect to its property and estate, or sites managed by PKC. The service will provide independent and objective advice on conservation best practice by an appropriately qualified conservation professional. Areas of work where requests for advice from PKC have been made or are ongoing include war memorials and historic graveyards in PKC care.

Fielding of basic enquiries from members of the public referred to us by PKC in respect of building conservation repair matters.

**e) Staffing and Resources**

To fulfil this specification Perth and Kinross Heritage Trust will provide the following staff who will devote the identified % of time to fulfil the required service per annum.:

<b>i) Management costs core organisational</b>	
Director	20%
Office Manager	21%
<b>Cost:</b>	<b>£19,586</b>
<b>ii) Provision of Planning Archaeology Service (S)</b>	
Historic Environment Manager	90%
Historic Environment Officer	10%

Director	5%
Office Manager	2% (of 0.2 FTE)
<b>Cost:</b>	<b>£34,088</b>

**iii) Perth and Kinross Historic Environment Record (PKHER) Maintenance (S)**

Historic Environment Manager	10%
Historic Environment Officer	90%
Director	5%
Office Manager	2% (of 0.2 FTE)
<b>Cost:</b>	<b>£36,303</b>

**iv) Support of Housing Scotland Act - Monitoring and management of maintenance orders (S) and exploring Traditional Buildings Health Check scheme (D)**

Historic Buildings Development Manager/Director/Office Manager	
<b>Cost:</b>	<b>£5,000</b>

**v) Historic Buildings and Monuments Conservation Advice (D)**

Historic Buildings Development Manager/Director/Office Manager	
<b>Cost:</b>	<b>£5,008</b>

**TOTAL PKC contribution (years 1-3): £99,985 p.a.**

**General**

Ensure complete confidentiality in respect of information held about clients of Planning & Development.

Comply with other general terms and conditions within the Standard Service Level Agreement.

**Staffing and resources**

To fulfil this specification **Perth and Kinross Heritage Trust** seeks to provide appropriately qualified staff to carry out the tasks, as identified above.

**Indemnities and insurance**

The level of cover held by the Provider in respect of public liability insurance shall be no less than £5,000,000. The insurance in respect of claims for personal injury or the death of any person under a Service Level Agreement of service with the Provider and arising out of or in the course of such person's employment shall also comply with the Employer's Liability (Compulsory Insurance) Act 1998.

**Monitoring and Evaluation**

The work of **Perth and Kinross Heritage Trust** will be monitored internally in line with their systems of supervision, job appraisal, and service monitoring and evaluation procedures.

**Perth and Kinross Heritage Trust** will provide the monitoring officer with a quarterly written report including an account of activities undertaken and an evaluation of service users' views.

**Perth and Kinross Heritage Trust** will provide interim reports quarterly and a full Evaluation and Annual Report will be produced. Reports will include the following:-

- meetings attended;
- number of information/advice phone calls logged;
- publications distributed;
- identification of areas of need;
- progress regarding uptake and input of training opportunities;
- statistical information indicating progress achieved towards targets;
- any other information as required for time to time by the **Planning & Development**.

A Financial Monitoring Statement will be required to be submitted to Perth & Kinross Council on a quarterly basis as part of an overall quarterly report.

### **Financial arrangements**

In order to facilitate the delivery of services as described in this document, Perth and Kinross Council will make available the sum of **£99,985 (FY 2022-23); £99,985 (FY 2023-24); and £99,985 (FY 2024-25), payable by BACS to payable by BACS to Perth and Kinross Heritage Trust, quarterly in arrears, on receipt of appropriate invoices. VAT will be applied to the sum due.** The Council reserves the right to recover any slippage generated at the end of each financial year.

#### **Schedule Part 4 - Change Control Procedure**

In the event the Council wishes to amend the Service Level Agreement including, but not limited to, the Specification of Services or the terms of Service Level Agreement the Council and the Service Provider agree that the following principles shall apply:

- 1.1 the end result of the Change Control Procedure must be a change to any one or more of the Services Specification and/or Services Fee and/or Quality Control and/or Quality Assurance and/or or any prescribed Key Performance Indicators and/or Performance Standards;
- 1.2 all discussions shall be carried out in a timely fashion, constructively and in the utmost good faith by appropriate representatives for each Party;
- 1.3 all discussions, negotiations or other communications which may take place, including but not limited to the submission of any written communications, prior to the signing by both Parties of an agreement in writing, shall be without prejudice to the rights of either Party and do not create any legal rights and obligations;
- 1.4 the Parties shall use all reasonable endeavours to adhere to the timescales set out in this Change Control Procedure or such other periods as may be agreed between the Parties, acting reasonably, taking into account the complexity, financial impact and urgency of the change; and
- 1.5 each Party shall use all reasonable endeavours to cooperate fully with the other party throughout the Change Control Procedure and provide all reasonable assistance requested, including but not limited to, complying with any reasonable request for information from the other Party.

