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Council Building
2 High Street
Perth
PH1 5PH

Thursday, 03 November 2016

A Meeting of the **Enterprise and Infrastructure Committee** will be held in the **Gannochy Suite, Dewars Centre, Glover Street, Perth, PH2 0TH** on **Wednesday, 09 November 2016** at **14:00**.

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

BERNADETTE MALONE
Chief Executive

Those attending the meeting are requested to ensure that all mobile phones and other communication devices are in silent mode.

Members:

Councillor John Kellas (Convener)
Councillor Joe Giacomazzi (Vice-Convener)
Councillor Henry Anderson
Councillor Michael Barnacle
Councillor Ian Campbell
Councillor Ann Cowan
Councillor Dave Doogan
Councillor John Flynn
Councillor Ann Gaunt
Councillor Tom Gray
Councillor Grant Laing
Councillor Alan Livingstone
Councillor Willie Robertson

Enterprise and Infrastructure Committee

Wednesday, 09 November 2016

AGENDA

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

- 1 WELCOME AND APOLOGIES/SUBSTITUTES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTES**
 - (i) MINUTE OF MEETING OF THE ENTERPRISE AND INFRASTRUCTURE COMMITTEE OF 7 SEPTEMBER 2016 FOR APPROVAL AND SIGNATURE 7 - 12**
 - (ii) ERRATUM TO MINUTE OF MEETING OF THE ENTERPRISE AND INFRASTRUCTURE COMMITTEE OF 9 SEPTEMBER 2015 - ARTICLE 558 - KINNOULL AREA, PERTH - PROPOSED 20MPH SPEED LIMIT 13 - 14**
- 4 PERTH AND KINROSS COMMUNITY PLANNING PARTNERSHIP - ECONOMY AND LIFELONG LEARNING GROUP**
 - (i) MINUTE OF MEETING OF THE COMMUNITY PLANNING ECONOMY AND LIFELONG LEARNING GROUP OF 29 APRIL 2016 FOR NOTING 15 - 18**
 - (ii) COMMUNITY PLANNING ECONOMY AND LIFELONG LEARNING GROUP BRIEFING NOTE 19 - 22**

Joint Report by Depute Chief Executive, Environment (Sustainability, Strategic and Entrepreneurial Development) and Senior Depute Chief Executive, ECS (Equality, Community Planning and Public Service Reform) (copy herewith 16/478)
Note: The above report was also submitted to the Lifelong Learning Committee on 2 November 2016.
- 5 PERTH CITY DEVELOPMENT BOARD**

(i)	MINUTE OF MEETING OF THE PERTH CITY DEVELOPMENT BOARD OF 31 MAY 2016 FOR NOTING	23 - 32
 6	THE ENVIRONMENT SERVICE SIX MONTH PERFORMANCE SUMMARY 2016 Report by Director (Environment) (copy herewith 16/490)	 33 - 48
	Note: The above report will also be submitted to the meetings of the Environment Committee on 9 November 2016, the Community Safety Committee on 23 November 2016, and will be considered by the Scrutiny Committee on 30 November 2016.	
 7	DESTINATION MARKETING Report by Director (Environment) (copy herewith 16/493)	 49 - 56
 8	SMART PERTH AND KINROSS STRATEGY Report by Director (Environment) (copy herewith 16/494)	 57 - 102
 9	PERTH AND KINROSS LOCAL DEVELOPMENT PLAN 2018-2028 DEVELOPMENT PLAN SCHEME Report by Depute Chief Executive, Environment (Sustainability, Strategic and Entrepreneurial Development) (copy herewith 16/495)	 103 - 134
 10	PROVISION OF GREEN ROUTES IN PERTH AND KINROSS Report by Director (Environment) (copy herewith 16/496)	 135 - 150
 11	ROADS ASSET ANNUAL STATUS REPORT Report by Director (Environment) (copy herewith 16/497)	 151 - 196
 12	WORKS TO PRIVATE/UNADOPTED ROADS AND FOOTWAYS Report by Director (Environment) (copy herewith 16/498)	 197 - 210
 13	AMENDMENTS TO THE LIST OF PUBLIC ROADS Report by Director (Environment) (copy herewith 16/499)	 211 - 218
 14	PERTH CITY CENTRE COMMUNITY STREET AUDITS Report by Director (Environment) (copy herewith 16/500)	 219 - 242
 15	20MPH SPEED LIMIT STRATEGY Report by Director (Environment) (copy herewith 16/501)	 243 - 268
 16	PROPOSED 30MPH SPEED LIMIT AT THE HOSH, CRIEFF AND TULLIBARDINE Report by Director (Environment) (copy herewith 16/502)	 269 - 280
 17	PROPOSED 40MPH SPEED LIMITS AT BALVARRAN, CARNBO, GLENDEVON, ENOCHDHU, PERTH AND WESTER BALGEDIE Report by Director (Environment) (copy herewith 16/503)	 281 - 300
 18	PROPOSED CHANGES TO KING STREET/GALVELMORE STREET CAR PARK, CRIEFF OFF-STREET CAR PARK ORDER Report by Director (Environment) (copy herewith 16/504)	 301 - 308

- 19 PROPOSED CHANGES TO THE 20/30/40MPH SPEED LIMITS AT GLENLOMOND/WESTER BALGEDIE** 309 - 318
Report by Director (Environment) (copy herewith 16/505)
- 20 PROPOSED VARIATION TO WAITING RESTRICTIONS, LAWGROVE PLACE, RUTHVENFIELD PLACE, PERTH** 319 - 330
Report by Director (Environment) (copy herewith 16/506)
- 21 PROPOSED VARIATION TO WAITING RESTRICTIONS, PERTH** 331 - 340
Report by Director (Environment) (copy herewith 16/507)

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ENTERPRISE AND INFRASTRUCTURE COMMITTEE

Minute of Meeting of the Enterprise and Infrastructure Committee held in the Gannochy Suite, Dewar's Centre, Perth on Wednesday 7 September 2016 at 2.00pm.

Present: Councillors J Kellas, J Giacobazzi, H Anderson, A Cowan, D Cuthbert (substituting for M Barnacle) D Doogan, J Flynn, T Gray, G Laing, A Livingstone, M Roberts (substituting for I Campbell), W Robertson and L Simpson (substituting for A Gaunt).

In Attendance: B Renton, Director (Environment); N Brian, S D'All, C Haggart, P Marshall and B Murray (all The Environment Service); C Flynn, L Gowans and H Rheinallt (all Corporate and Democratic Services).

Apologies for Absence: Councillors M Barnacle, I Campbell and A Gaunt.

Councillor J Kellas, Convener, Presiding.

609. WELCOME AND APOLOGIES/SUBSTITUTES

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

610. DECLARATIONS OF INTEREST

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

611. MINUTES

(i) **Minute of Meeting of the Enterprise and Infrastructure Committee of 1 June 2016**

The Minute of Meeting of the Enterprise and Infrastructure Committee of 1 June 2016 (Arts. 421-435) was submitted, approved as a correct record and authorised for signature.

(ii) **Minute of Meeting of the Executive Sub-Committee of the Enterprise and Infrastructure Committee of 19 August 2016**

The Minute of Meeting of the Executive Sub-Committee of the Enterprise and Infrastructure Committee of 19 August 2016 was submitted and noted.

612. PERTH CITY DEVELOPMENT BOARD

(i) Minute of Meeting of the Perth City Development Board of 15 December 2015

The Minute of Meeting of the Perth City Development Board of 15 December 2015 was submitted and noted.

(ii) Minute of Meeting of the Perth City Development Board of 23 February 2016

The Minute of Meeting of the Perth City Development Board of 23 February 2016 was submitted and noted.

(iii) Verbal Update by Executive Lead Officer

The Director (Environment) provided a verbal update on the latest meeting of the Board, which had been held on Tuesday 6 September 2016. Members were advised that the meeting covered topics such as the Fairness Commission, elections, the appointment of Wayne Hemingway as advisor to the Board, the City Plan delivery progress, and communications. There had also been a presentation on developing the regional approach to Scotland's young workforce, and one on cultural investment and the UK City of Culture Bid.

613. POLICY AND LEVEL OF SERVICE FOR WINTER SERVICE 2016/2017

There was submitted a report by the Director (Environment) (16/374), recommending the level of service for the gritting and snow clearing of roads and footways in Perth and Kinross during the winter of 2016/2017.

Resolved:

- (i) The winter maintenance service, as outlined in Section 2 of Report 16/374, be approved.
- (ii) It be agreed that the Director (Environment) be authorised to make arrangements outwith the policy and level of service in exceptional conditions such as snow emergencies.
- (iii) The application of brine on the Blairgowrie nightshift route and Kinross area footway routes, as outlined in Section 2.4 of Report 16/374, be approved.

614. AUCHTERARDER COMMUNITY FACILITIES FUND

There was submitted a report by the Director (Environment) (16/375), outlining the procedures for the distribution of the Auchterarder Community Facilities Fund, which was created in line with the Auchterarder Development Framework to assist in delivering projects which would mitigate the impact of the housing development and improve the amenity of the public realm within the settlement boundary of Auchterarder.

Resolved:

- (i) The Auchterarder Community Facilities Fund applications process, as outlined in Appendix 1 of Report 16/375, be approved.
- (ii) It be requested that the Scheme of Delegation is updated to provide delegated powers to the Director (Environment) to approve the transfer of funds from the Auchterarder Community Facilities Fund to projects which meet the approved criteria, up to a maximum of £50,000.
- (iii) The Director (Environment) be instructed to report to the Enterprise and Infrastructure Committee any funding requests where there is no general consensus, and any recommendations for approval of funding over £50,000.
- (iv) The Director (Environment) be instructed to submit a report to the Committee in April each year providing details of funding received and allocated from the Auchterarder Community Facilities Fund.

615. DELIVERING ZERO WASTE SUPPLEMENTARY GUIDANCE

There was submitted a report by the Director (Environment) (16/376), (1) providing a summary of the comments received on the Delivering Zero Waste Supplementary Guidance published for consultation in June 2016; (2) recommending changes where appropriate; and (3) seeking consent to finalise and adopt the Supplementary Guidance to support the Perth and Kinross Local Development Plan.

Resolved:

- (i) The Delivering Zero Waste Supplementary Guidance, with the changes proposed for acceptance in Appendix 1 of Report 16/376, be approved as a key policy document to support the Local Development Plan.
- (ii) The Director (Environment) be remitted to finalise the Supplementary Guidance and submit it to the Scottish Ministers prior to adoption.
- (iii) The Director (Environment) be remitted to approve minor changes to the Supplementary Guidance, if requested by Scottish Ministers, and thereafter proceed to adoption.

616. DEVELOPER CONTRIBUTIONS AND AFFORDABLE HOUSING SUPPLEMENTARY GUIDANCE

There was submitted a report by the Director (Environment) (16/377), providing an update on the response of Scottish Ministers to the notice of intention to adopt the Developer Contributions and Affordable Housing Supplementary Guidance submitted to Scottish Ministers on 29 March 2016.

Resolved:

- (i) The modifications to the Developer Contributions and Affordable Housing Supplementary Guidance reflecting the direction from Scottish Ministers, as detailed in Appendix 1 to Report 16/377, be approved;
- (ii) The Developer Contributions and Affordable Housing Supplementary Guidance be formally adopted on 1 February 2017.

617. LOCAL DEVELOPMENT PLAN ACTION PROGRAMME BIENNIAL UPDATE: DELIVERY AND IMPLEMENTATION OF THE LOCAL DEVELOPMENT PLAN

There was submitted a report by the Director (Environment) (16/378), (1) providing a biennial update on the delivery and implementation of the Local Development Plan through the Action Programme, previously considered by the Enterprise and Infrastructure Committee on 2 April 2014; (2) focusing on the implementation of the Local Development Plan; and (3) providing an overview of development activity throughout Perth and Kinross.

Resolved:

- (i) The delivery progress and successful implementation of the LDP throughout the last year in particular, be noted.
- (ii) It be noted that the Development Plan Scheme which sets out the timetable for the LDP will be updated and a report brought to the meeting of the Enterprise and Infrastructure Committee on 9 November 2016.
- (iii) The Director (Environment) be instructed to submit an annual report to the Enterprise and Infrastructure Committee each Autumn detailing the progress, delivery and implementation of the LDP.

618. LOCH LEVEN SPECIAL PROTECTION AREA AND RAMSAR SITE, RIVER TAY SPECIAL AREA OF CONSERVATION AND THE DUNKELD - BLAIRGOWRIE LOCHS SPECIAL AREA OF CONSERVATION NON-STATUTORY PLANNING GUIDANCE

There was submitted a report by the Director (Environment) (16/379), (1) providing a summary of the comments received on the Loch Leven Special Protection Area and Ramsar Site, River Tay Special Area of Conservation and the Dunkeld - Blairgowrie Lochs Special Area of Conservation Supplementary Guidance documents which were published for consultation in June 2016; (2) making recommendations for changes where appropriate; and (3) seeking consent to finalise and adopt the supplementary Guidance to support the Local Development Plan.

Resolved:

- (i) The following supplementary guidance, including the changes detailed in Appendix 1 of Report 16/379, be approved as Statutory Planning Guidance documents, with each being a key policy document to support the Local Development Plan:
 - (a) the Loch Leven Special Protection Area and Ramsar Site;
 - (b) the River Tay Special Area of Conservation;
 - (c) the Dunkeld – Blairgowrie Lochs Special Area of Conservation.
- (ii) The Director (Environment) be remitted to finalise the Supplementary Guidance and submit it to Scottish Ministers prior to adoption.
- (iii) The Director (Environment) be remitted to approve minor changes to the Supplementary Guidance, if requested by Scottish Ministers, and proceed to adoption.

619. PROPOSED 40MPH SPEED LIMIT ON JUNCTION ROAD, KINROSS

There was submitted a report by the Director (Environment) (16/380), (1) summarising the objections received on the proposal to introduce a 40mph speed limit on Junction Road, Kinross and (2) recommending the Committee set aside the objections and that the Order is made as advertised.

Resolved:

The objections received to the proposal to introduce a 40mph speed limit Traffic Regulation Order (TRO) on Junction Road, Kinross be set aside and the Traffic Regulation Order (TRO) be made as advertised.

620. PROPOSED PROHIBITION ON DRIVING, FLORENCE PLACE, PERTH

There was submitted a report by the Director (Environment) (16/381), (1) outlining the problems experienced by Perth and Kinross Council due to the continued misuse of the automatic bollard at this location and (2) recommending that a prohibition of driving is introduced to allow the automatic bollard to be removed and prevent vehicles from using Florence Place as a through road.

Resolved:

- (i) The Director (Environment) be requested to explore options for combatting the problems experienced by Perth and Kinross Council due to misuse of the bollard and traffic management system.
- (ii) The Director (Environment) be request to consult with residents of Florence Place, Perth on options for combatting the problems experienced by Perth and Kinross Council due to misuse of the bollard and traffic management system.

621. PROPOSED VARIATION TO LOADING BAY OPERATIONAL TIMES AND DAYS, PERTH

There was submitted a report by the Director (Environment) (16/382), outlining the concerns of local businesses within the city centre area of Perth regarding the varying times and days of use for the city centre's loading bays.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order (TRO) to amend the operational times of the loading bays within Perth, as detailed in Section 2 of Report 16/382, be agreed.

622. PROPOSED VARIATION TO WAITING RESTRICTIONS, DOUGLAS CRESCENT, EMSLIE DRIVE AND THE MUIRS, KINROSS

There was submitted a report by the Director (Environment) (16/383), (1) outlining the problems experienced by the local residents of Douglas Crescent, Emslie Drive and The Muirs, Kinross due to indiscriminate parking and (2) recommending a variation to the Kinross Traffic Management Order to introduce No Waiting at Any Time waiting restrictions, on Douglas Crescent, Emslie Drive and The Muirs/Muirfield Grove/Muirgrove/Muirpark Road, Kinross.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order (TRO) to introduce additional No Waiting at Any Time waiting restrictions on Douglas Crescent, Emslie Drive and The Muirs/Muirfield Grove/Muirgrove/Muirpark Road, be agreed.

623. PROPOSED VARIATION TO WAITING RESTRICTIONS, KINGSWELL TERRACE, NEEDLESS ROAD, PERTH

There was submitted a report by the Director (Environment) (16/384), (1) outlining the problems experienced by the local residents and businesses of Kingswell Terrace and Needless Road, Perth due to indiscriminate parking and (2) recommending a variation to the Perth Traffic Management Order to introduce waiting restrictions on Kingswell Terrace and Needless Road, Perth.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order (TRO) to introduce additional No Waiting at Any Time waiting restrictions on Kingswell Terrace and Needless Road, Perth, as outlined in Appendix 1 and 2 of Report 16/384, be approved.

624. AMENDMENTS TO THE LIST OF PUBLIC ROADS

There was submitted a report by the Director (Environment) (16/385), recommending that the List of Public Roads be updated.

Resolved:

The additions to the List of Public Roads, as detailed in Appendix 1 of Report 16/385, be approved.

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PERTH AND KINROSS COUNCIL

ENTERPRISE AND INFRASTRUCTURE COMMITTEE – 9 SEPTEMBER 2015

ERRATUM

ARTICLE 558 - KINNOULL AREA PERTH – PROPOSED 20MPH SPEED LIMIT

Please note that the decision should read:

***“Motion (Councillors J Kellas and A Livingstone)***

***The objections received to the proposal to introduce a 20mph speed limit in the Kinnoull area of Perth be upheld and no further action be taken to promote a variation to the relevant Traffic Regulation Order (TRO) to introduce a 20mph speed limit in the Kinnoull area of Perth.***

***Amendment (Councillors A Gaunt and W Robertson)***

***The objections received to the proposal to introduce a 20mph speed limit in the Kinnoull area of Perth be set aside and the Traffic Regulation Order be made as advertised.***

***In accordance with Standing Order 44, a roll call vote was taken.***

***11 members voted for the Motion as follows:***

***Councillors J Kellas, G Walker, A Parrott, C Gillies, I Campbell, A Cowan, D Doogan, J Flynn, T Gray, G Laing and A Livingstone.***

***2 members voted for the Amendment as follows:***

***Councillors A Gaunt and W Robertson.***

***Motion – 11 votes***

***Amendment – 2 votes***

***Resolved:***

***In accordance with the Motion.”***





**ECONOMY AND LIFELONG LEARNING GROUP**

**THE BOARDROOM, DEWARS CENTRE, GLOVER STREET, PERTH**

**FRIDAY 29 APRIL 2016**

Minute of meeting of the Community Planning Economy and Lifelong Learning Group held in the Boardroom, Dewar's Centre, Glover Street, Perth on Friday 29 April 2016 at 11.00am.

**Present:** Councillors J Kellas, A Livingstone and G Walker; H Boag, Perth College UHI; J Clarkson, VisitScotland; E Guthrie, TACTRAN; J McClean, Scottish Enterprise; J Flynn and J Dernie, Perth & Kinross CHP, NHS Tayside; J Hunter, Skills Development Scotland; K MacPherson, PKAVS; A Burnett, Elevator/Business Gateway (substituting for G McEwan); V Unite, Perthshire Chamber of Commerce.

**In Attendance:** D Littlejohn, D Stokoe, J McCrone, A Seggie, G Clark, L McIntyre, and J Somerville (all Perth and Kinross Council).

**Apologies:** M Beale, Perthshire Chamber of Commerce; and P McAvoy, Perth and Kinross Council.

Councillor J Kellas, Presiding.

**1. WELCOME AND APOLOGIES**

Councillor J Kellas welcomed everyone to the meeting and apologies were noted as above.

**2. DECLARATIONS OF INTEREST**

There were no Declarations of Interest made in terms of the relevant Codes of Conduct.

### 3. MINUTE OF PREVIOUS MEETING

The minute of meeting of the Economy and Lifelong Learning Group of 5 February 2015 was submitted and approved as a correct record, subject to the following amendments:

7. Secondary Schools – Implementing Employability and Enterprise Policy  
The Action for P McAvoy which is in brackets at (vi) should be deleted and replaced by (**Action: J Hunter, SDS**).

### 4. MATTERS ARISING

There were no matters arising from the previous minute.

*THE GROUP AGREED TO VARY THE ORDER OF BUSINESS FROM THIS POINT*

### 5. CITY CENTRE UPDATE

The Group heard a presentation by J McCrone, City Development Manager, Perth and Kinross Council.

During the presentation, J McCrone referred to the context based on current performances; vacancy rates (below national average); turnover and footfall; infrastructure; rental levels (decreasing); current actions, including, employment support, review of parking review of rates and incentive support, new signage and orientation; review of city centre representation; Perth City Plan Framework – accreditation, business turnover, cultural attractions, and business tourism; Make it Happen – action plan summary – investment, attracting talent, defining development opportunities and collaboration.

During the discussion which followed the presentation, reference was also made to the changing retail landscape; options for replacement businesses and the reality of the reflection of local spending power; raising local prosperity; the impact of internet shopping, the complex nature of the situation; investment in 'events' creating long-term positive benefits; working with partners in the physical regeneration of buildings; and businesses avoiding capital costs with an understandable reluctance to relocate.

A Burnett referred to the problems in business owners adapting to change and to the Digital Boost initiative being supported by Business Gateway in order to assist businesses in developing a digital strategy and in promoting the use of websites, emails, search engines and social media.

Following the presentation and the discussion, the Convener thanked J McCrone for the informative presentation and he thanked members for their constructive comments.

**5. ECONOMY AND LIFELONG LEARNING GROUP OUTCOME DELIVERY PLAN – OCTOBER 2015**

There was submitted the updated Economy and Lifelong Learning Group Outcome Delivery Plan – April 2016 (G/16/94).

D Stokoe thanked all contributors for their input to the Plan, which was part of the 6-monthly update. The Convener also thanked partners for their contributions and welcomed the progress being made.

**Resolved:**

It be agreed that the Plan would next be submitted to the Community Planning Partnership Board in June 2016.

**6. OUTCOME DELIVERY PLAN 6-MONTHLY UPDATE**

There was submitted and noted the updated Economy and Lifelong Learning Outcome Delivery Plan: Progress Report - October 2015 to April 2016 by D Stokoe, Service Manager (Communities), Perth and Kinross Council and L McIntyre, Enterprise Manager, Perth and Kinross Council (G/16/95).

**7. OPPORTUNITIES FOR ALL**

J Hunter reported that a fuller update would be provided at the next meeting of the Group in September 2016. A paper *Participation Measure* was tabled. J Hunter noted the substantial amount of work currently going on in the background, the strength of genuine partnership working in providing services for young people, the need to ensure that nobody 'falls through the gap', the development of a data hub, and to Alison Seggie's role as 'the main driver'.

The Convener welcomed the update and agreed that usefulness of a detailed update being submitted to the next meeting of the Group.

**8. PERTH AND KINROSS DEVELOPING OUR YOUNG WORKFORCE BOARD - UPDATE**

There was submitted and noted a report by A Seggie, DYW Programme Manager, Perth and Kinross Council (G/16/96) providing the Group with a brief update on progress with the establishment of the Perth and Kinross Developing our Young Workforce Board, and with the development of its bid for funding to the National Employer Group. A Seggie noted the Draft Board Governance paper appended to the report.

**Resolved:**

It be agreed that the Board present its Annual Report to a future meeting of the Economy and Lifelong Learning Group.

**9. EMERGING ECONOMIC STRATEGY TIMESCALES AND METHODOLOGY**

The Group was advised that this item had been withdrawn from the Agenda.

**10. ANY OTHER COMPETENT BUSINESS**

No other items of business were considered.

**11. DATE OF NEXT MEETING**

It was noted that the next meeting of the Economy and Lifelong Learning Group was due to take place on Friday 23 September 2016 at 11.00am.

**PERTH AND KINROSS COUNCIL**

**Lifelong Learning Committee  
2 November 2016**

**Enterprise and Infrastructure Committee  
9 Novemeber 2016**

**Community Planning Economy and Lifelong Learning Group  
Briefing Paper**

**Joint Report by Depute Chief Executive (Sustainability, Strategic and Entrepreneurial Development) and Senior Depute Chief Executive (Equality, Community Planning & Public Service Reform)**

**PURPOSE OF REPORT**

This briefing provides an update on the activities of the Community Planning Economy and Lifelong Learning Outcome Delivery Group (ODG).

**1. BACKGROUND**

1.1 The group is tasked with delivering the following Community Planning Local Outcomes outlined in the Single Outcome Agreement:

- People are Ready for Life and Work
- Thriving, Expanding Economy
- Employment Opportunities for All

**2. UPDATE**

The group last met on 23 September 2016 where the following items were discussed:

**2.1 Tay Cities Deal**

The Group heard a presentation by A Graham, Business Development Team Leader, Perth and Kinross Council which updated the group on the process for the submission of the bid for the Tay Cities Deal. The bid will focus on both infrastructure and people with clear alignment to wider Scottish and UK Government economic priorities. The strategic partnership and vision for the deal has been agreed by the senior management in Dundee, Angus, Fife and Perth and Kinross Council's. The bid will need to be submitted to both governments in February 2017.

## 2.2 Capital Plans Project

J Valentine, Depute Chief Executive (Sustainability, Strategic and Entrepreneurial Development) provided a verbal update to the Group on Capital Plan projects.

The Council announced its Capital Plan on 20 June 2016, which is one of the largest of any Scottish local authority. Key elements of the Capital Plan are linked to the City of Culture 2021 bid, including: the refurbishment of Perth Theatre, Perth Museum and Art Gallery and accompanying public realm works. In addition Perth Academy and Perth Grammar School will be refurbished and there will be various road improvements across the city centre. In order to encourage increased shipping use Perth Harbour will be dredged. Options to improve Wi-Fi access across the city are also being explored.

## 2.3 LEADER

S Rice-Jones, LEADER Project Officer delivered a verbal update to the Group on the LEADER project.

LEADER is a grassroots way of supporting communities with rural development from 2014-2020. Support is awarded through 21 Local Action Groups (LAG) across Scotland; the Perth and Kinross LAG has received 107 expressions of interest, and approved 15 applications to date, totalling support of £87,000. The programme covers the whole of the rural Perth and Kinross area, with the exception of the Cairngorms. There are 24 independent LAG members, from both the public and private sectors. Both public and private sector organisations can apply for support. The LAG priorities are: community capacity building, enterprise, youth initiatives, rural future leaders, and open challenge fund.

## 2.4 Business Survey and Economic Review

The Group heard a presentation by M Styczen, Project Officer, Perth and Kinross Council on the business survey and economy review.

The rationale for the survey and review was outlined which, including the expiration of the Perth and Kinross Community Planning Economic Partnership's Economic Strategy 2014, the Tay Cities Deal, and the need to have a Tayside-level strategy for economic development. Data is currently being collated and contact has been made with other local authorities for advice on how they have conducted their own surveys.



## 2.5 **Annual Progress Report on the Perth and Kinross Developing Our Young Workforce Action Plan**

There was submitted and noted a joint report by the Senior Depute Chief Executive, ECS (Equality, Community Planning and Public Service Reform) and the Depute Chief Executive, Environment (Sustainability, Strategic and Entrepreneurial Development) providing an update on progress on the Developing our Young Workforce Perth and Kinross Plan which was approved by the Council's Strategic Policy and Resources Committee and the Community Planning Partnership in June 2015.

Within Perth and Kinross good progress has been made across all five of the Developing Our Young Workforce action work streams, mainly as a result of enhanced partnership working across organisations. Locally we need to ensure that we align the offering within our schools and Perth College University of Highlands and Islands to meet the needs of our current and future employers. With a number ambitious projects highlighted with the Perth City Plan and a number of others being developed through the ongoing work on the Tay Cities Deal, this provides an opportunity to better align skills demand and supply.

Additional funding from the Scottish Government has allowed the Council to provide additional support in all ten secondary schools' to take forward the implementation at a local level. The Schools/College Strategic Group has maintained momentum and has developed a wider range of vocational opportunities for senior phase pupils, and this has resulted in a significant rise (+45%) in the number of pupils undertaking vocational courses whilst still at school.

The numbers of school pupils experiencing Work placements has also increased, with numbers up from 373 in 2013/2014 to 621 in 2014/2015. This is due to an increased focus on employer engagement and additional schools now participating in the Career Ready programme.

There has also been an expansion in the numbers of young people participating in Modern Apprenticeships within Perth and Kinross. The total number of MA's has increased from 747 (2014/2015) to 880 in 2015/2016; with the majority targeted at the 16-24 age group (674). The Council have contributed to this increase with the numbers of annual Modern Apprenticeship opportunities rising from 55 in 2013/14 to 86 in 2015/16 and providing a total of 303 opportunities in total since 2012

Further progressing this work will be the focus of the partnership throughout 2016/17.

## 2.6 Community Planning Update

D Stokoe (Service Manager Communities) gave a verbal update on Community Action Partnerships. Community Action Partnerships have begun to meet in 5 localities covering Perth and Kinross, with a membership of elected members and community representatives, chaired by a senior manager from the Community Planning Partnership. The Community Action Partnerships will identify key inequality issues, build community capacity and resilience and reshape local service provision to address these inequalities.

## 3. CONCLUSION AND RECOMMENDATION

3.1 It is recommended that the Committee:

- (i) Notes the update from the Community Planning Economy and Lifelong Learning Outcome Delivery Group.

### Author(s)

| Name         | Designation                      | Contact Details                                        |
|--------------|----------------------------------|--------------------------------------------------------|
| David Stokoe | Service Manager<br>(Communities) | Tel: 01738 475000<br>Email:<br>ecscommittee@pkc.gov.uk |

### Approved

| Name          | Designation                                                                                   | Date            |
|---------------|-----------------------------------------------------------------------------------------------|-----------------|
| Jim Valentine | Depute Chief Executive<br>(Sustainability, Strategic<br>and Entrepreneurial<br>Development)   | 21 October 2016 |
| John Fyffe    | Senior Depute Chief<br>Executive (Equality,<br>Community Planning &<br>Public Service Reform) | 21 October 2016 |

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5(i)

**PERTH AND KINROSS COUNCIL**

**PERTH CITY DEVELOPMENT BOARD**

Minute of meeting of the Perth City Development Board, held in the Gannochy Suite, Dewar's Centre, Glover Street, Perth on Tuesday 31 May 2016 at 4.30pm.

**Present:**

J Bullough, SCAA (Chairman)  
Councillor I Miller  
Councillor D Doogan  
Councillor A MacLellan (up to and including Item 6)  
Councillor J Kellas  
Ms B Malone, Perth & Kinross Council  
Mr J Valentine, Perth & Kinross Council  
Mr K Greenhorn, SSE  
Mr D Ross, Kilmac Construction  
M McDiarmid, Perthshire Chamber of Commerce  
V Unite, Perthshire Chamber of Commerce  
Dr E Mitchell, Scottish Enterprise  
Ms M Munckton, Perth College UHI  
Professor C Lang, University of the Highlands and Islands (substituting for Professor C Mulholland)  
Mr C Kinnoull, Hiscox

**In Attendance:**

Mr J Fyffe, Perth & Kinross Council  
J McCrone, Perth & Kinross Council  
Y Oliver, Perth & Kinross Council

**Apologies:**

Mr D Littlejohn, Perth & Kinross Council  
Mr S Brown, St Johnstone Football Club  
Dr J Kynaston, The Gannochy Trust  
Mr S Edwards, The Parklands Hotel  
Mr A Jarvis, Stagecoach East Scotland  
Ms L Mclay, NHS Tayside  
Mr G Burnett, USSIM  
Mr I Ferguson, Aviva  
Professor C Mulholland, University of the Highlands and Islands  
Ms S Butler, Scone Palace  
Mr F Clark, Inveralmond Brewery  
Mr I Ferguson, Aviva

J Bullough, Chairman, Presiding.

## **1. WELCOME AND INTRODUCTIONS**

J Bullough, Chairman welcomed everyone to the meeting and apologies were noted as above.

It was also noted that resignations had been tendered from Councillor Alexander Stewart, Mr George Stubbs and Professor P Harris.

## **2. MINUTE OF MEETING OF 23 FEBRUARY 2016**

The Minute of meeting of 23 February 2016 was submitted and approved as a correct record, subject to the attendance of "Mr C Laing" being amended to "Professor C Lang".

## **3. MATTERS ARISING**

### **(i) Developing the Cultural Offer in Perth (Item 4 refers)**

Following a query regarding the current status of the "Wave and Weeping Windows" display, scheduled to be exhibited at the Black Watch Museum from June 30 to September 25 2016, members were advised that the transport planning was all in place. As the display was expected to attract a large amount of visitors, specific signing was being put in place regarding overflow parking.

It was also noted that, whilst the private sector can, and will be, advertising the display, Perth and Kinross Council is not allowed to actively promote it, due to restrictions imposed by the organisers and artists involved. Perth and Kinross Council is, however, preparing graphics which will be distributed to all local businesses, shops, etc for the purpose of promotion.

## **4. TERMS OF REFERENCE: REMIT, MANAGEMENT, MEMBERSHIP AND GOVERNANCE**

There was submitted a report by J Bullough, Chairman, Perth City Development Board (G/16/121) seeking the Board's approval to (1) revise the Terms of Reference to clarify management arrangements in respect of remit and membership, taking account of changes since its inception, to support the delivery of the Perth City Plan; (2) agree criteria for membership of the Board; and (3) re-elect members on the basis of these revised criteria.

It was noted that the Terms of Reference in respect of governance or membership have not been reviewed since the Board's inception mainly as a consequence of the Board's focus on reviewing the structure and content of the Perth City Plan and the need for that work to be concluded prior to any consideration of any changes in role, remit or representation.

Recent consultation on revisions to the Perth City Plan resulted in it becoming clear that there was a lack of understanding of the membership, role and remit of the Board as this was raised by both businesses and members of the public.

Discussion took place as follows:

### **Membership**

The Chairman pointed out that, with regard to the membership of the Board, set out in Appendix 1 to Report G/16/121, the following omissions had occurred:

- 1 Councillor from Perth City Wards 10, 11, 12
- Principal of the University of the Highlands and Islands (in addition to the Principal of Perth College UHI)

The Chairman suggested there should be a representative from the third sector. C Kinnoull, Hiscox, suggested that this be amended to read “a representative of other sectors” which would then encompass charities.

Councillor D Doogan, Perth and Kinross Council, asked if it was realistic to have a representative from NHS Tayside on the Perth City Development Board? It may be that, whilst the NHS would not have a particular representative on the Board, they may, from time to time, invite someone along regarding a particular issue. B Malone, Chief Executive, Perth and Kinross Council, undertook to discuss this with the Chief Executive of NHS Tayside and report back to a future meeting of the Perth City Development Board. **(Action: B Malone)**

It was agreed to invite either the Chief Executive or the Chairman of Live Active Leisure to join the Perth City Development Board. **(Action: J Bullough)**

M McDiarmid, President, Perthshire Chamber of Commerce advised that, as well as himself and Vicki Unite, Chief Executive, the Chamber of Commerce had other personnel who could represent the Chamber at meetings of the Board.

Members agreed the following:

**Paragraph 4.3** – the word “Tayside” be deleted.

**Paragraph 4.6** – Members of the Board will be elected for a 1 year period with an option to be re-elected.

**Paragraph 4.9** – The Board will elect a Chair and Vice-Chair by way of a majority decision from the membership following elections of members in November (not September as stated in Report G/16/121).