## **2 PROCEDURE**

- 2.1 Either Party may initiate the Change Control Procedure where it has a right to do so under the terms of this Agreement.
- 2.2 If the Council wishes to initiate a change pursuant to this Change Control Procedure, they shall notify the Service Provider in writing that it wishes to propose a change.
- 2.3 Within 10 working days or such other time that the Council deems to be appropriate from the date on which notice was duly given in accordance with paragraph 2.2, the Council shall submit in writing to the Services Provider a

Proposed Change paper setting out recommendations and options and providing:

- 2.3.1 details of the proposed change;
  - 2.3.2 the reason for the proposed change;
  - 2.3.3 the likely impact of the change (including but not limited to the financial impact); and
  - 2.3.4 an assessment of the impact of the change not being implemented.
- 2.4 Appropriate representatives of each party shall meet within ten working days from the date on which the Proposed Change Paper is received by the Services Provider to review and discuss the proposed options set out in the Proposed Change Paper and to agree:
- 2.4.1 the scope of the change;
  - 2.4.2 the adjustments which require to be made to the Services Specification and/or the alteration which requires to be made to the Services Fee; and
  - 2.4.3 the time period for implementing the change.
- 2.5 Where agreement is reached in accordance with paragraph 2.4, the agreed change shall be documented by the Council in an agreement signed by authorised signatories of each of the Parties.
- 2.6 The Parties shall do all things reasonably required for the purposes of implementing the change in accordance with the agreed timescales.
- 2.7 Where the Parties are unable to reach agreement as to the proposed change the matter may be escalated by either party in accordance with the dispute resolution process set out in clause 18 of the Service Level Agreement.





**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**14 March 2022**

**PROPOSED ROAD HUMP ACROSS OLD EDINBURGH ROAD,  
BRIDGE OF EARN**

**Report by Executive Director (Communities)**  
(Report No 22/57)

This report proposes the introduction of a Road Hump within Old Edinburgh Road (OER), Bridge of Earn, and details the objections received (and the responses) from the consultation undertaken on this proposal.

**1. BACKGROUND**

- 1.1 The Bridge of Earn to Newburgh Active Travel Route is a community driven project. It is aligned with current government policies to promote modal shift through active travel, to assist in reducing the UK's current dependencies on carbon-based fossil fuels.
- 1.2 Perth and Kinross Countryside Trust (PKCT) are the lead agents on the Active Travel project, supported by design consultants Transport, Planning and Engineering.
- 1.3 The Traffic and Network team, along with other Council departments, have attended regular project planning meetings and are supportive of the project. As the Roads Authority, the Traffic and Network team are required to present this report to this committee for consideration, on behalf of PKCT.
- 1.4 This Bridge of Earn to Newburgh Active Travel route proposal will help promote the opportunity for active travel, linking the local communities serviced by the A912/A913 road corridors between Bridge of Earn and Newburgh. The proposed active travel route supports current government initiatives and other transport bodies. For example, "Transport Scotland is committed to increasing levels of cycling and walking for transport and leisure", by offering a continuous traffic free route between these local communities. Detailed drawings of the active travel route can be provided on request.
- 1.5 There are proposals to reduce speeds and prioritise active travel movements within Bridge of Earn at the staggered junction of Wicks O'Baiglie Rd, Main St (A912) and Old Edinburgh Road (OER). Key aspects of the junction proposals are to reduce corner radii in line with current practice, introduce a TOUCAN controlled crossing and provide a raised table across Old Edinburgh Road entrance, providing a level footway for the active travel corridor across OER.