**Paragraph 4.10** – The Theme Lead “The Perth Experience” will be amended to read “The Perth City Centre” and nominations to the Board will be sought from the soon-to-be formed City Trading Group.

**Paragraph 4.13** – Members were asked to note that this suggests that, should any Board member fail to attend 3 consecutive meetings without making arrangement for their substitute to attend in their place, the Chair will contact the member to discuss whether the member should stand down.

### **Meetings & Administration**

**Paragraph 5.1** – There will be 4 Board meetings per year, held quarterly in February, May, August and November. Additional meetings of the Board and of Working Groups may be called or alternative dates arranged, as required. There would also be an additional open meeting, prior to the quarterly meeting in November, for the election of officers.

**Paragraph 5.4** – Items to be placed on the agenda of a Board meeting should be submitted to the Committee Services Officer at least 10 days in advance of the meeting (as opposed to 3 weeks).

**Paragraph 5.12** – A “Registers of Interest” form is to be drawn up and completed by each Board Member – completed forms will be held by Committee Services Officer (**Action: Committee Services Officer**)

### **Alterations to Terms of Reference**

**Paragraph 8.1** – This paragraph will be amended to state that any member of the Board, at any time, may request consideration of an amendment to the Terms of Reference (i.e. not restricted to an annual review).

### **Appendix 2 to Report G/16/121**

Appendix 2 to Report G/16/121 was an Application for a Seat on Perth City Development Board. The form would be amended to read that “Elections take place every year in November (as opposed to September)” and completed forms should be returned no later than “the first week of October”.

Members also agreed to the form being amended to include a request for the member/applicant to state which of the 5 Key Themes they were particularly interested in.

J Bullough then discussed the Chairmanship of the Board, and the confusion which had arisen following the unfortunate closure of McEwen's. It had never been his intention to resign from the Board and, even if members felt he should not retain the Chairmanship, he wished to remain a member of the Perth City Development Board. He stressed his passion for Perth and his involvement in the Perth City Plan. He advised he would leave the meeting room and allow members to discuss the situation.

J BULLOUGH LEFT THE MEETING ROOM AT THIS POINT.

Councillor I Miller took the Chair and suggested that J Bullough be retained as Chairman of Perth City Development Board. He was seconded by Charles Kinnoull. There being no amendment, J Bullough was unanimously retained as Chairman of Perth City Development Board.

J BULLOUGH RETURNED TO THE MEETING ROOM AT THIS POINT.

## **5. TAY CITIES DEAL**

J Valentine, Depute Chief Executive, Environment (Sustainability, Strategic and Entrepreneurial Development), Perth and Kinross Council gave a presentation to members on the "Tay Cities Deal".

He explained that the bid to secure a City Deal is led by a strategic partnership of the Leaders and Chief Executives of the four local authorities that deliver services across the Tay Cities region (Angus, Dundee City, Fife and Perth and Kinross) who will work together with their Community Planning Partners to achieve the Deal. The 4 'I's' in the national economic strategy – Investment, Innovation, Inclusive Growth and Internationalisation – form the basis of the bid and the region's aim is to both close the gaps in the GVA and forecast employment between the Tay Cities region and the rest of Scotland. There is no specific timeframe for consideration of bids rather it is a negotiation involving both Scottish and UK Governments. Experience to date indicates that this negotiation on content, funding and outcomes can take some time. A series of meetings have been held with the Scottish Government, following stakeholder workshops, with the next steps being a report to Perth and Kinross Council on 22 June 2016.

B Malone advised that there was no template or blueprint for the bid but the feedback from the Scottish Government so far had been encouraging. The proposed partnership approach and the collaboration of economic development and other functions across local authority boundaries had been welcomed. There is continuing work going on behind the scenes and the 4 Chief Executives were meeting on 1 June 2016 to discuss roles, engagement and investment

frameworks. B Malone advised it was not just about infrastructure but about jobs, skills, etc which would contribute to enhanced economic outcomes if funding was awarded. Councillor Miller informed members it was hoped the publication of the bid would be a significant milestone and the timescale for this could be late Autumn.

Councillor Miller also said there was a crossover between what is included in the bid and what is already included in the Perth City Plan. Reports relating to different elements of the Perth City Plan were being submitted to the Enterprise & Infrastructure Committee, the Strategic Policy & Resources Committee and the full Council meetings, over the next 3 weeks. B Malone suggested that an update be issued to Perth City Development Board members, advising them of the various decisions made. **(Action: J Valentine)**

The Chairman thanked Mr Valentine for his very informative and interesting presentation.

## **6. PERTH CITY PLAN DELIVERY – PROGRESS**

There was submitted a report by J Bullough, Chairman, Perth City Development Board (G/16/122) providing an update on the delivery of the Perth City Plan in respect of the key Themes and associated Big Moves. The Board had previously agreed that, following approval of the Plan, its delivery would be progressed via subsidiary project groups for the development of infrastructure to support smart growth and required actions for each of the Big Moves, as identified in the Plan.

J Bullough advised most activities and projects are progressing and the performance framework indicated that resources were required in some areas to assist delivery and achieve projected outputs and outcomes. He hoped that, by the end of June, there would be a significant announcement concerning the cultural attractions. With regard to the Economic Prosperity and Enterprise Theme, he had hoped that the Chamber of Commerce would take that forward.

Updates on the Key Themes and associated Big Moves were given as follows:

- Infrastructure for Smart Growth

J Valentine advised members that the design and build contract for the River Tay pontoons had been issued for potential construction of pontoons in September.

With regard to Digital Infrastructure, request for funding to the Scottish Government had been successful and that would now be taken forward.



- Economic Prosperity and Enterprise

Invest in Perth was continuing to be developed as a portal and resource to provide information on economic performance and economic development support and opportunities. An initial meeting had been held to discuss business input and engagement and determine how agencies supporting business growth and innovation could collaborate more effectively.

The development of a business innovation hub and a creative industries facility were being progressed and consideration being given to similar facilities and support in respect of other key sectors. It was hoped that the Perthshire Chamber of Commerce would take this forward in collaboration with the Council to secure greater business involvement.

- City of Knowledge and Learning – Margaret Munckton (Theme Lead)

M Munckton, Principal, Perth College UHI, advised that business development and skills training agencies and the College/UHI had been working on development of skills support and the teaching curriculum to support future business needs. She also requested that “Research Programmes” be reported under this theme to reflect current and future research opportunities. A lot of work was also being carried out in connection with the “Scotland’s Young Workforce” initiative.

J Fyffe, Senior Depute Executive (Equality, Community Planning and Public Service Reform), Perth and Kinross Council advised members that a great deal of work had been carried out involving the Council, the Perthshire Chamber of Commerce and Perth College UHI culminating in the setting up of the Developing Perth & Kinross’s Young Workforce Board (P&KDYW Board). This Group had been set up following the recommendations contained in the Wood Commission Report and was one of 7 currently operating in Scotland. A recent bid had been made to the National Group for funding of up to £500,000. It was agreed that a presentation be given to a future meeting of the Perth City Development Board **(Action: J Fyffe)**.

Meetings had also been held between Perth and Kinross Council and UHI regarding educational collaboration and support for key sectors.

- City Centre – John Bullough (Theme Lead)

J Bullough advised members that, owing to his own unfortunate circumstances, he had first-hand knowledge that some of the city centre shops are experiencing difficulties due to current economic conditions and had requested shorter term support before benefits of longer term investment was achieved. He felt that the Perth City Development Board should consider this and what short term support could be provided. Two issues that had been raised were access, location and availability of car parking relative to the city centre and the disparity of rates and impact on business overheads should be looked at. He also said the current lack of clarity on the future of the City Hall and St Paul's Church was not helping.

J Valentine advised members that a report recommending various parking was being presented to the Enterprise & Infrastructure Committee on 1 June 2016.

A report will be presented to the next meeting of the Strategic Policy & Resources Committee on 15 June 2016, with proposals to consider rates relief in the Council area.

With regards to the City Hall, a report was also being presented to the full Council on 22 June 2016 and remedial action was being taken in connection with St Paul's Church.

- The Visitor Economy – Charles Kinnoull (Theme Lead)

Members were advised that a report was being presented to Council on 22 June 2016 which, if successful, would determine potential action in respect of investment to support Big Move 7: Cultural Attractions.

J Valentine advised members that, following the Council meeting on 22 June 2016, a resumé of the decisions taken would be forwarded to all Board members. **(Action: J Valentine)**

**Resolved:**

Progress in respect of the delivery of the Perth City Plan, be noted.

COUNCILLOR A MACLELLAN LEFT THE MEETING AT THIS POINT.

## 7. COMMUNICATIONS

V Unite referred to the recent adverse Press coverage of what was going on in the City Centre and said she felt there was a big communication job to do. B Malone referred to social media and said that, although there had been some bad publicity, not everybody was of the same mind. She said that, although the City Plan was a 20-year plan, a lot of things had already been achieved and at a very early

stage, e.g. there had been significant investment in the schools estate and this all supported investment and development .

J Bullough agreed with the comments regarding communication and said he felt that the Perth City Development Board and Perth and Kinross Council need to work together to ensure the “good news” stories get told.

#### **8. ANY OTHER COMPETENT BUSINESS**

Councillor Kellas tabled a paper entitled “Performance Indicators – 24 May 2016” which indicated current economic performance within the Council area,.

J Bullough suggested that the Ambassadors be used a lot more to cascade the information and promote development within the area.

It was agreed that they would also be sent the resumé following the Council meeting on 22 June 2016. **(J Valentine)**

#### **9. DATE OF NEXT MEETING**

The next meeting of the Perth City Development Board was scheduled to take place on Tuesday 6 September 2016 at 4.30pm. The venue will be advised in due course.



**PERTH AND KINROSS COUNCIL****Community Safety Committee  
23 November 2016****Environment Committee  
9 November 2016****Enterprise and Infrastructure Committee  
9 November 2016****Scrutiny Committee  
30 November 2016****The Environment Service Six Month Performance Summary 2016****Report by Director (Environment)**

This report reviews the performance of the Environment Service against its Business Management and Improvement Plan (BMIP) for the period 1 April to 30 September 2016.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Executive Officer Team, the Environment Service Management Team and themed Committees consider performance against the Service Business Management and Improvement Plan (BMIP) every six months through the Service six month and annual performance reports.
- 1.2 The six month performance summary highlights exceptions, either as a result of performance exceeding the BMIP target or being unlikely to meet the target.

**2. SIX MONTH PERFORMANCE SUMMARY 2016**

- 2.1 The purpose of the six month performance summary in Appendix 1 is to review the performance of the Environment Service during the first six months of 2016/17 against the targets contained in the 2016/17 BMIP, approved and scrutinised earlier in the year by the appropriate committees.
- 2.2 The exceptions included in the report have been selected following consideration of all BMIP performance management information. They relate to performance that is deemed to be significant. Where these exceptions are targets that have not been met, explanations and details of improvement actions to be taken are provided.
- 2.3 A full annual report with detailed progress against all targets and actions within the Environment Service BMIP will be produced at the end of 2016/17.

### 3. CONCLUSION AND RECOMMENDATIONS

3.1 The six monthly monitoring of BMIP performance information by the Environment Service Senior Management Team has identified that progress in line with BMIP targets has been made in most areas.

3.2 It is recommended that:

- (i) The Community Safety Committee, Enterprise and Infrastructure Committee and the Environment Committee consider and approve, for their areas of specific interest, the Environment Service six month performance summary attached at Appendix 1 in the report.
- (ii) The Scrutiny Committee scrutinises and comments as appropriate on the Environment Service six month performance summary attached at Appendix 1 in the report.

#### Authors

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|---------------|-------------------------------------|------------------------------------------------|
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#### Approved

| Name           | Designation            | Date              |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 28 September 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

1.1 This reports supports the delivery of the following Strategic Objectives within the Community Pan / Single Outcome Agreement 2013-23 and the Council's Corporate 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

### 2. Resource Implications

#### Financial

2.1 There are no implications arising from this report.

#### Workforce

2.2 There are no implications arising from this report.

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

2.3 There are no implications arising from this report.

### **3. Assessments**

#### Equalities Assessment

- 3.1 The Council's Corporate Equalities Assessment Framework requires an assessment of functions, policies, procedures or strategies in relation to race, gender and disability and other relevant equality categories. This supports the Council's legal requirements to comply with the duty to assess and consult on relevant new policies to ensure there is no adverse impact on any community group or employees.
- 3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment Framework and was assessed as not relevant for the purposes of Equalities Impact Assessment.

#### Strategic Environmental Assessment

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

#### Sustainability (community, economic, environmental)

- 3.5 There are no implications arising from this report.

#### Legal and Governance

- 3.6 There are no implications arising from this report.

#### Risk

- 3.7 There are no implications arising from this report.

### **4. Consultation**

#### Internal

- 4.1 The Environment Service Senior Management Team has been consulted in the development of this report.

#### External

- 4.2 There are no implications arising from this report.



**5. Communication**

5.1 There are no implications arising from this report.

**2. BACKGROUND PAPERS**

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

**3. APPENDICES**

3.1 Appendix 1: The Environment Service Six Month Performance Summary 1 April to 30 September 2016.



**The Environment Service**  
**Six Month Performance Summary**  
**1 April to 30 September 2016**

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# Introduction

## **Welcome to The Environment Service six monthly performance summary 1 April to 30 September 2016**

Welcome to the 6 month exception report for the Environment Service. The purpose of this report is to provide assurance that the actions and targets set out within the Business Management and Improvement Plan are being addressed, to report back on where we, as a Service, anticipate exceeding these targets and to help understand where we are predicting that we will not meet them.

The [Environment Service Business Management and Improvement Plan \(BMIP\) for 2016/17](#) was approved by the Community Safety Committee on 8 June 2016, Environment Committee and Enterprise and Infrastructure Committee on 1 June 2016, and reported to the Scrutiny Committee on 15 June 2016. It sets out what the Service will do to lead on, and support, the delivery of the Council's strategic objectives.

This report provides a summary of progress towards achieving these commitments.

**Jim Valentine**

**Depute Chief Executive (Sustainability, Strategic and Entrepreneurial Development)**

**Barbara Renton**

**Director (Environment)**

## Service Performance Summary

### Promoting a Prosperous, Inclusive and Sustainable Economy

Approval was given by the Council on 22 June 2016 to advance [City Deal](#) joint working arrangements with Angus, Dundee City and Fife Councils. Both the Scottish and UK Governments have responded very positively to the vision and strategy which has been proposed. They have shown a commitment to work with the four constituent Councils to advance a Tay Cities Deal which delivers that vision. Other public sector agencies have also expressed support for the Tay Cities proposal and have asked to be involved in governance and management of the City Deal.

**(Enterprise and Infrastructure Committee)**

The Council approved a range of short and longer term [support for businesses and economic activity in Perth City](#) in response to recent concerns and requests from the business community for assistance on 22 June 2016.

**(Enterprise and Infrastructure Committee)**

The Environment Committee noted progress with the Council's [Volunteer and Community Advocate Programme – Zero Waste Highland Perthshire](#) on 7 September. The report also summarised proposed activities which will be implemented up to June 2017.

**(Environment Committee)**

A report providing an update on the award of [Community Environment Challenge funding](#) to community groups between April 2015 and March 2016 was presented to Environment Committee on 1 June. Funding applications totalling £100,000 have since been received from groups in Crieff, Auchterarder, Pitlochry, Kinnesswood, St Fillans and Blackford keen on leading and delivering projects which make a significant difference to their local environment.

**(Environment Committee)**

The Environment Committee on 1 June approved the introduction of a [trade waste permit system](#) at Council recycling centres to control the unlawful disposal of waste by businesses which is estimated to cost the Council in the region of £75,000 every year.

**(Environment Committee)**

Officers from the Service supported the Black Watch Museum to bring the [Poppies Weeping Window exhibition](#) to Perth for a 3 month period. This was visited by almost 120,500 visitors, encouraging an increased footfall in the city centre.

**(Enterprise and Infrastructure Committee)**

### Creating a Safe and Sustainable Place for Future Generations

The Community Safety Committee on 31 August considered an update on [emergency planning and community resilience](#) activity being undertaken by Perth & Kinross Council, partner agencies and community resilience volunteers. It heard how the Council was supporting 27 communities to build or enhance their resilience in the event of an emergency.

**(Community Safety Committee & Environment Committee)**

The Strategic Policy and Resources Committee on 20 April approved an [Energy Policy and Strategy](#) which aims to reduce energy consumption by 3% per annum by tackling poor building fabric and low air tightness, low insulation values, inefficient heating systems and controls, inefficient electrical power and lighting systems and end user awareness.

**(Environment Committee)**

## How do we compare to others?

The [Local Government Benchmarking Framework](#) is an important tool to support improvement. The Service is currently involved in the Waste Management Group and Street Cleanliness Group. This helps us to understand how we perform in comparison to similar organisations. The Service also has a number of other formal and informal benchmarking arrangements.

Through the [Society of Chief Officers of Transportation in Scotland](#) Roads Asset Management Programme, we benchmark our roads condition with all other Scottish Local Authorities.

Our refuse collection, grounds maintenance and street sweeping operations are systematically benchmarked with partners in the [Association for Public Sector Excellence \(APSE\)](#). Perth and Kinross Council remains one of the highest performing Councils in respect of the percentage of waste that is recycled.

The Public Transport Unit benchmarks twice per annum with partners in the [Association of Transport Co-ordinating Officers \(ATCO\)](#). The team also benchmarks with several Local Authorities and is working closely with Falkirk Council with a view to improving the process for roadside information boards.

National competitions also provide an opportunity to benchmark. For example, [Britain in Bloom](#) measure standards and performance nationally and Perth and Kinross Council regularly features amongst the top performers. Perth City was announced as a Gold Medal Winner, demonstrating the excellent partnership between volunteers and the Council.

The 2016 [Beautiful Scotland](#) Awards, organised by Keep Scotland Beautiful, celebrated the hard work of local authorities, community groups and individuals Scotland-wide in improving their local communities and making them beautiful. Perth and Kinross again featured prominently in the award ceremony with Gold Medals for Comrie, Bridge of Earn and Coupar Angus, Silver Gilt Medals for Muthill, Blairgowrie and Rattray and Kinnesswood. Coupar Angus was hailed Best Large Village in Scotland, together with awards for Community Horticulture and for Community Involvement. Kinnesswood was also awarded Best Small Village in Scotland.

Tayside Building Standards Benchmarking Group comprises the 3 Tayside authorities and meets 3 times a year, concentrating on continuously improving consistency, engagement, service standards and forward planning across the geographical boundaries.

Benchmarking with Councils in Scotland and England, including site visits to other Scottish local authorities, is informing our Parking Services review. Improvements have been made to performance management arrangements with further benefits anticipated in respect of structures and systems.

## What are our customers saying?

Perth & Kinross Council is a customer focussed organisation, ensuring that the needs of service users are at the heart of service design and delivery.

The Service carries out a monthly customer satisfaction survey comprising 10% of service requests received either by telephone at the Customer Service Centre or in writing to the Service direct. For the period 1 April to 30 June 2015, 71% of responders were very satisfied or satisfied with the service they received. Recommended improvement actions are passed to relevant managers to ensure that service improvements are made from customer feedback.

[Customer Service Standards](#) are monitored and reported every 4 weeks to the Environment Service Management Team. Heads of Service follow up any instances of responses out with target times with staff. For the period 1 April to 31 July 2016, 90% of enquiries were responded to within target time scales, against a target of 85%.

The Environment Committee were advised on 7 September 2016 how 4000 [Household Waste and Recycling Public Satisfaction Surveys](#) have been sent to householders in Perth and Kinross. 1067 returns were received. The standardised survey was also carried out in two other UK local authorities; Blackpool Borough Council and Hull City Council. For the first time, two Waste Partnerships also took part. These Partnerships represent a total of twenty local authorities who are currently sharing services and infrastructure. Results were very positive with Perth and Kinross placed 1st overall for Kerbside Service satisfaction with a score of 83.3% and 2nd overall for Recycling Centres satisfaction with a score of 85.6%. Identified improvements include seeking to widen the range of materials which can be recycled through the new Dry Mixed Recycling contract; improving internal arrangements for addressing customer enquiries and providing more information on what happens to recycled materials.

The Council's [Building Standards](#) Service has been praised for the quality of its customer service. The team were assessed by Société Générale de Surveillance, a leading international inspection and certification company. In addition, in quarter one of 2016/17, 99% of applications were responded to within 20 days.



## Progress against Performance Indicators and Improvement Plan

Over the six months from 1 April to 30 September 2016, the Environment Service has made significant progress in delivering the services and actions identified in the Business Management and Improvement Plan (BMIP) agreed by Community Safety, Environment, and Enterprise and Infrastructure Committees.

Of the 42 key performance indicators and improvement tasks contained within the BMIP: 5% are exceeding target; 41% are on target; 2% are not on target; and 52% are not measurable at this six month point. Below is a summary of the progress against the targets within the BMIP.

| Performance Indicators                                              | Total | Exceeding Target | On Target | Not on Target | Information not Available |
|---------------------------------------------------------------------|-------|------------------|-----------|---------------|---------------------------|
| <b>Promoting a Prosperous, Inclusive and Sustainable Economy</b>    |       |                  |           |               |                           |
| Thriving, expanding economy                                         | 8     | 1                |           |               | 7                         |
| Employment opportunities for all                                    | 6     |                  |           |               | 6                         |
| <b>Creating a Safe and Sustainable Place for Future Generations</b> |       |                  |           |               |                           |
| Attractive, welcoming environment                                   | 8     |                  |           |               | 8                         |
| Communities feel safe                                               | 1     | 1                |           |               |                           |
| People in vulnerable circumstances are protected                    | 2     |                  |           | 1             | 1                         |
| <b>Improvement Plan</b>                                             | 17    |                  | 17        |               |                           |

**Note:**

Service performance is determined from the current performance information available and not from projected data.

The following sections provide an update on Service performance where targets have been exceeded and where the Service is not on track to meet the target in the BMIP. Where performance is currently not on target, improvement actions have been identified in an effort to ensure that the Service reaches the target by 31 March 2017.

# Performance Indicator Exceptions

## Where we are currently exceeding our target

| Indicators exceeding target                                                          | Performance |       |       |        |       | Targets |       |       |
|--------------------------------------------------------------------------------------|-------------|-------|-------|--------|-------|---------|-------|-------|
|                                                                                      | 13/14       | 14/15 | 15/16 | Aug 16 | Trend | 16/17   | 17/18 | 22/23 |
| <b>Thriving, Expanding Economy</b>                                                   |             |       |       |        |       |         |       |       |
| Area of serviced business land (Ha)<br><br>(Enterprise and Infrastructure Committee) | 10.3        | 54    | 54    | 48     | →     | 13      | 13    | 13    |
| <b>Comments</b>                                                                      |             |       |       |        |       |         |       |       |
| Supply is in excess of the amount required by the Local Development Plan.            |             |       |       |        |       |         |       |       |

| Indicators exceeding target                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Performance |       |       |        |       | Targets |       |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|--------|-------|---------|-------|-------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 13/14       | 14/15 | 15/16 | Aug 16 | Trend | 16/17   | 17/18 | 22/23 |
| <b>Communities Feel Safe</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |       |       |        |       |         |       |       |
| Number of communities being supported to develop and maintain resilience plans<br><br>(Community Safety Committee)                                                                                                                                                                                                                                                                                                                                                                                 | 5           | 9     | 20    | 27     | ↑     | 20      | 22    | 25    |
| <b>Comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |             |       |       |        |       |         |       |       |
| Local authorities in Scotland are leading on the development of community resilience in their geographical areas. The aim is to develop and implement local community resilience strategies in as many communities as possible across Scotland. To ensure a degree of consistency and to facilitate the sharing of best practice, the Local Authority Resilience Group Scotland (LARGS) has formed a Community Resilience Special Interest Group. The group is chaired by Perth & Kinross Council. |             |       |       |        |       |         |       |       |

## Where we are not on target

| Indicators exceeding target                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Performance |       |       |        |       | Targets |       |       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|--------|-------|---------|-------|-------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 13/14       | 14/15 | 15/16 | Aug 16 | Trend | 16/17   | 17/18 | 22/23 |
| <b>People in Vulnerable Circumstances are Protected</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |       |       |        |       |         |       |       |
| Number of businesses participating in Perth and Kinross Better Business Partnership<br><br>(Community Safety Committee)                                                                                                                                                                                                                                                                                                                                                                                                                                                | 268         | 252   | 252   | 253    | →     | 260     | 300   | 350   |
| <b>Comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |             |       |       |        |       |         |       |       |
| The Better Business Partnership is the trusted trader scheme operating in Perth and Kinross. The aim is to help traders comply with the law while improving consumer protection through a partnership approach. The Better Business Partnership is a register of businesses who meet standards. Despite a streamlined application process and increased awareness raising, business uptake remains short of targeted levels. The Service will continue to market the scheme to local businesses with a view to increasing participant numbers as the economy improves. |             |       |       |        |       |         |       |       |

## Improvement Plan Exceptions

None. All improvement plan actions are on course for completion by 31 March 2017.



## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

## Destination Marketing

## Report by Director (Environment)

The purpose of this report is to provide information on the destination marketing undertaken for the City of Perth and Perthshire. It also outlines the proposed approach to future marketing, with particular reference to the additional resources recently approved by the Council's Strategic Policy and Resources Committee. In addition, the report details the work that is ongoing through the Perth Traders Association and other area partnerships to ensure that future marketing approaches target key audiences.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Council currently undertakes destination marketing for the area, in addition to any marketing undertaken by Visit Scotland.
- 1.2 Perth and Kinross Council and VisitScotland have collaborated on destination marketing activity in respect of the UK and Ireland markets for a number of years. The basis for this marketing activity has been a Minute of Agreement (MOA) between the respective organisations, funded by the Council. This has been undertaken in the context of a wider strategic framework where both organisations recognise that tourism is a priority industry. In addition, the respective bodies, together with industry and stakeholders, collaborate to deliver the best tourism product and marketing in close alignment with the rest of Scotland. This is to grow the value of the visitor economy locally.
- 1.3 There are also wider regional opportunities for collaboration with the neighbouring local authorities.
- 1.4 Research by Visit Scotland and other marketing bodies shows that in a fast moving digital age, consumer behaviour as well as visitor preferences and expectations are changing. According to VisitScotland's research:
  - 68% of visitors start their journey online
  - Search engines account for 60% of all visitscotland.com traffic
  - Mobile penetration has exceeded 50% across core markets
  - There is a marked decline in traditional channels of communication e.g. press
- 1.5 Accordingly, the Council is developing its marketing strategy to be a pragmatic, consumer driven one to ensure engagement and reach across all potential sectors.

- 1.6 The Council is also developing a strategy to target international visitors to the region, in collaboration with Visit Scotland and neighbouring local authorities. The Council co-ordinates attendance by local tourism operators at a variety of travel trade events to promote Perth and Perthshire as a destination.
- 1.7 Key target audiences for marketing the City of Perth are day visits, local residents and visitors within a 45/60 minute drive time. The target messages for this group are shopping, leisure activities, dining and events.
- 1.8 Information about key target audiences for UK visitors is provided by Visit Scotland, based on the market segments which are interested in coming to Perthshire. These are:-
- Natural Advocates (People who are interested in scenery and culture and tend to holiday in the UK – primarily self-caterers),
  - Food Loving Culturalists (short breaks where quality food, drink and cultural attractions are important); and
  - Adventure Seekers (short breaks involving groups/families who want to try new activities and venture off the beaten track).
  - The key message to all visitors is that Perth and Perthshire have a wealth of reasons to visit but that a visit to Perth is a must during a stay in Perthshire.
- 1.9 The content of marketing campaigns is designed for these specific target groups.
- 1.10 A range of media are used to promote the marketing message. This includes printed materials, websites, social media channels, radio, television, website, adverts in targeted magazines and adverts in local and national newspapers.
- 1.11 Campaigns are also supported by press articles and features that are reported by local and national press, along with editorial features in magazines. Digital and social media channels are proving to be an increasingly important and effective means of communicating with both resident and visitor markets.
- 1.12 Digital marketing platforms are currently one of the most effective methods of delivering a targeted and measurable promotional campaign. The website [www.perthcity.co.uk](http://www.perthcity.co.uk) was visited by over 21,000 people during August 2016 alone. The key information that people are looking for when visiting the website is “What’s On” and things to “See and Do”. The website is free for businesses across Perthshire to have a listing on.
- 1.13 Five social media channels are currently used to promote Perth City and the surrounding area. In August 2016, over 1,649,000 people saw posts on Facebook from Perth City.
- 1.14 The Council works with Miconex, a Perth based company, to deliver a Website and Social Media for Perth City.

- 1.15 The Council also works with local PR agencies to deliver specific marketing campaigns. This approach allows us to ensure that each campaign is measurable and effective.
- 1.16 An online marketing resource is available for all businesses in Perth and Perthshire. This gives free access to marketing materials, images and content to assist with their own marketing campaigns.
- 1.17 The current spend and future commitments this financial year by the Council on City Centre Marketing are £61,004 (as at September 2016). This includes marketing costs for all Council run events.
- 1.18 Since the launch of the Council's Easter and Summer Visitor Campaign to promote the key events, attractions and family activities in Perth and Perthshire footfall in the city centre has increased when measured on the previous year.

| Month  | Footfall | Variance Year to Date | Variance year of year | UK Trend Year to Date |
|--------|----------|-----------------------|-----------------------|-----------------------|
| April  | 280,491  | +11.2%                | +2.8%                 | -2.8%                 |
| May    | 312,866  | +8.4%                 | -0.8%                 | -2.0%                 |
| June   | 402,877  | +6.5%                 | -0.1%                 | -2.4%                 |
| July   | 345,295  | +6.1%                 | +6.1%                 | -2.1%                 |
| August | 372,355  | +7.5%                 | +17.2%                | -1.7%                 |

- 1.19 Strong visitor numbers have been reported at key events in the summer calendar with over 120,000 visitors seeing the Poppies Weeping Window between June and September. There was also an additional footfall count of over 10,000 visitors for the Treaty of Perth event in August.
- 1.20 At its September meeting (Report Revenue Budget 2016/17 – Monitoring Report Number 1), the Strategic Policy and Resources Committee approved an additional budget of £500,000 to support enhanced marketing for Perth and Perthshire between 2016/17 and 2018/19.

## 2. PROPOSALS

- 2.1 The proposals detailed below set out a range of short term measures that will be taken before the end of financial year 2016/17, focusing primarily on consumer marketing.
- 2.2 A road map for enhanced marketing campaigns, 2017/18 and 2018/19 will be developed prior to March 2017, establishing both business to business and business to consumer key messaging.

- 2.3 A report will be brought to the Enterprise and Infrastructure Committee in early 2017 on the impact of the short term enhanced marketing campaign for Winter 2016. This will also outline the road map proposals for future years.
- 2.4 Working with business organisations and representative bodies, the Council will establish a working group to inform campaign development. The first meeting of this group will take place in November 2016.
- 2.5 The Council will produce marketing for Winter 2016 using a similar template to the Summer Campaign for Perth and Perthshire, focussing on the region as a great winter destination for shopping, leisure and dining. The aim will be to encourage day visits primarily to the city or to encourage a visit as part of a visit to the region. This campaign will include print distribution and television advertising.
- 2.6 It is proposed that a partnership marketing campaign is developed with VisitScotland, specific to Perth and Perthshire and aligned with national marketing campaigns. The campaign would be designed to deliver against the wider strategic objectives for tourism and promote the city and the areas key strengths. Activity would address seasonality and drive business at periods of capacity. It will also capitalise on national theme/focus years and seasonal campaign themes and timings, in order to maximise visitor impact and return on investment.
- 2.7 Marketing objectives are:
- Promote City of Perth and Perthshire as a must visit, must return destination for leisure visitors and maximise the economic benefit from visits
  - Raise the profile of the city and region as a great destination for a short break/holiday, and help shift perceptions of the city, in particular, as a credible short break destination (and one that appeals to a younger demographic group)
  - Boost visits and occupancy
  - Reach quality prospects who are likely to travel to the area within the next 12 months
- 2.8 Marketing activity would be based on the themes of city breaks, events, food and drink, outdoors activities and encompass digital marketing (e-mails, social media, on line advertising), direct mail, press/radio and PR activity. In addition, there would be continued focus on targeting the travel trade (including coach operators) to ensure that the area features in itineraries, tours etc.



2.9 Performance will be measured according to the mix of activity that would be undertaken (and the call to action used) but include:

- Website – unique page views to tracked landing pages
- Social media impact – reach and engagement (likes, shares, comments, retweets etc)
- Video – views, reach
- Data capture

2.10 In addition, other metrics can be deployed including customer and business surveys to establish conversion and impact along with an estimated return on investment.

### 3. CONCLUSION AND RECOMMENDATIONS

3.1 The current Business to Business and Business to Consumer Tourism marketing campaigns will benefit from the additional resources allocated by the Strategic Policy and Resources Committee. It will allow for the development of a plan to enhance marketing of Perth and Perthshire.

3.2 Engagement with tourism and trade organisations across the area will ensure that local businesses are aware of all marketing activity taking place. This will help to extend the reach of campaigns as they push appropriate marketing to their customers.

3.3 Collaboration with VisitScotland will enhance the reach and breadth of the marketing offer.

3.4 It is recommended that the Committee:

- (i) Notes the proposals outlined within the report.
- (ii) Requests the Director (Environment) to bring back a further report to the Committee in early 2017 on the impact of the short term enhanced marketing campaign for Winter 2016, and to outline the road map proposals for future years.

#### Author

| Name        | Designation         | Contact Details       |
|-------------|---------------------|-----------------------|
| Leigh Brown | City Centre Manager | leighbrown@pkc.gov.uk |

#### Approved

| Name           | Designation            | Date            |
|----------------|------------------------|-----------------|
| Barbara Renton | Director (Environment) | 21 October 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

1.1 The Perth and Kinross Corporate Plan has five outcomes which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. The following are relevant to this report:

- Developing a prosperous, inclusive and sustainable economy
- Creating a safe and sustainable place for future generations

### 2. Resource Implications

#### Financial

2.1 All cost implications can be met from within the existing 2016/17 Environment Service revenue budget. Further proposed expenditure in terms of enhanced budget allocations will be reported to future meeting in early 2017

#### Workforce

2.2 There are no direct workforce implications regarding this report.

### 3. Assessments

#### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 The 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. However, no action is required as the Act does not apply to the matter 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

- 3.4 These proposals meet the following sustainability criteria: -
- Re-use of existing resources.

#### Legal and Governance

- 3.5 The Head of Legal and Governance has not been consulted as there are no direct legal implications of this report. The Head of Finance and the Head of Democratic Services have been consulted.

### 4. Consultation

#### Internal

- 4.1 The Investment, Enterprise and the Communications teams have been consulted in the preparation of this report.

#### External

- 4.2 The Perth Traders Association have been consulted in the preparation of this report.

**5. Communication**

5.1 Information on the initiatives described in this report is available on the [perthcity.co.uk](http://perthcity.co.uk) website.

**2. BACKGROUND INFORMATION**

2.1 None.

**3. APPENDICES**

None.