- 1.6 As per the Road Humps (Scotland) Regulation Act 1998, road humps require a formal consultation process to be followed.
- 1.7 Consultation with the statutory consultees was carried out. The only response received was from a bus operator who advised that there were no real concerns regarding the provision of the proposed road hump.
- 1.8 The proposal was subject to an independent Road Safety Audit (RSA) with all measures raised by the RSA being mitigated as part of the final design solution presented. The RSA did not raise any concerns regarding the road hump. The RSA can be made available on request.
- 1.9 Local Councillors and Earn Community Council (ECC) were also consulted on the proposal in July 2021.
- 1.10 Earn Community Council (ECC) and 5 consultees made representations pertaining to the overall proposal, including comments out with the road hump consultation process. These comments related to the Road Hump within Old Edinburgh Road.
- 1.11 All respondents to the consultation received an explanation of design decisions relating to the points that had raised. Copies of the detailed correspondence relating to the objections and responses can be provided on request.
- 1.12 A summary of the comments and objections raised and a summary of the responses to all consultees are shown in the table below:

<b>Old Edinburgh Road, Bridge of Earn. Road Hump.</b>	<b>Comment or objection</b>	<b>Response</b>
Consultee No 1	The height of the ramp on Old Edinburgh Road will make hill starts mandatory as it is a steep slope, adding confusion, especially as vehicles can't climb up onto the plateau until it is clear. The road hump is an unnecessary road furniture as all vehicles pause to depart from the Old Edinburgh Road anyway.	The proposed design acknowledges the steepness of OER and the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed

		introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes.
Consultee No 2	Family of cyclists who support PKCT in providing safe comfortable and convenient active travel infrastructure.	Thanked for their response.
Consultee No 3	Provided a suggestion to extend kerb lines to slow vehicles down on the A912.	The proposed kerb lines have been revised in line with current practices to control turning vehicles speeds into Old Edinburgh Road.
Consultee No 4	Concerned about the safety when giving cyclists priority over existing vehicles at the Old Edinburgh Road.	The proposed design acknowledges the steepness of OER and the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes.
Consultee No 5	Concerned about the safety of the junction and hump. Feels a change in the colour at the	The proposed design acknowledges the steepness of OER and

	<p>road surface across the junction would be a cheaper and easier option.</p>	<p>the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes.</p>
<p>Consultee No 6</p>	<p>Concerned by condensing the road hump and toucan crossing in such close proximity. Believes the current design proposed for the introduction of the road hump could potentially be more hazardous. Toucan crossing should be moved northwards. The complex staggering of the junctions may lead to more bumper to bumper collisions. Formally objected to the road hump during the consultation process.</p>	<p>The proposed design acknowledges the steepness of OER and the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes. The</p>

		<p>proposed revised layout servicing Wicks O’Baiglie Rd, OER and Main St will reduce vehicles speeds within the junction. The road hump has been designed to accommodate the gradients on OER. The toucan crossing has been designed in accordance with the current guidance and is located on the pedestrian desire lines. The proposal was subject to an independent Road Safety Audit (RSA) with all measures raised by the RSA being mitigated as part of the final design solution presented. We therefore strongly believe the proposed location of the Toucan provides the best balance of providing a crossing at an established location that follows existing and future active travel desire lines, has a low impact on immediate residents and will help to support the overall traffic management and speed reduction in this area to help support the growth of active travel.</p>
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- 1.13 One objection and several comments were raised during the consultation process for the proposed flat-topped ramp on Old Edinburgh Road (OER). The objection and comments were focused on how consultees felt the road hump was unsafe, unnecessary and that it may make it hazardous for users. The road hump has been designed in accordance with good practice and in line with current guidance. The design of the road hump is sympathetic to its surroundings to mitigate any impact it may have. The proposed road hump within OER/Main St junction will help provide a continuous cycle facility across OER. This facility is an established technique to enhance active travel routes.

The proposed ramp will help support the recent changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users.

## 2. PROPOSALS

The road hump has been designed in line with current guidance, good practices and is an established technique to enhance active travel routes including being implemented at existing sites within the Council area. It is recommended that the proposed road hump is installed as designed.

2.1 The proposed Road Hump's details are shown in Appendix 2 of this Report.

## 3. CONCLUSION AND RECOMMENDATIONS

3.1 This report outlines the comments and objection received during the advertising of the proposal to introduce the new road hump on Old Edinburgh Road, Bridge of Earn.

3.2 It is recommended that the Committee

- notes the comments and objection received
- agrees to allow the installation of the proposed Road Hump as shown in Appendix 2, as part of the Bridge of Earn to Newburgh Active Travel route.

### Author

Name	Designation	Contact Details
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### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	7 March 2022

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

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

1.2 It is considered that the actions contained within this report primarily contribute to objectives iv) and v) above.

## Corporate Plan

- 1.3 The Council's Corporate Plan outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report primarily contribute to objectives iv) and v). set out at 1.2 above.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 The design of the project is being funded by Sustrans. On completion of the design, the Perth and Kinross Countryside Trust will apply for funding for the construction of the Active Travel route. The Traffic and Network team have provisionally allocated £30,000 from the 2022/23 Cycling, Walking and Safer Routes grant towards the project.

#### Revenue

- 2.2 It is estimated that the Revenue budget commitments arising from the routine maintenance of traffic calming features, footways, cycle paths and traffic signing can be met from the Roads Maintenance budgets.

#### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.



### Strategic Environmental Assessment

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

### Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging road safety.

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 Consultation with the statutory consultees was carried out:
- Local Councillors and Earn Community Council (ECC) were also consulted on the proposal.
  - On street consultation notices were displayed on lighting columns surrounding Old Edinburgh Road.
  - A formal press release was inserted in the Courier paper advising all residents of the consultation process.
  - Earn Community Council published supplementary information on the ECC Facebook and webpage.
  - PKCT hand delivered copies of the consultation notice to properties surrounding Old Edinburgh Road.
- 4.2 The Head of Legal and Governance and the Head of Finance have been consulted in the preparation of this report.
- 4.3 6 Consultees responded to the proposed road hump at different stages of the consultation. Each consultee was provided a comprehensive response to any of the comments that they had raised.

## **5. Communication**

5.1 Consultees will be advised of the outcome.

## **2. BACKGROUND PAPERS**

2.1 There are no background papers to this report.

## **3. APPENDICES**

- Appendix 1– Copy of Road Hump Consultation 2nd Stage issued
- Appendix 2 – 2021029 BoE Old Edinburgh Road Table Consultation Rev T.3.pdf



**PERTH AND KINROSS COUNCIL**  
**Old Edinburgh Road**  
**The Road Humps (Scotland) Regulations 1998**

The Council propose to introduce a Road Hump within Old Edinburgh Road, Bridge of Earn, at its junction with the A912 (Main Street), Bridge of Earn.

Consultation in line with Section 37 of the Roads Scotland Act, parts 1a, 1b & 3 has been fulfilled and no objection was received from the statutory consultees consulted in the first stage – this period closed on 23rd July. This notice represents Stage 2 (parts 2a, 2b and 3) and consultation with road users.

**Background to the Proposed Road Hump:**

This Road Hump (Pedestrian Priority Table) is proposed to support the extension of the Bridge of Earn active travel facility along the A912 towards Abernethy to provide a continuous active travel facility, to support local traffic speed control and enhance the feeling of active travel user's safety within this complex staggered junction arrangement.

**Dimensions:**

A 1.2 metre ramp will be provided to access the 85mm high Road Hump on the approach from the A912. The Old Edinburgh Road approach to the ramp will be formed by extending the existing Old Edinburgh Road gradient onto the Road Hump plateau.