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Smart Perth and Kinross Strategy****Report by Director (Environment)**

This report presents a Smart Perth and Kinross Strategy for consultation. The strategy sets out the principles and thematic areas that will make Perth and Kinross a smarter place. There will be a period of consultation on the strategy before it is presented for formal adoption by the Council.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Council is part of the Scottish Cities Alliance (SCA) Smart Cities Scotland initiative and is also part of the European Regional Development Fund (ERDF) 8th City Strategic Intervention, which is supporting a number of smart city projects across the cities. A draft Smart Perth and Kinross Strategy has been developed to provide a policy framework for these initiatives.
- 1.2 A smart city is defined by the SCA as “one that uses data and technology to enhance the delivery of city services; promotes economic growth; increases sustainability; and engages more actively with its citizens”. The need for a strategic approach to smart city development is emphasised in the smart city maturity model which the Council and other cities have used in the development of smart city projects. The BSI standards publication on the smart city framework (PAS181) have also provided a guide for establishing strategies for smart cities and communities.
- 1.3 This Strategy has been developed to guide the implementation of projects in Perth and Kinross, as well as provide a framework within which further initiatives can be developed with stakeholders.

**2. SMART PERTH AND KINROSS STRATEGY**

- 2.1 The Perth and Kinross Strategy sets out the ideas and initiatives for a smarter Perth and Kinross in a number of themes based on internationally accepted theoretical models. These themes set out commitments to projects and initiatives. They are supported by datasets that will be opened up via an Open Data Platform to encourage innovation in that theme.

2.2 The themes of the Strategy are:

- Smart Government
- Smart Living
- Smart Mobility
- Smart People
- Smart Environment
- Smart Economy

2.3 Each theme has a vision – developed from the smart city vision – with a description of what it is hoped to achieve within that thematic area along with a number of commitments. These are based on existing initiatives; those that are being supported by the ERDF 8<sup>th</sup> City Strategic Intervention; as well as those that are likely to emerge over the next few years.

2.4 The Strategy is divided into three sections providing an overview of the strategic context for the strategy linking to the Perth City Plan and the emerging Tay Cities Deal, along with the context provided by the Smart Cities Scotland initiative and the ERDF 8<sup>th</sup> City Strategic Intervention. It also presents strategic projects in the six thematic areas and concludes with a section on implementation.

2.5 The Smart Perth and Kinross Strategy complements the Perth City Plan 'Smarter Growth for Perth City'. It looks to the potential for working collaboratively through the Tay Cities Deal to enhance the digital infrastructure, sector growth, and employment and digital skills of the wider region. The development and implementation of the strategy will increase the ability of Perth and Kinross to compete with other city regions in an ever more connected world, while also benefitting from increasing collaboration with neighbouring authorities.

2.6 Projects in the Strategy show data and technology can be used to:

- help the traffic flow more freely by providing better traffic control using CCTV
- provide advice on travel choices and real time public transport information
- make data more open, enabling people to develop value out of data and help us to improve services.
- reduce the use of energy in Council buildings
- reduce the cost of street lighting by creating Intelligent Street Lighting
- manage our waste more efficiently by using sensors that tell us when litter bins need emptying.

2.7 The outcome of these projects and initiatives will be to make the city cleaner and more attractive, as well as make services cheaper to deliver.

2.8 The Strategy will be subject to a period of consultation both internally and externally. It will be revised in the light of the consultation. Following consultation, a roadmap will be developed to provide a framework for Perth and Kinross. It will take many years before Perth and Kinross becomes a truly

'smart' city region but this initial strategic approach and roadmap will provide a framework to do so.

### 3. CONCLUSIONS AND NEXT STEPS

- 3.1 This is the first Smart City Strategy for Perth and Kinross. It sets out the vision and priorities across a number of themes, and in a number of projects, for developing the city and region as a smarter and more liveable place.
- 3.2 The next steps are that this Strategy will be shared across services, as well as with stakeholders and partners allowing for further input and development. This consultation will be carried out according to guidance contained in the Council's Consultation Toolkit to ensure that a wide spectrum of views are canvassed. A dedicated website will also be established, allowing people to suggest further smart city activities and projects.
- 3.3 When this is completed, the roadmap will be finalised with the range of projects to form the action plan for the Strategy, for approval by the Committee.
- 3.4 It is recommended that the Committee:
- (i) approves the Smart Perth and Kinross Strategy for consultation.
  - (ii) requests the Director (Environment) to bring back a further paper to the Committee on the outcome of the consultation, and the roadmap for future smart city actions.

#### Author

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

| Name           | Designation            | Date           |
|----------------|------------------------|----------------|
| Barbara Renton | Director (Environment) | 4 October 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan / Single Outcome Agreement           | <b>Yes</b>        |
| Corporate Plan                                      | <b>Yes</b>        |
| <b>Resource Implications</b>                        |                   |
| Financial                                           | <b>Yes</b>        |
| Workforce                                           | <b>No</b>         |
| Asset Management (land, property, IST)              | <b>No</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>Yes</b>        |
| <b>Consultation</b>                                 |                   |
| Internal                                            | <b>Yes</b>        |
| External                                            | <b>Yes</b>        |
| <b>Communication</b>                                |                   |
| Communications Plan                                 | <b>Yes</b>        |

### 1. Strategic Implications

1.1 The Community Plan/Single Outcome Agreement 2013 – 2023 lays out five outcomes focussed strategic objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. They are as follows:

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

1.2 This report relates to all these objectives by providing data through the Open Data Platform that would support innovation in all these areas.

#### Corporate Plan

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

- (i) Giving every child the best start in life;
- (ii) Developing educated, responsible and informed citizens;



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

1.4 This report relates to all these objectives by providing data through the Open Data Platform that would support innovation in all these areas.

## 2. Resource Implications

### Financial

2.1 The work on ERDF 8<sup>th</sup> City Strategic Intervention for smart cities is supporting many of the projects in the Strategy. With a total spend of over £2m and £1.2m match funding being provided mainly from the Council's Capital Budget, an additional £840,000 of funding from the ERDF Strategic Intervention will be available to support the delivery of projects including Open Data; Intelligent Street Lighting, the Innovation Lab; City Operations Centre and Smart Waste.

2.2 The Scottish Government has confirmed that current Structural Fund Programmes, which run until 2020 will continue as normal and all of the ERDF funded projects mentioned in the Strategy are approved and will run to December 2018.

### Workforce

2.4 A Smart Perth Project Officer is co-ordinator of the Project. There are no other workforce implications from the report.

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

2.5 The project will create data assets through the Open Data Platform.

## 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 information contained within this report has been considered under the Corporate Equalities Impact Assessment process (EqIA) and has been 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 information contained within this report has been considered under the Act and concluded that it will not need an Environmental Impact Assessment.

### 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.
- 3.6 The information contained within this report has been considered under the Act. The proposals will enhance economic development opportunities to the benefit of businesses and local communities and add to social and environmental enhancement.

### Legal and Governance

- 3.7 The Head of Legal and Governance has been consulted on these proposals. There are no legal implications that are not covered by the licensing regime established by UK Government to cover the publishing of Open Data.

### Risk

- 3.8 There are risks associated with projects in this Strategy all of which are being managed through the project management processes of the Council or associated with the ERDF 8<sup>th</sup> City Strategic Intervention.

## **4. Consultation**

### Internal

- 4.1 The Director (Education and Children Services), the Director (Housing and Social Work), the Head of Democratic Services, the Head of Finance and the Head of Legal and Governance have been consulted in the preparation of this report.
- 4.2 Input from services across the Council have been sought during the process of developing the Strategy and the inclusion of projects within each theme. There will be the opportunity for further discussions with services during the consultation process on the Strategy before it is finalised.

## External

- 4.3 Key stakeholders and partners will be engaged during the consultation process allowing for further input and development of commitments and actions. This consultation will be carried out according to guidance contained in the Council's Consultation Toolkit to ensure that a wide spectrum of views is canvassed. A dedicated website will also be established to assist with this process.

## **5. COMMUNICATION**

- 2.1 The project will be promoted locally and as part of the Smart Cities Scotland initiative which will manage national media.

## **2. BACKGROUND PAPERS**

- 2.1 None.

## **3. APPENDICES**

- 3.1 Appendix 1 – Draft Smart Perth and Kinross Strategy.



# Smart Perth and Kinross

Creating a smarter city and region with data and technology

CONSULTATION DRAFT – NOVEMBER 2016



**smart**  
cities scotland



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## Foreword – Leader of the Council

This strategy complements the Perth City Plan ‘Smarter Growth for Perth City’ which sets out an ambitious vision for physical and economic development to boost the economy of Perth. Smart Perth and Kinross addresses the digital infrastructure and smart projects that Perth needs to become a smarter and more efficient place to live, work and invest.

Perth, the UK’s newest city, has all the advantages of a growing urban city but with the additional benefits of thriving and beautiful rural areas. These areas add to the overall quality of life and economic prosperity of the region. This strategy reaches all areas of Perth and Kinross and through working collaboratively around the Tay Cities Deal impacts on the wider Tayside region.

Implementing this strategy increases our ability to compete with other city regions in an ever more connected world. Using technology and data to manage the city and its infrastructure more efficiently enables Perth City and the wider economic region to grow in size and population over the next few decades.

Projects in this strategy show how we can use data and technology to help the traffic flow more freely by providing advice on travel choices and real time public transport information. Others suggest how we can make better use of energy in Council buildings and reduce the cost of street lighting by creating intelligent street lighting. Technology can help us manage our waste more efficiently by using sensors that tell us when litter bins need emptying. These initiatives not only make the city cleaner and more attractive but also make services cheaper to deliver.

This strategy also shows how we can make our data more open, enabling people to see what is going on in the city, what services we are delivering and make suggestions on how we improve services.

Technology is playing an increasing role in everyone’s lives. Everyone in Scotland will have superfast broadband internet access by 2021. Smartphones and tablet devices are now used by the majority of the population and when citizens provide us with information, we can use that information in the design and delivery of our services and help us to better manage the city and region.

This strategy will be adapted and changed as the city and region evolves and as technology changes. It will take many years before Perth becomes a truly ‘smart’ city and region but this is our starting point to help achieve the change that this great new city needs to make.

Cllr Ian Miller, Leader of Perth and Kinross Council

## Part 1: Strategic Focus

Perth and Kinross in common with many other areas faces significant challenges. Perth is growing in population size and new housing will place demands on existing infrastructure and community services. As more and more people are attracted to live in this beautiful part of Scotland, we need to get better at managing our infrastructure and resources such as energy and waste. At a time of restrictions in public spending, we also need to deliver health and social care, education and transport services in a way that we can still provide quality outcomes but at reduced costs.

Technology has the potential to deliver many of the solutions that will make Perth and Kinross an even better place to live. If we support this with data gathered by the Council and many other organisations, individuals and devices across the area, we have the ability to make transformational change and also create jobs. We already have many of the projects and tools in place to make these changes and the aim of this Strategy is to set out a vision of how this can be achieved and a plan to sequence and deliver the various initiatives.

### Smart Growth for Perth City (Perth City Plan)

This Strategy supports the vision for Perth and Kinross as a smart city region set out in the *Perth City Plan 'Smart Growth for Perth City'* i.e. for Perth to be an ambitious, achieving, smart city region and for Perth to be one of the best small cities in Europe. This Strategy helps to implement the following particular aspects of the Plan:

**Digital Connections and Services** – the aim is to make Perth one of the best digitally connected cities in Scotland. The ambition is to enhance broadband connectivity so that 100% of the area is covered by superfast broadband by 2021. The aim is also to enhance 4G and 5G mobile coverage across the city region. This will provide the connectivity that is needed for the ‘internet of things’ and for personal and business communications.

**Smart city services** greater connectivity will enable the delivery of smart city services from smart waste to smart energy, transport and digital health services.

**Smart Growth Prospectus** – This provides a design guide for the creation of smart and sustainable new development that will shape the future of Perth region.



This Strategy describes many aspects of a smart city - from the use of technology to make the transport and energy networks perform more efficiently to the efficient collection and disposal of waste. These and other techniques will form part of a smart growth design guide.

*Our Vision: Perth Will Be One of Europe's Great Small Cities*  
The Perth City Plan 2015-2035



## The Tay Cities Deal

The Tay Cities Deal is a partnership between Angus, Dundee, Fife, and Perth and Kinross Councils which aims to develop the economic opportunities within the area. The Tay Cities Deal will help realise the economic benefits of the digital and technology based economy by improving workforce skills and mobility and stimulating growth. Home to four high ranking Universities, and with a diverse economy, the region has the potential to become a smart city region through growth and innovation in digital and creative sectors and renewable energy resources.

A key theme of the Tay Cities Deal<sup>1</sup> is infrastructure provision – both transport and digital –improving connectivity across the region. Collaboration on this digital connectivity agenda and the link to innovation and inclusive growth is an important context for this Strategy. The development of a transport and ‘digital corridor’ of high connectivity between Perth and Dundee in particular will increase productivity and mobility across the region. The overall vision of the Tay Cities Deal is to create a cohesive region of knowledge with a culture of creativity within Scotland and the UK and to boost innovation, growth and productivity.

Creating a super-connected region is critical to this ambition and will mean connecting assets - wireless and fibre networks, CCTV, street lights, traffic lights, buildings and other street furniture - and the data that they produce. This will then form a seamless data and technology platform that can provide better information, more choice and improved services for citizens across the Tay Cities region. A greater ambition is for the area to have ‘world class’ digital connectivity which means technology that can achieve speeds of around 1 Gigabit (1000Mbps) which is now being delivered in cities such as Hong Kong and New York. Several UK cities are also aiming to become Gigabit cities through the installation of ultra-fast pure fibre infrastructure.

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<sup>1</sup> See [www.pkc.gov.uk/taycitiesdeal](http://www.pkc.gov.uk/taycitiesdeal) and @taycities

## What is a Smart City?

Smart cities are at the forefront of global thinking on urban development. A smart city is:

*“A city that uses information and communications technology to enhance its liveability, workability, and sustainability.”*<sup>2</sup>

The Scottish Cities Alliance similarly defines a smart city as one where there is:

*“Integration of data and digital technologies into a strategic approach to sustainability, citizen well being and economic development.”*<sup>3</sup>

Smart cities are attractive places to live, work and visit.. The Perth and Kinross area already has many amenities and a good quality of life, becoming a smart city will only add to its appeal and competitiveness.

The smart cities approach was devised by climate strategist Dr Boyd Cohen. Dr Cohen designed the "Smart Cities Wheel" (Figure 1) incorporating six key components each with three drivers for that component. The context for the development of the wheel – that has been adopted by this strategy – is that we need to move beyond one-off ICT projects and develop holistic smart city strategies in collaboration with citizens. The six key components of the wheel are: Smart Economy, Smart Environment, Smart Governance, Smart Living, Smart Mobility, and Smart People.

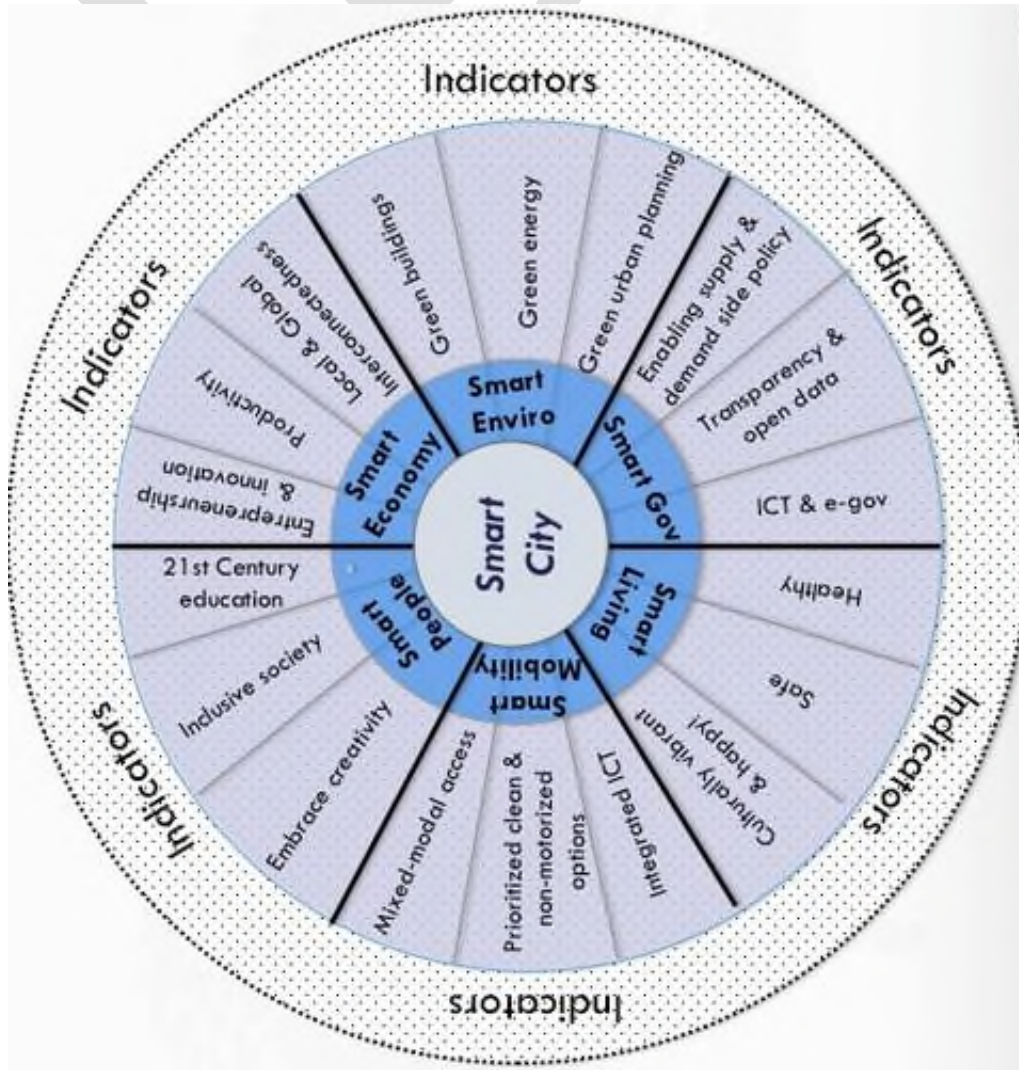
This Strategy develops these components of a smart city by harnessing the potential that data and technology can give, developing open data, engaging with citizens, and innovating in service delivery through new forms of collaboration across the public, private and voluntary sectors.