**List of Roads Affected by the Proposed Road Hump:**

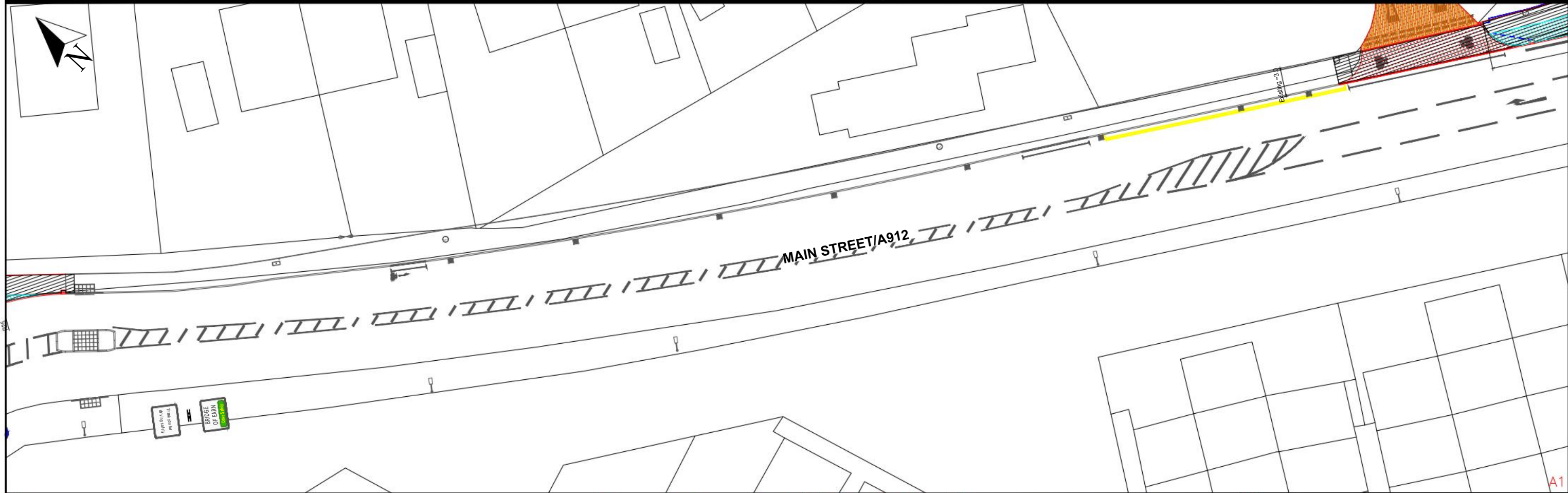
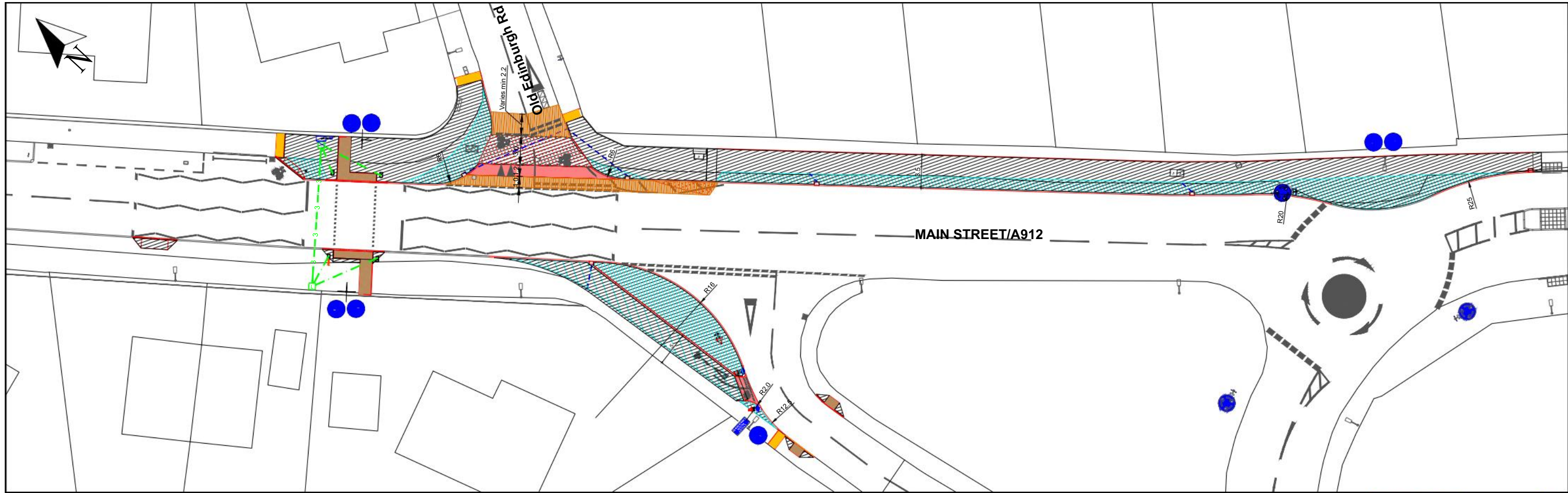
- Old Edinburgh Road, Bridge of Earn
- A912 (Main St), Bridge of Earn

Full details of the designs can be viewed on [www.pkct.org](http://www.pkct.org) Alternatively copies are available for viewing from Earn Community Council [secretaryearncc@gmail.com](mailto:secretaryearncc@gmail.com)

Please provide any comments you wish to make on these proposals within **28 Days** (reply by 27<sup>th</sup> August 2021) to [info@pkct.org](mailto:info@pkct.org)

Should you require any further information or clarification on any points arising from the proposals, contact [info@pkct.org](mailto:info@pkct.org) Or telephone 01738 475348.