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<sup>2</sup> Smart Cities Council

<sup>3</sup> Smart Cities Maturity Model and Self-Assessment Tool Guidance Note.. Scottish Government/SCA/Urban Tide. October 2014

Figure 1: The Smart City Wheel



'Smart cities use information and communication technologies and data to be more intelligent and efficient in the use of resources, resulting in cost and energy savings, improved service delivery and quality of life and reduced environmental footprint – all supporting innovation and the low carbon economy'. **Boyd Cohen, Climate Strategist**

Source: Boyd Cohen, PhD, Urban and Climate Strategist

## Smart Cities Partnerships

Scotland's cities collectively have produced a 'Smart Cities Scotland Blueprint'<sup>4</sup> which sets out a number of 'Pathfinder Projects' including smart and healthy living, smart mobility and the circular economy.

Many projects in this Strategy are assisted by funding from the European Regional Development Fund (ERDF). This funding - known as the '8<sup>th</sup> City' Strategic Intervention - is enabling cities to work together to invest in Open Data; Intelligent Street Lighting; a City Operations Centre; an Innovation Lab; and Smart Waste. Transport and mobility projects, energy efficiency and digital health are also being implemented by other cities which will benefit Perth.

At the European level there is a strong smart cities initiative supported by the EU smart cities and communities platform. Perth and Kinross is also part of the Open and Agile Cities Network which is committed to the use of open data for smart cities innovation

## Perth and Kinross smart city projects in development

|                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Smart Waste</b> Bins fitted with wireless sensors that measure and forecast the fill-level of waste have been installed in Perth High Street and more are being installed in Highland Perthshire. The bins are only emptied when they are full and the software produces efficient schedules and routes based on the data generated by the sensors.</p> |
| <p><b>Health.</b> Technology in the home can support independent living across Perth and Kinross. Sensors track daily routines and a lack of movement can alert carers to unexpected behaviours. Alarms are being upgraded to digital so that the Council can then respond to clients faster.</p>                                                             |

|                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Open Data Platform</b> – An Open Data Platform is being developed which will present data to enhance the efficient running of the city, for example: traffic information, cycle routes, home and business energy use, air quality data and CCTV locations.</p> |
| <p><b>Intelligent street lights</b> with dimming control and sensor capability that can detect motion and gather information will be installed on Mill Street and in two car parks as a trial prior to further deployment.</p>                                       |
| <p><b>Intelligent Parking.</b> Ground sensors can detect when bays are occupied and direct drivers via an app to unused spaces reducing the need to drive around looking for spaces. The Council is looking to deploy sensors into coach parking bays.</p>           |
| <p><b>Online Services.</b> Citizens can report streets that need cleaning, street lights that are out and road faults including potholes online. The number of services that can be accessed in this way is being increased.</p>                                     |

<sup>4</sup> Smart Cities Scotland Blueprint. Prepared for Scottish Cities Alliance by Urban Foresight. July 2016



## Smart city challenges and opportunities

For Perth and Kinross to become a truly smart city, a number of challenges need to be addressed. These challenges are similar to those faced by many other city regions around the developed world but there are a number of issues which are distinct to Perth and Kinross.

### **Demographic**

Perth is one of the fastest growing cities in Scotland and may grow in population size by 20% over the period to 2035. This level of demographic growth creates challenges in the provision of housing and transport infrastructure and provision of services such as primary schools, community and health services. This strategy ensures that this response is both smarter and more sustainable.

Perth's growing elderly population is higher than the average in Scotland and ongoing constraints in public services funding, means that demand is rising faster that services can deliver. We will work together to look at innovative and smart ways to tackle this.

In some areas of the city region, there are pockets of deprivation where unemployment is higher, skills are lower, housing is less good and health is poorer. In other areas, there are very high levels of affluence, high levels of skills, low levels of unemployment and good health. These variations present challenges to the delivery of services but also in terms of digital exclusion.

Go ON UK (now combined with Doteveryone) considers that Perth and Kinross is at high risk of digital exclusion due to the fact that 25% of households don't receive broadband at speeds of over 10Mbps; 99.98% don't have 4G mobile data; and 16.6% of adults have never been online.<sup>5</sup> Engaging with citizens at risk of digital exclusion and improving digital skills will help improve participation in the labour market and boost productivity.

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<sup>5</sup> <https://doteveryone.org.uk/resources/heatmap/?area=Perth%20and%20Kinross&metric=total>

## **Economic**

Perth & Kinross has lower unemployment levels (3.6%) than the Scottish national average (5.4%)<sup>6</sup> However, the city region is reliant on a small number of sectors such as tourism and food and drink which are not considered to be high skill or high wage sectors. As a consequence Perth and Kinross has slightly lower than average wage levels in Scotland. The city region needs to attract the high skill, high knowledge sectors of the future – such as digital technologies - in order to attract higher wage and high skills jobs to the city.

The Tech Nation Report 2016<sup>7</sup> identifies clusters of technology companies around Perth and in Edinburgh, Glasgow and Dundee all offering much higher average wages than are available in Perth and Kinross. The challenge is to attract some of these companies to locate in the area or to develop our own cluster of digital and creative companies to form a distinctive offer in Perth and Kinross. The creation of a Creative Exchange Perth and an Innovation Lab within this facility - to be part funded by the ERDF 8<sup>th</sup> City Programme – will play a key role in attracting, incubating and accelerating new businesses in the area.

## **Environmental**

Climate change remains one of the main challenges that the city region faces and this will affect many aspects of the way that society and the economy operate. The consequences of climate change for Perth and Kinross will be warmer weather, more rain, sleet and snow and more flooding.

About 3,000 houses and 59 square kilometres of land are at risk from flooding or sea level rise in Perth and Kinross and already Perth and other major towns and villages have flood prevention schemes in place.

Despite international efforts climate change will continue and we need to continue to adapt to the effects while at the same time mitigating the impacts by encouraging smarter and more sustainable forms of transport and development. These will include providing district heating schemes, generating more renewable energy and encouraging more sustainable transport.

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<sup>6</sup> NOMIS July 2015 – June 2016 figures [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

<sup>7</sup> <http://www.techcityuk.com/technation/>

Smart mobility, a transport system that functions efficiently and effectively for the user, will make the best of the existing infrastructure to promote more sustainable modes of travel such as walking and cycling and the Council will establish a City Operations Centre to manage traffic and public safety more effectively.

### **Digital Skills and Exclusion**

The ability of the city region to rise to these challenges is dependent on the data, technology and innovation that we can use, improve and develop. People will need to have and will expect to be able to use a range of skills, including using digital technology to do things that improve their lives. Improvements include the ability to access the internet using WiFi or broadband, to apply for jobs and to access services such as shopping online.

A challenge for Perth and Kinross is the provision of adequate superfast broadband infrastructure across the entirety of the region. Fibre broadband is being delivered by the Digital Scotland Superfast Broadband Programme but will only reach 95% of premises. For the remaining 5% other solutions will be delivered by a Scottish Government initiative known as the R100 (Reaching for 100%), which aims to meet a target of 100% of premises having superfast broadband by 2021.



## Developing the smart city

*'Smart Cities use information and communication technologies and data to be more intelligent and efficient in the use of resources, resulting in cost and energy savings, improved service delivery and quality of life and reduced environmental footprint - all supporting innovation and the low carbon economy'.* Boyd Cohen

The integration of public services using data and technology is key to the smart city approach.

Joining up city systems and processes helps a city to function more efficiently and effectively. Silos and organisational boundaries reinforce poor data and information flows and prevent a shared and integrated approach across city services. Developments such as the establishment of an Integration Joint Board for health and social care between the Council and the NHS in Tayside are good examples of innovation in service delivery and can be furthered by the use of data and technology to tackle the service demands.

The smart city is a connected city where traffic systems such as traffic lights, CCTV, digital signs, air quality monitoring, lighting, parking bays etc. are connected through a communications network. Data from the sensors in each of these systems is used to help manage the city. Air quality, which can be an issue in Perth and Crieff, is improved as drivers can be advised of closest free parking spaces and don't drive around looking for one adding to emissions.

Glasgow has installed sensors on street lights in three areas of the city to adjust the lights when people are walking by. Noise sensors are being used in Eindhoven on main streets and raise the levels of lighting when crowds gather. These are enabled by a wireless mesh communications network. In Perth and Kinross, this will be installed on lamp posts as part of the Intelligent Street Lighting pilot. Separately we will also provide free public WiFi by installing wireless access points on street lights, buildings and other street furniture.

Creating a city where many different sensors and devices are connected together helps improve city services and the operation transport and other infrastructure. The vision is that we will use data and technology to make Perth and Kinross a better place. The priorities for implementation of this vision are:

- Reform services by investment in data and digital technologies and development of an Open Data Platform. This includes investment in system-wide data capture, integration and analytics capabilities which will improve access to data by the public and reinforce the Council's commitment to transparency and innovation.
- Investment in open, flexible, integrated and scalable ICT architectures that enable service innovation such as provision of automated and real-time dynamic responses to situations such as can be provided by the City Operations Centre.
- Adapting our organisational models of service delivery to realise the opportunities of data and digital technologies and invest in partnership models focused on shared outcomes, thereby becoming a more collaborative city in areas such as health and social care.
- Commitment to citizen & business engagement and improving take up of digital services and supporting the digitally excluded so that our risk of digital exclusion in the population becomes lower.

The achievement of this smart city vision will be a process rather than a static outcome, in which increased citizen engagement, infrastructure, social capital and digital technologies make Perth and Kinross more liveable, resilient and better able to respond to future challenges.

### **Smart City Maturity Model – measuring progress**

Implementing this strategy will mean that Perth and Kinross will become a smarter place. The aim of the smart city maturity model – developed by Urban Tide to assist Scottish Cities - is to move the city from an adhoc state of implementation to an optimised state of implementation where there is city-wide smart city systems in place that are driving innovation and enhancing city competitiveness. The main levels in the model are shown in Figure 2 and Table 1 below:

**Figure 2: Smart City Maturity Model**



**Table 1: Smart City Maturity Model Dimensions**

| Concept                                         | Outline                                                                                                                                                                                                                                                                  |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Strategic Intent</b>                         | Successful smart cities have a strategy and roadmap setting out how investment in data & digital technologies enables service reform and partner collaboration. An effective strategy focuses on delivering improved outcomes aligned to the city's strategic priorities |
| <b>Data</b>                                     | Successful smart cities make effective use of their data assets to secure better outcomes. They invest in system-wide data capture, integration and analytics capabilities. Open data underpins their commitment to transparency and innovation                          |
| <b>Technology</b>                               | Successful smart cities invest in open, flexible, integrated and scalable ICT architectures that enable accelerated service innovation such as provision of automated and real-time dynamic response capabilities.                                                       |
| <b>Governance &amp; Service Delivery Models</b> | Successful smart cities adapt traditional organisational models of delivery to realise the opportunities of data and digital technologies. They invest in system-wide partnership models focused on shared outcomes.                                                     |

| Concept                       | Outline                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Stakeholder Engagement</b> | Successful smart cities make best use of data and digital technologies to invest in enhanced Openness and transparency. Stakeholder engagement and stakeholder ownership of service reform is central within a smart city. Smart cities are proactive in improving take up of digital services while supporting the digitally excluded. |

**Table 2: Smart Cities Maturity Model – Stages of Maturity**

|                      |                                                                                                                                                   |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Optimised</b>     | Continuously adaptive smart city deployments drives innovation and enhances city competitiveness                                                  |
| <b>Managed</b>       | Technology and data enabled sense and response systems, improved prediction, prevention and real-time responses                                   |
| <b>Repeatable</b>    | Strategy led and outcome driven, enabled by system wide technology investment delivers shared accountability and system-wide investment programme |
| <b>Opportunistic</b> | Holistic system thinking and emergent sharing of data brings cross-boundary partnerships to focus on shared outcomes                              |
| <b>Ad hoc</b>        | Siloed, operational, digital and data driven service improvement                                                                                  |

### Smart Cities Investment Roadmap

Following on from the smart city maturity model, the Scottish cities developed an Outline Investment Roadmap<sup>8</sup> so that the cities could advance projects collaboratively and seek funding from sources such as the European Regional Development Fund (ERDF). The roadmap was built out of city self-assessments which were collated to identify common priorities and opportunities across domains including transport, health, mobility, waste and so on.

Existing capabilities and opportunities across dimensions of maturity (data, technology, citizen engagement etc.) were also appraised and ambition levels and investments were reviewed across cities to identify where further investments were needed to reach ambition levels. The resulting report has helped to identify some of the projects we are now taking forward through the ERDF 8<sup>th</sup> City Strategic Intervention and which form part of this strategy

<sup>8</sup> Outline Investment Roadmap: Smart Cities Readiness Assessment May 2015 Scottish Cities Alliance

## The Council's Transformation Strategy

The transition to a smart city will be greatly enabled if it is linked to and supported by the Council's Transformation Strategy 2015-2020 which is seeking to deliver major corporate and service re-design projects. The themes of the Transformation Strategy align with the smart city vision and principles: Greater collaborative working with partners and communities; focus on innovation and improvement; a less bureaucratic and more enabling culture will all help achieve the smart city vision. The programme of transformation reviews includes the following which are particularly relevant to the smart city:

- Open Data Review
- Procurement Reform Review
- Corporate Digital Services and My Account Review
- Mobile Working Review
- Modernising Performance Reporting Review

Importantly, the transformation agenda now extends across the Tayside area with reviews of waste; procurement and commissioning; digital transformation and corporate services across Angus, Dundee and Perth and Kinross.

### Part 2: Strategic Projects

This Strategy consists of a set of initiatives and projects grouped by themes of the Smart City Model developed by Boyd Cohen. For each theme, there is a brief vision followed by a description of that theme and then a set of commitments and key open datasets that relate to the theme. When the Strategy is finalised there will be an action plan that summarises these commitments and allocates responsibility and timescales for their implementation.

## Smart Government

*Smart government is about having the right policy framework and the right ICT infrastructure, data and services to make the cities energy, water, transport and other systems function effectively. Citizens and businesses need to be able to access the internet and the services they need when and where they want, regardless of the device or channel used. Smart cities support citizens and businesses in their online interaction with the Council and its services. Successful smart cities also make effective use of their data assets to secure better outcomes, by investing in data capture, integration and analytics - so open data underpins their commitment to transparency and innovation.*

The internet is changing how we do things. Scotland has embarked upon developing a world class, future-proofed digital infrastructure that supports any device, anywhere and at anytime. However, the availability of this infrastructure and speed of connections in parts of Perth and Kinross is still an issue to be resolved.

The Scottish Government has committed to provide 100% superfast broadband coverage by 2021, a strategy and Programme (the R100 Programme) to deliver this commitment is being developed presently. The Digital Scotland Superfast Broadband Programme will bring superfast broadband at speeds of 24Mbps to 95% of premises and at least 2Mbps to 100% of premises in Perth and Kinross by the end of March 2018. Meanwhile, other cities in the UK are already committed to becoming 'Gigabit cities' with ultra-fast speeds of up to 1000Mbps using pure fibre direct to the premises.

Enhanced digital connectivity will improve people's ability to access the internet, reduce social exclusion and improve quality of life, improve access to markets for businesses, and enhance services and information.

Fixed fibre broadband infrastructure will also allow the development of a connected Tayside as part of the City Deal, connecting the digital assets of four Councils and other public services. These include superfast broadband, wireless and fibre networks, CCTV, street lights, traffic lights, buildings and other street furniture and the data that they produce. Cloud services and business intelligence tools will then form a seamless data and technology platform that provides better information, more choice and improved services for citizens.

Intelligent Street Lighting, smart mobility, smart energy, smart waste management, city wireless and a City Operations Centre are all key projects under this theme that will help the city operate more effectively.



The Council is developing an increasing number of digitally enabled services that will boost the number of services provided online, provide savings to the Council and increase customer satisfaction. The infrastructure and connections necessary to offer end-to-end digital transactions to the customer is part of this project. A citizens account (MyAccount) will support this by providing a secure environment where people can register for and access services online and the Council can keep accurate, up-to-date records of their customers and customer contact.

Open Data is one of the foundations of the smart city. The Council has approved and will now implement an Open Data Strategy<sup>9</sup> by presenting open data and carrying out data analytics as a way of enabling transformation. An Open Data Platform developed in partnership with other Scottish cities will encourage data sharing and service innovation between the Council and its Community Planning partners. The platform will provide an open data catalogue where citizens and developers can view and download open data. Over time, the data platform will be open to host data from a wide range of Perth and Kinross organisations. Making data more freely and openly available can help service design and delivery and also create economic value. Internally it will help progress data sharing and integration efforts between services.

## **Commitments**

### ***Connectivity and communications***

- We will ensure the Scottish Government Digital Scotland Superfast Broadband and the R100 Programme delivers fixed line superfast broadband connectivity to domestic properties and businesses throughout the area and will help stimulate demand for these services.
- We will work with Digital Scotland and the R100 Programme, the Perth and Kinross Leader Programme and Community Broadband Scotland to find solutions for the most remote rural communities.
- We will use the opportunity presented by the Tay Cities Deal to masterplan the digital infrastructure needed for the city region to become a super-connected region with speeds of up to 1 Gigabit.
- We will develop a wireless mesh network of 'connected assets' to provide real-time data for city management and operations.

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<sup>9</sup> <http://www.pkc.gov.uk/article/13349/Open-Data>

- We will develop mobile working in the workforce to provide data on real time events and link this to the City Operations Centre.
- We will develop a free public WiFi network in Perth to allow residents and visitors access to the internet and better mobile coverage.
- We will utilise the Tay Cities Deal to bring public WiFi to the major settlements in the Tay Cities area.
- We will provide wireless broadband connectivity in public buildings and public areas and in remote communities where fixed line broadband is not possible.
- We will encourage mobile network operators to expand and improve their mobile networks, improve 3G and 4G coverage and develop a strategy for 5G across the area working with Scottish Government to support this.

### ***Digital Services***

- We will re-design and upgrade the PKC website so that it is accessible and navigable using a variety of devices.
- We will increase the number and range of services that can be accessed online and provide access to citizens via MyAccount to give a single view of the customer.
- We will encourage mobile working – making greater use of mobile technologies and devices to provide services to citizens.
- We will use mobile networks to capture data in real-time from connected devices and machines, such as vehicles and handsets, that are moving around the city.
- We will realise the potential for connecting devices, machines and vehicles to create a smart city.

### ***Open Data***

- We will implement the Open Data Strategy to guide the publication of open data in Perth and Kinross guided by an Open Data Publication Plan.
- We will launch an Open Data Platform and encourage data sharing and innovation.



- We will develop Application Programming Interfaces (APIs) to support the sharing of content and data between applications as part of the Open Data Platform.
- We will develop an Open Service Directory database of groups, activities, services, venues, childcare provision, adult social care services available to use freely by partners on their own websites, apps, and event listings.
- We will contribute to the Code for Scotland Pathfinder Programme included in the Smart Cities Scotland Blueprint.
- We will support and run a number of Hackathons and similar events aimed at encouraging the use of data to tackle challenges faced by Perth and Kinross.
- We will support businesses that are using data to develop smart city solutions building on initiatives supported by the Data Lab; Censis and Innovate UK.
- We will seek to develop a community of coders, data science experts and developers in the Perth and Kinross and Tayside areas to support businesses activities in this field.
- We will develop pilot Intelligent Street Lighting (ISL) to complement the deployment of LED street lighting and connect the new Central Management System (CMS) to other systems to enhance transport and mobility.

### Key Open Datasets

- Availability of superfast broadband in Perth and Kinross:
  - 100% of premises to have access to 2Mbps by 2018 and superfast broadband (30Mbps) by 2021.
  - 95% of premises to have access to 24 Mbps by 2018
  - All settlements over 1000 to have access to 24 Mbps by 2018
- Public Wi-Fi availability in public spaces, buildings and businesses in Perth and Kinross
- Freedom of Information requests and Customer Service requests – including date resolved, nature of request
- Number of services that can be accessed online and accessibility score
- Accessibility score of PKC website (for web and mobile device access)
- Number of data sets opened for innovation via the Open Data Platform
- Number of innovative services developed in Perth and Kinross from Open Data

## Smart Living

*Smart Living means making the city culturally vibrant, safe and healthy. Already the digital agenda is shaping a future healthcare system that will allow citizens to control and make use of personal data and direct their own health needs. We will seek to enhance this proactive, personalised health care for the benefit of individuals, society and businesses. In terms of community safety and traffic and incident management there we will develop a cross-service and cross-organisational intelligent City Operations Centre to better support the management of traffic and public safety. Culture is also very important to the smart city and we will encourage a diversity of sport, leisure and cultural activities and events to be linked to the smart city approach as we strive to become City Of Culture in 2021.*

Through the new Integrated Joint Board for health and social care, we will continue to work with the NHS National Services Scotland on data analytics on care pathways for those with highest care needs, predicting demands and modelling potential new pathways. We will seek to make some of this information open data to encourage innovation.

We will employ customer focused digital technologies and new business models to support delivery of Technology Enabled Care (TEC) services in Perth and Kinross. This will address issues of integration and adoption of digital services in health-care processes. This will include the potential for GPs to offer remote consultations via video and also for surgeries to make better use of e-communications for appointment bookings/cancellation and test results. In time this will also involve the co-ordination of care between professional and non-professional carers towards self-support, co-ordination and co-production of care enabled by appropriate technology in the home.

Tele-healthcare will enable people with care needs and their carers to have greater choice and control over their own lives, and will enable people to remain living in their own homes for longer. Widening access to technology-enabled care, allows people to live a more self-reliant lives by accessing support which meet their individual needs, whilst maximising opportunities to engage with both their local communities, and global networks.

A City Operations Centre will be developed in co-operation with Dundee to provide operational management and control across traffic, community safety and public space CCTV, potentially bringing in community alarms and parking CCTV in time. This Operations Centre will have the capacity to expand, enabling innovation in the co-ordination of city management activities. Working

with Dundee we will upgrade to digital the existing analogue CCTV cameras and integrate the control rooms currently operated in separate centres by the Council and Police Scotland. In time the Centre will provide a co-ordinated, real-time, intelligence-led response to traffic and public safety events in the city.

Finally, in terms of smart living - the cultural diversity of Perth and Kinross can be promoted by using digital technology to enhance attractions, promote events and activities and develop innovative new ways of marketing and presenting the tourism offer.

## Commitments

- We will work with the NHS on data analytics for care pathways and seek to predict when and where pressures occur and explore innovative new solutions.
- We will develop a technology enabled care programme by upgrading telecare/telehealth from analogue to digital; raising awareness of telecare; increased use of teleconferencing and tele-consultancy including from local community settings (community centres, libraries, health centres) and deploy technology in the home.
- We will upgrade the Community Alarm service so that it becomes a digital service and will increase the uptake of TEC and ensuring it is embedded in all of the major care pathways in Perth and Kinross.
- We will provide access to information and advice for self-management, including the use of mobile technology, and improving learning opportunities for older people in the use of technology.
- We will provide greater visibility and use of data e.g. social data, medical outcomes data, public health data, patient experience data, hospital admissions data to enhance knowledge and information via the Open Data Platform
- We will develop a City Operations Centre by upgrading the CCTV traffic and public safety monitoring through provision of IP cameras, bringing better integration between control centres and instituting enhanced data analytics.
- We will seek to co-ordinate and integrate all Council CCTV in the city so that data can contribute to holistic city management.
- We will see to promote and develop the city's cultural diversity by promoting events and activities, interpreting the attractions and collections through the use of apps.
- We will develop a PKC 'Match the City' type website and app for sports facilities and activities using open source apps.
- We will promote digital tourism within the businesses involved in this sector so that they can better market their offer.

## Key Open Datasets

- Location and access to GPs surgeries; pharmacies and health services in Perth and Kinross
- Planned and unplanned Hospital admissions – by cause
- Locations of defibrillators
- Prescriptions data
- Council housing and Housing Association properties for rent
- Care Homes – by locations and type of accommodation
- Average house prices in Perth and Kinross
- HMO licenses issued
- CCTV locations in Perth and Kinross
- Crime and disorder incidents
- New services developed by the City Operations Centre.
- Visits to cultural attractions

## Smart Mobility

*Mobility and transport are essential for a city to function properly and are a critical part of the smart city agenda. Smart mobility means promoting multi-modal, sustainable and active travel using data and technology to assist. Initiatives to reduce pressure on the city's infrastructure by reducing congestion, air pollution and improving safety and efficient use of shared public space are a core part of this agenda. ICT provision will support the development of traffic management systems, smart parking apps, e-mobility initiatives and active travel such as cycling and walking through the use of data and the development of apps.*

In Perth as in many cities, there is an opportunity to use technology such as parking sensors, urban traffic management, smart ticketing and similar initiatives to manage transport more effectively. The Council already has Urban Traffic Control (UTC) and traffic light co-ordination using the SCOOT (Split Cycle Offset Optimisation Technique) and this can be combined with smart mobility to improve the efficiency of the existing transport system and redistribute demand across modes, routes and time. As Perth grows in size both the existing and new transport infrastructure will have to be as efficient as possible.

Smart mobility projects can maximise the efficiency of the transport network by utilising data from the Urban Traffic Control system, air quality sensors, traffic signals, Real Time Passenger Information (RTPI), CCTV and parking information more effectively. We will seek to integrate traffic data with the City Operations Centre and also enable greater integration of traffic operations with Dundee. To improve parking, sensors can be fitted to parking bays to detect occupancy and then data can be provided to drivers via apps. Data collected in this way can also feed through to the Open Data Platform.

We will work towards real-time city transport planning bringing live travel information on buses, trains and traffic conditions to people's smart phones. Stagecoach already have real time information available on their buses and the Council will progress real time information signage at bus stops in the City Centre linked to digital signage. Abellio plans to install cross-modal customer information screens at some stations including Perth to improve integration with bus and other transport options

City-wide cycle hire schemes and segregated cycle lanes will help reduce traffic, reduce pressure on public transport and improve health. The network of electric vehicle (EV) charging points that is already instituted in Perth and Kinross will require further expansion to cope with anticipated increase in demand for EV charging points from an increasing number of electric vehicles.

## Commitments:

- We will develop the existing Urban Traffic Control system to integrate data from sensors in parking spaces, air quality and other sources to provide holistic management across the city.
- We will develop real time, multi-modal travel information and link this to new digital signage in the city centre and bus shelters and link this to apps for smart phones.
- We will develop intelligent parking solutions including parking and payment options such as pay on foot, pay by mobile phone, automatic number plate recognition (ANPR), information displays and parking sensors to make parking more efficient and customer friendly.
- We will develop smart ticketing building on the recently launched ABC (All Bus Companies) pass in Dundee that can be loaded onto any bus company, National Entitlement Card or Young Persons Card.
- We will develop sustainable travel by extending Electric Vehicle charging infrastructure; developing multi-fuel distribution (electric, LPG, Hydrogen) and active travel hubs.
- We will promote active travel by extending the use of cycle hire schemes, developing the network of cycle lanes and green routes and promoting walking and cycling.
- We will look at the feasibility of a shared car hire scheme in Perth using a smart card system, allowing cars to be booked online.
- We will look to use data on freight movements in Perth to reduce number of delivery vehicles travelling into city centre.
- We will promote cycling and walking using apps which allow users to input and share their own data on routes and facilities.

## Key Open Datasets

- Electric Vehicle (EV) Charging Points and usage in Perth and Kinross
- Real-time and recorded car parking space capacity (off-street and on-street) in Perth
- Safe cycle routes and cycle parking facilities in Perth and Kinross
- Car parks and car parking spaces (on and off street) and availability
- Bus stops and routes
- Taxi licenses and taxi ranks

## Smart People

*Smart people means providing a high quality education and an inclusive society with creativity to unlock all the opportunities that the smart city offers. Smart cities provide access for all citizens, especially young people to basic digital skills education and development based on citizens' needs and interests. They provide support for small businesses and entrepreneurs to gain value from digital connectivity and skills. Smartphones now allow citizens to access share information and this can be used to improve services. Community engagement is an essential ingredient for creating a successful smart city and citizens who live in Perth and Kinross can help improve it.*

Although digital technologies are evolving and rapidly transforming organisations, business practices and societies, digital skills are developing more slowly. For the digital economy to advance in Perth we need people to have the skills to deliver it. Some of our most digitally literate citizens are young people and we need to make sure that we harness these skills to ensure their employability and inclusion in society. This is a key aim of the Developing the Young Workforce (DYW) initiative, working with employers to develop the skills needed for the new economy.

We also need to engage the community to build a successful smart city. By sharing the collective intelligence of Perth citizens and facilitating grassroots initiatives we can develop a network of local experts from citizens organisations working with local government, universities and businesses. The Open Data Platform can become a good way of sharing data and information and tackling local challenges. Digital exclusion is one key issue that can be tackled in this way so that all residents can develop digital skills and play a part in creating a smart city.

Local schools, higher education institutions, businesses and the wider community are all part of the vision for a smart city. Different levels of learners can acquire the knowledge and skills relevant to a smart and digitally enabled city. The overall outcome will be an educated population with learning at all levels, reducing the boundaries between schools, college and university education and all using data and technology creatively. This will help build the skills we need to develop the economy of the future and attract businesses to Perth.



Over time we will seek to build a network of coders/programmers and designers in the city who can help develop ideas into products and stimulate enterprise opportunities. A monthly coding club for young people – CoderDojo – is already happening in Perth helping develop the skills that the city needs for the future.

### Commitments:

- We will provide learners in school access to personal learning devices or enable the use of personal devices in schools where WiFi is also available.
- We will connect schools with Perth College UHI to provide an increasing range of online courses and 'virtual learning' opportunities.
- We will support the Perth Online initiative delivered by LEAD Scotland (Linking Education and Disability) to teach digital skills.
- We will develop a digital technology development plan for schools and adult education classes.
- We will develop apprenticeships with local technology companies and UHI Perth College as part of the Developing the Young Workforce initiative.
- We will provide training and workshops in digital skills for small businesses through Perth Online and Business Gateway Digital Boost projects.
- We will share digital skills with communities and through Code the City events; Hackathons and – for younger people – Coder Dojo.
- We will establish through the Open Data Platform and social media a citizen based online research community.
- We will develop a range of apps for people to access Council services; find events and facilities around the city or travel around Perth and Kinross.



## Key Open Datasets

- School catchment areas
- Locations of all schools by school type and numbers of pupils per school
- Pupil attendance, absence and exclusion
- Subjects offered by school
- Device usage in schools
- Adult Learning and ESOL enrolments and outcomes
- Graduates from UHI Perth College – grades and destinations
- Digital skills courses and enrolments in Perth and Kinross
- Open access to community internet facilities in Perth and Kinross

## Smart Environment

*Smart environment covers green energy, green buildings and green urban planning. The aim for smart cities is to manage energy, water, transportation, waste, public health and safety and other key services in a co-ordinated way to support the smooth operation of the city so that there is a safe environment in which to live, work and play. Data is important and if supplied to the public particularly through social media networks it can allow consumers to change their own behaviour to save energy, minimise waste and travel more sustainably.*

Perth aims to become a smart and sustainable city, reducing energy use and carbon emissions in line with European, UK and Scotland targets. It aims to develop a more circular economy where waste and pollution are minimised. Projects include the development of electric vehicle charging infrastructure; low carbon transport hubs; district heating systems (Including a River Tay heat pump scheme); smart waste systems and more improving air quality. Perth is aiming to develop innovative energy and waste projects and services and capitalise on the economic value of the low carbon energy and waste sectors.

Perth and Kinross is developing a low carbon energy plan based on a better understanding of energy production and use. This will provide the basis for comprehensive retrofitting of buildings for energy efficiency, district heating schemes and renewable energy projects such as Tay Eco Valley. The Energy Plan will complement the policy and guidance framework provided through the Local Development Plan and guidance on renewable and low carbon energy. An equally important challenge is ensuring new housing developments are connected to superfast broadband and that buildings are energy efficient

Perth's growing population and the dispersed nature of the community presents challenges in waste collection and disposal. Data and technology can enhance management and disposal of waste and promote a more sustainable circular model of reducing, reusing and recycling waste. This will extend to some of the industrial sectors in Perth and Kinross including the food and drink sector. The deployment of sensors, use of data analytics, and route planning based on this will help the Council optimise refuse vehicle travel routes, improve recycling rates, boost material recovery and encourage waste awareness.

Love Clean Streets is an app that enables members of the public to report graffiti vermin, poor waste storage and fly-tipping. 'FlyMapper' is similar and allows the recording of flytipping incidents.

To help promote the Circular Economy a 'Circle City Scan' of Perth will be carried out in a partnership with the Chamber of Commerce. This will look at how to make the city an economy where products, materials and components are recirculated continually, so that we reap the maximum possible value from them.

#### Commitments:

- We will develop a Perth and Kinross Energy Plan linked to the LDP through a data-driven approach enabling a strategic approach to be taken to energy use and generation in the area
- We will map the potential opportunities for district heating and local renewable energy including solar PV and geothermal energy/heat pumps using data available from the Scottish heat maps project
- We will provide - through the Open Data Platform – data on energy that will empower local communities and business to better understand and conserve energy in Perth and Kinross
- We will measure, monitor and manage energy and heat consumption across PKC buildings and their connection to the energy generation systems
- We will develop the Building Management Systems and controls across PKC buildings with enhanced visualisation for user awareness
- We will use a new Smart City Prospectus to provide guidance for developers on sustainable and smart design principles.
- We will develop a smart waste system using technology to enhance the efficiency of waste collection; equipping waste bins with sensors; tracking of refuse collection; and use of apps to encourage reporting of incidents.
- We will complete a Circle City Scan of Perth to identify the products, materials and components used in the economy so that we reap the maximum possible value from them.

## Key Open Datasets

- Energy consumption in Council buildings
- Air Quality Management Areas in Perth and Kinross
- Local air quality data
- Installed renewable energy in Perth and Kinross: (Wind, Solar, Biomass, micro HEP, CHP)
- Electricity and Gas consumption in Perth and Kinross
- Locations of recycling centres and bins in Perth and Kinross
- Locations of litter bins and waste fill levels in Perth and Kinross (waste sensor data)
- Volume of recycled materials (glass, paper, cardboard, plastic) by recycling centre

## Smart Economy

*A Smart Economy comprises local and global connections, productivity, entrepreneurship and innovation. It combines the elements of an enterprise economy and the innovation or 'ideas' economy while promoting a high-quality environment, improving economic security and promoting inclusive growth. To be a successful economy in the future Perth will need to combine these attributes bringing knowledge capital; physical capital; environmental capital and social capital together to create ingenuity and creativity. This will drive a research, commercial and innovation ecosystem in Perth making it a hub for knowledge, innovation and entrepreneurs.*

Perth and Kinross is one of the most prosperous economies in Scotland and most residents enjoy a high quality of life. However, the economy will benefit by developing further 'knowledge economy' sectors and by creating a more circular economy and ecosystem, that can support the growth of innovative and sustainable businesses.