Rev	Description	By	Date	Chk'd	Approved	Purpose of Issue	Client
T.3	Supplementary service information added on OER	TAH	22/06/21	RC	22/06/21	The Road Works/Scotland Reg. consultation	 
T.2	Dimensions revised on Old Edinburgh Road table details	TAH	15/06/21	RC	15/06/21	The Road Works/Scotland Reg. consultation	
T	Tender Issue	TAH	25/02/21	RC	25/02/21		
A	Original Drawing						

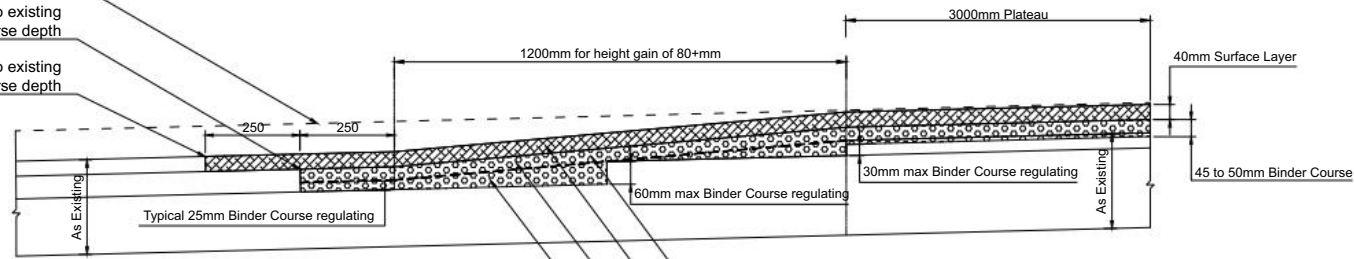
Project		Bridge of Earn to Newburgh Phase 1A	
Title		Proposed Road Layout Preliminaries - General Work Content	
Scale	1:200	Drawn	TAH
Date	09/06/20	Checked	RC
Date	22/12/20	Approved	RC
Date	22/12/20	Approved	RC
Drawing No.	777_TPE_V1_XX_DR_C_0111	Rev	T.3



Existing Kerb line, height varies retain min of 5mm max 35mm of kerb upstand to assist drainage.

Saw cut to existing wearing course depth

Saw cut to existing wearing course depth



Locally plane out existing surface and binder layers within ramp area. Saw cut all vertical faces.

AC10 surf 100 / 150 30mm deep layer. Red thermo-plastic surface layer to be added to highlight sloped area.

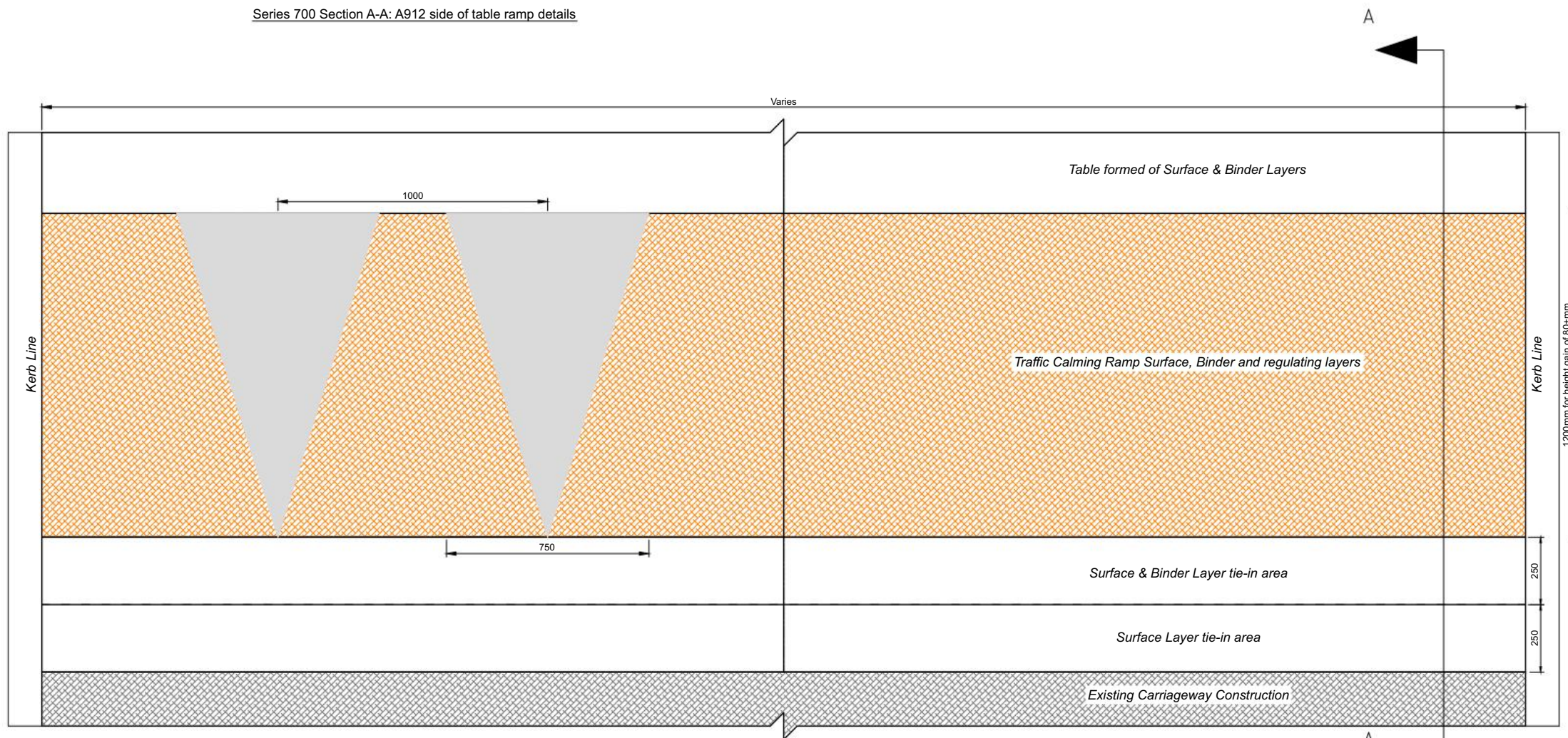
New AC20 dense bit 40 / 60 base course varying depth, 45mm desirable with binder course regulating to match existing

binder course regulating

Series 700 Section A-A: A912 side of table ramp details

Notes:

- Do not scale from this drawing.
- All dimensions are in Millimetres.
- Markings to diagram 1062 of TSRGD
- Plateau sections of speed tables shall be 3m in length.
- Road Centre-line markings to diagram 1004 shall be provided over the ramp
- Tables on cambered roads shall match the profile of the underlying road surface.
- Ramp from A912 approach to be surface dressed with a red thermo-plastic screed material.
- Ramp from Old Edinburgh Road approach side to be formed as an overlay / inlay tie-in into the existing carriageway using surface and base layer construction as per ramp detail in Section A-A. Final carriageway level to provide a smooth tie-in profile to the table top extending the existing hill gradients over a distance varying from a minimum of 2.2m to approx. 3.6m. (see drawing 777\_TPE\_V1\_XX\_DR\_C\_0722)



Series 700 Asphalt Concrete Road and Ramp with Diag 1062 Markings

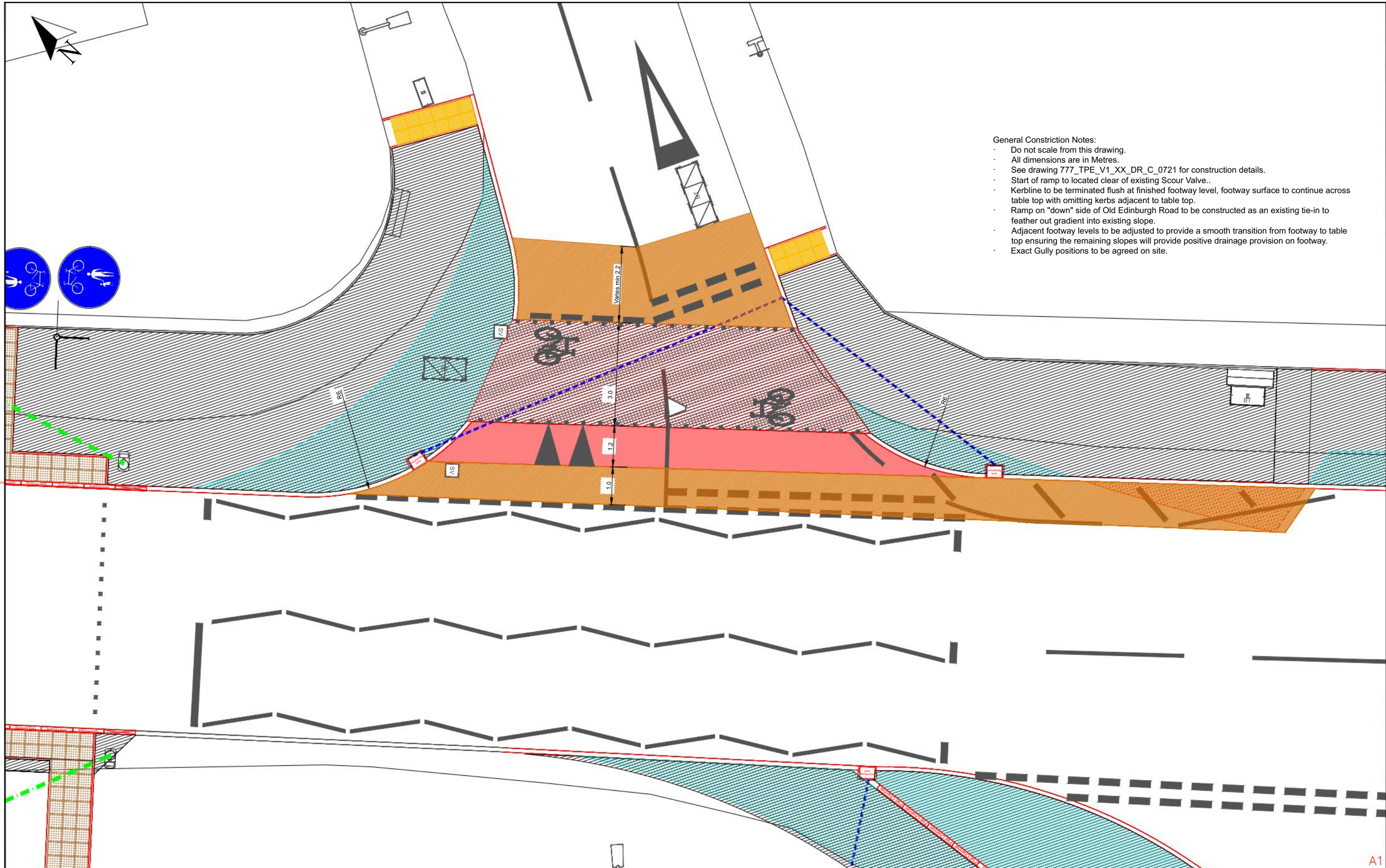
Notes :