However, there are communities and individuals in Perth and Kinross where worklessness, poor skills and other economic and social challenges exist. Perth can become an even more productive and prosperous economy if these challenges are tackled in a targeted way through inclusive growth helping families access employment opportunities and raise household incomes. Initiatives such as the Employment Hub in Perth city centre can help by providing skills, training and job search facilities.

The city already promotes entrepreneurship encouraging new businesses through the Angel's Share entrepreneur-investor matching service. This has already matched Angel investors with new companies bringing funding, skills, experience, and business vision to start-ups who are also able to seek funds from crowd-funding platforms. Facilities such as city centre workspace and the opportunity to connect with other companies in the same field can assist businesses to develop commercially valuable products and services.

An Innovation Lab and business accelerator within the Creative Exchange Perth Hub in Perth city centre will provide office space, business advice and support, seminars, conferences and social events for a growing number of start-up and growing entrepreneurial businesses in the city. This facility will encourage entrepreneurs in Perth and Kinross; develop new skills in digital and technology industries and provide a pool of skills to meet future demand. Clustering knowledge and talents together in this facility will increase economic growth by bringing creative workers together in a way that will enhance interactions, generate ideas

and turn them into products and services faster than otherwise. An innovative city will, in turn, be more attractive to highly talented workers, creating a snowball effect promoting further growth.

### Commitments:

- We will develop an Innovation Lab within Creative Exchange Perth with a focus on growth sectors including digital/creative industries.
- We will use the existing Angels Share initiative to promote and support new digital and creative businesses in Perth and Kinross and the wider area.
- We will investigate crowdfunding for businesses and social enterprises seeking access to finance for innovative ideas, products and services.
- We will encourage the use of open data to develop apps that will promote sectors of the economy such as tourism.
- We will develop new digital skills in the population by engaging with coders and programmers and developing hackathon type events.
- We will work with schools, Perth College UHI and employers to promote training and apprenticeships in digital skills.
- We will develop a better understanding of the retail economy in Perth using smart phones and other devices and public WiFi to generate data to inform town centre planning and management.

### Key Open Datasets

- Businesses in Perth and Kinross by sector including social enterprises
- Business survival rates
- Business unit vacancy rates
- Vacant commercial land and properties and derelict land in Perth and Kinross
- Numbers of people helped into work through Council programmes
- Employment support and benefit claimants
- Average wages in Perth and Kinross
- Footfall in Perth City Centre

## Part 3: Implementation

### Delivering the smart city

*Local leadership plays a pivotal role in delivering the smart city. It provides the vision and brings together expertise, assets and other resources of the private sector, public authorities, the third sector and local residents in the delivery of creative solutions to the challenges the city faces. Working across a host of institutions, businesses and communities in Perth and Kinross political and managerial leadership is needed to communicate, define priorities, negotiate, resolve conflicts, build consensus, and secure the type of development Perth needs for the future.*

This Strategy is the start of developing a vision of what a smart city looks like for Perth and the surrounding region, today and in the future. It will be developed in an iterative and collaborative manner inclusive of all stakeholder groups and informed by user engagement, using social media and other technologies to enable public participation in the process. As part of this we will develop our smart city governance structures and develop an integrated city operating model, focused around citizen and business needs. Our procurement also needs to align with smart city principles by focusing on outcomes, open data, incentives for innovation and collaboration, and avoidance of lock-in to particular technologies or software.

Following consultation on this Strategy we will develop an action plan or roadmap which will set out those actions that reflect smart city priorities. In this way we develop a phased plan to develop the smart city of the future.

To assist with this we will utilise British Standards Institute (BSi) and CSI (the Cities Standards Institute) guidance and standards to support smart cities. Their Smart City Framework is encouraging city leaderships to take a holistic approach to the delivery of their ambitions in the exploitation of smart technologies. It considers the most effective route to achieve this is through the procurement of products and services by city authorities. The focus of the Smart City Framework is on the issues and challenges involved in joining up initiatives into a whole-city approach supported by strong leadership and governance, a partnership culture, innovation, and encouraging an active role from citizens and stakeholders.

The SCF is made up of four components:

- guiding principles: a statement of values which city leaders can use to steer business decision-making as they seek to implement a smart city strategy;
- key cross-city governance and delivery processes: a set of practical guidance notes on how to address city-wide challenges of joining-up across city silos;
- benefit realization strategy: guidance on how to ensure that the intended benefits of a smart city strategy are clearly articulated, measured, managed, delivered and evaluated in practice;
- critical success factors: a checklist of issues which cities should regularly monitor to ensure that they are on track in the successful delivery of their smart city programmes, and that they are managing the major strategic risks effectively.

#### Commitments:

- We will follow the guidance set out in the Smart City Framework produced by BSi and the Future Cities catapult and seek to ensure that this Strategy and its implementation meets the principles and elements of a smart city identified there.
- We will develop the leadership and governance structures of the smart city initiative so that they provide for greater partnership and citizen engagement.
- We will develop the smart city roadmap and smart city deliverables that will reflect smart city priorities

#### Key Open Datasets

- Stakeholder involvement in smart city activities (this is also required for the ERDF 8<sup>th</sup> City Projects)
- Citizen involvement in smart city activities
- Number of city spaces and systems that are made more accessible and useable by digital technology
- Number of datasets that re opened for innovation via the Open Data Platform



## Next Steps

This is the first Smart City Strategy for Perth and Kinross. It sets out the vision and priorities across a number of themes and in a number of projects for developing the city and region as a smarter and more liveable place.

The next steps are that this Strategy will be shared across services and with stakeholders and partners allowing for further input and development. This consultation will be carried out according to guidance contained in the Councils Consultation Toolkit to ensure that a wide spectrum of views are canvassed. A website will allow people to suggest further smart city activities and projects.

When this is completed the action plan will be attached the Strategy which will be approved by the Council.



**PERTH AND KINROSS COUNCIL**

**Enterprise and Infrastructure Committee**

**9 November 2016**

**Perth and Kinross Local Development Plan 2018-2028  
Development Plan Scheme**

**Report by Depute Chief Executive, Environment  
(Sustainability, Strategic and Entrepreneurial Development)**

This report seeks approval of the publication of the updated Development Plan Scheme as a key stage in the preparation of the next Perth and Kinross Local Development Plan 2018-2028.

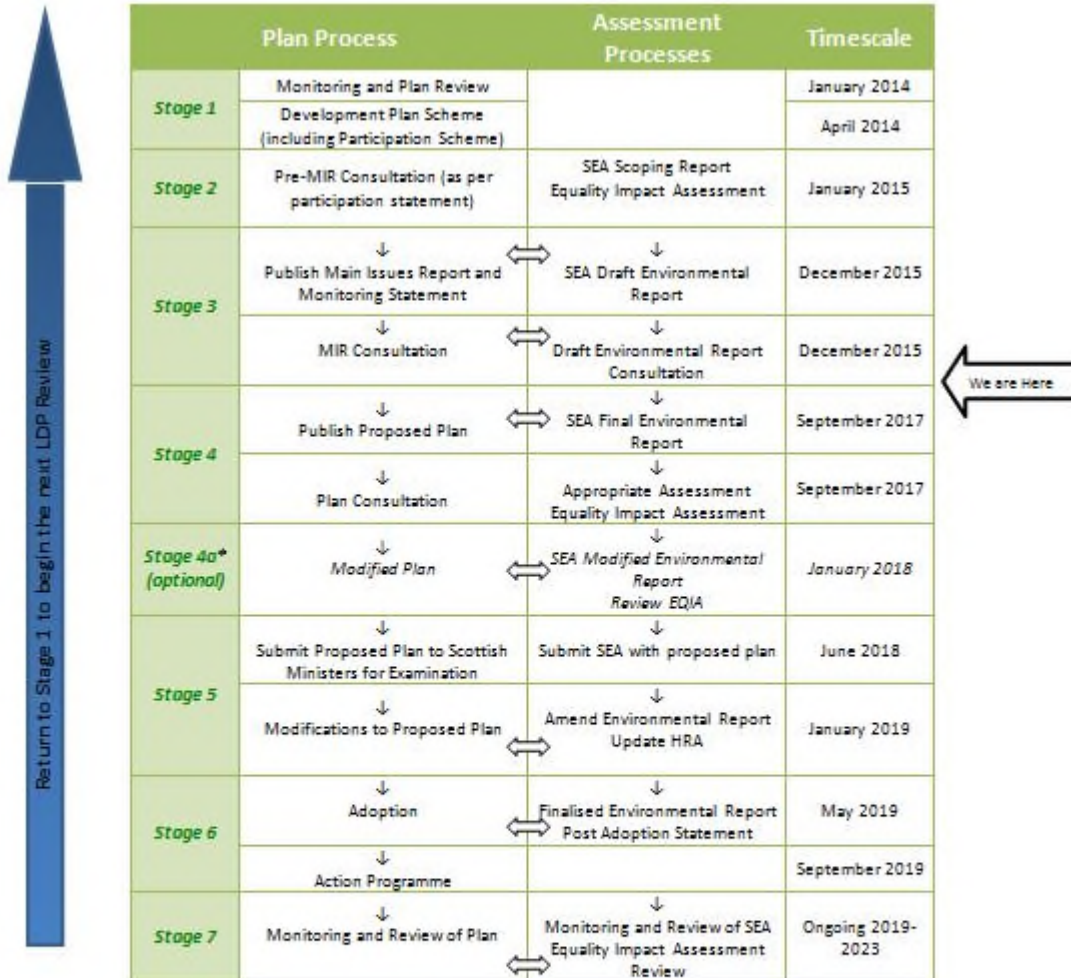
**1. BACKGROUND / MAIN ISSUES**

- 1.1 As required under Section 20B of the Town and Country Planning (Scotland) Act 1997, the Planning Authority is required to prepare a Development Plan Scheme. This sets out the proposed timetable for the preparation of the Local Development Plan (LDP), details of what will be involved at each stage, as well as setting out the Council's commitment to consultation and engagement in the Participation Statement.
- 1.2 In accordance with Section 20B (2) b of the Act, the Development Plan Scheme has to be annually updated. It will be available to view online, as well as in public libraries and local offices to keep the public and interested parties up to date on what stage of the plan the Council is currently progressing.

**2. PROPOSALS**

**Development Plan Scheme**

- 2.1 With the adoption of the current LDP in February 2014, along with the legislative requirement in the Act to have this updated within 5 years, the Council is now preparing the next Local Development Plan.
- 2.2 The Development Plan Scheme, as detailed in Appendix 1, sets out the proposed timetable for the next LDP 2018-2028 (see table below). It details what will be involved at each stage and includes a Participation Statement. This sets out the "when, who, how and why" of consultation/engagement at each stage of the Plan preparation.



\*It is unlikely that signification modifications will be required and it is anticipated, as was the case with LDP1 and the vast majority of LDPs prepared across Scotland, that stage 4a will not be necessary. Modifications can cause significant delays and should not be undertaken as a matter of course but only if significant changes are proposed. If significant modifications are required we will be unable to meet the statutory 5 year period of review, however if it is not necessary to prepare a Modified Plan we would hope to have LDP2 adopted in February 2019 in line with the statutory requirement.

2.3 There is a requirement for the Council to annually update the Development Plan Scheme (DPS), which was first adopted in April 2014. The last update was published alongside the Main Issues Report in December 2015.

2.4 The timetable within previous versions of the DPS highlighted that the Proposed Plan would be published in September 2016. This was based on the TAYplan 2 Proposed Plan being submitted to Ministers for Examination in February 2016, and with a view to the Examination taking less than 6 months, as there was very little change from the first plan (TAYplan 1). However, the decision was taken by TAYplan to hold off submission to Ministers, while still being within their 4 year deadline. As a result of this, the TAYplan 2 Proposed Plan was not submitted to Ministers until 8 June 2016. The Department of Planning and Environment Appeals (DPEA) have recently advised that due to the completion of other work streams, significant work on the TAYplan 2 Examination is unlikely to commence before early September 2016. The DPEA then have until 8 March 2017 to complete this review to be within their target date for issuing their report on the Examination.

- 2.5 Until this recent announcement, it was expected that the report on the TAYplan 2 Examination would be available in time to allow the preparation of the report on the Proposed Plan to go before Council in December 2016. However, with the delay and uncertainty over the TAYplan Examination, this will not be achievable. If the Council was to publish the Proposed Plan before the report on TAYplan 2 was received, there is a risk that the Proposed Plan would not be consistent with TAYplan, as the outcomes of unresolved representations would not be known. Most relevant to Perth and Kinross Council are issues regarding housing numbers and whether or not a 10% generosity figure will be added. This presents a risk that a Proposed Plan could be prepared and published, with the wrong figures. This would mean that notifiable modifications (i.e. those that add, remove or significantly alter any policy or proposal in the plan) would have to be published. This would mean publishing the proposed LDP as modified and with the same publication requirements as at Main Issues Report (MIR) stage. Although this could be accommodated within the existing timetable, and would still meet the February 2019 target date, it would incur extra staff and financial resources, and potentially confuse the public.
- 2.6 To eliminate any risk associated with publishing the Proposed Plan before knowing the outcomes of the TAYplan Examination, it is proposed to amend the timetable for the Proposed Plan. The DPEA have until 8 March 2017 to publish the TAYplan 2 Examination Report. This means that it is unlikely that the Report would be received in time to allow the Perth and Kinross Proposed Plan to be presented to the last scheduled meeting of the Council in April 2017. Accordingly, the timetable has been amended to delay the publication of the Proposed Plan until after the 2017 summer recess. This means that the Proposed Plan is likely to be published in September 2017.
- 2.7 This will result in a considerable delay in the timetable, and while it would be tight, the requirement to have LDP 2 adopted within 5 years of LDP1 could potentially be met. However, there would be no capacity to incorporate any modifications. It should be noted that the Planning Circular 6/2013: Development Planning states that notifiable modifications can cause significant delay and so should not be undertaken as a matter of course.
- 2.8 This delay could potentially raise issues in relation to performance. The Planning Circular advises that "Planning authorities will be measured on their performance in preparing their development plans against two national headline indicators, as set out in the Planning Performance Framework:
- The age of the local development plan – requirement to be less than 5 years old
  - Whether the programme to replace the plan, as set out in the DPS, is on track

- 2.9 Scottish Ministers have a power under the Act (section 16(7)) to direct a planning authority to prepare and submit a report as to why it has failed to replace its LDP within five years. Given the circumstances outlined above, any challenge would mean officers would prepare a report, demonstrating why the delay was outwith the Council's control.
- 2.10 The delayed publication of the Proposed Plan would, however, give officers the opportunity to work on some of the committed areas of improvement highlighted in the Planning Performance Framework. This includes the improvement of visualisations and graphics in the LDP, improving stakeholder engagement and working towards achieving customer service excellence, all of which would help improve overall performance.

#### **What stage are we currently at?**

- 2.11 The Main Issues Report was published on 23 December 2015 and focused on the key issues and changes from the adopted LDP. The consultation on the Main Issues Report started on 23 December 2015 and closed on 16 March 2016. This provided an opportunity for key agencies, developers, landowners, members of the public and other interested parties to make representations on the key issues presented in the Main Issues Report. This consultation was advertised through a release in the local press, community newsletters and information made available on social media. 862 letters and 1773 emails were issued to stakeholders, key agencies and contacts on our consultation database. Information regarding the consultation was available online, including interactive representation forms. In addition, ten drop in sessions were held during the consultation period throughout Perth and Kinross, attended by more than 450 people. This was a successful consultation process with more than 350 representations made in response to the Main Issues Report. Work is ongoing analysing the representations received and this information will contribute towards the content of the Proposed Plan. The next stage of the Plan is the preparation of the Proposed Plan.

#### **What happens next?**

- 2.12 The Proposed Plan will be considered by Council and then published for consultation in September 2017. The LDP Proposed Plan is the settled view of the Council and includes all the relevant strategies, policies and development proposals to enable representations to be made on them. The Proposed Plan will be published for consultation for a minimum of six weeks. This will allow key agencies, developers, landowners, members of the public and other interested parties to make representations on the content of the plan.

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

- 3.1 The Development Plan Scheme has been updated to take account of delays in the examination of TAYplan 2. It sets out a proposed timetable for the preparation of LDP 2, as well as the Participation Statement for consultation on the plan.

3.2 It is recommended that the Committee:

- i) Agrees the updated Perth & Kinross Council Development Plan Scheme and authorises the Director (Environment) to copy the Scheme to the Scottish Ministers;
- ii) Requests the Director (Environment) to submit an annual progress report to the Enterprise and Infrastructure Committee detailing any changes to the Development Plan Scheme.

**Author**

| <b>Name</b>     | <b>Designation</b>         | <b>Contact Details</b>                         |
|-----------------|----------------------------|------------------------------------------------|
| Rhiannon Moylan | Assistant Planning Officer | 01738 475000<br>TESCommitteeReports@pkc.gov.uk |

**Approved**

| <b>Name</b>   | <b>Designation</b>                                                                            | <b>Date</b>     |
|---------------|-----------------------------------------------------------------------------------------------|-----------------|
| Jim Valentine | Depute Chief Executive, Environment (Sustainability, Strategic & Entrepreneurial Development) | 28 October 2016 |

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

1.1 The Development Plan Scheme contributes to the following Perth and Kinross Community Plan/Single Outcome Agreement 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 The Development Plan Scheme contributes to the achievement of the following Council 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

- 2.1 Any costs will be contained within the current Local Development Plan budget.

### Workforce

- 2.2 There no workforce implications arising from this report.

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

- 2.3 There no asset management implications arising from this report.

## 3. Assessments

- 3.1 An Integrated Appraisal of the Development Plan Scheme has been undertaken using the Integrated Appraisal Toolkit which combines the functions and requirements of Equality Impact Assessment, Sustainability Assessment and the pre-screening / screening for Strategic Environmental Assessment

### Equality Impact Assessment

- 3.2 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties. The Development