Rev	Description	By	Date	Chk'd	Approved	Purpose of Issue
T.3	Supplementary service information added on DER	TAH	22/06/21	RC	22/06/21	The Road Works/Scotland Reg. consultation
T.2	Notes updated to include Old Edinburgh Road variation	TAH	15/06/21	RC	15/06/21	The Road Works/Scotland Reg. consultation
T	Tender Issue	TAH	25/02/21	RC	25/02/21	
A	Original Drawing					



Project		Bridge of Earn to Newburgh Phase 1A	
Title		Drawing 1 of 1 Road Pavements General – Table Construction	
Scale	1:10	Drawn	TAH
Checked	RC	Approved	RC
Date	09/06/20	Date	22/12/20
Date	22/12/20	Date	22/12/20
Drawing No.	777_TPE_V1_XX_DR_C_0721	Rev	T.3





- General Construction Notes:
- Do not scale from this drawing.
  - All dimensions are in Metres.
  - See drawing 777\_TPE\_V1\_XX\_DR\_C\_0721 for construction details.
  - Start of ramp to located clear of existing Scour Valve..
  - Kerline to be terminated flush at finished footway level, footway surface to continue across table top with omitting kerbs adjacent to table top.
  - Ramp on "down" side of Old Edinburgh Road to be constructed as an existing tie-in to feather out gradient into existing slope.
  - Adjacent footway levels to be adjusted to provide a smooth transition from footway to table top ensuring the remaining slopes will provide positive drainage provision on footway.
  - Exact Gully positions to be agreed on site.

Notes :

**Series 1100: Footway and cycle construction**

- Sub base 225mm
- Binder course 50mm
- Surface course 30mm

**Series 700: Road Pavement 777\_TPE\_V1\_XX\_DR\_C\_0721**

- 50 mm binder course
- 40mm surface course
- Red thermo-plastic screed overlay.

Rev	Description	By	Date	Chkd	Approved	Purpose of Issue
T.3	Supplementary service information added on DER	TAH	22/06/21	RC	22/06/21	The Road Works/Scotland Reg. consultation
T.2	Notes updated to include Old Edinburgh Road variation	TAH	15/06/21	RC	15/06/21	The Road Works/Scotland Reg. consultation
T	Tender Issue	TAH	25/02/21	RC	25/02/21	
A	Original Drawing					

Client

**Perth and Kinross COUNTRYSIDE TRUST**

**TP&E**  
Transport Planning & Engineering

Project: Bridge of Earn to Newburgh Phase 1A

Title: Proposed Road Layout Road Pavement Layout – Old Edinburgh Road Junction

Scale: 1:50

Drawn	Checked	Approved	Date
TAH	RC	RC	
Date	Date	Date	
09/06/20	22/12/20	22/12/20	

Drawing No. 777\_TPE\_V1\_XX\_DR\_C\_0722

Rev T.3



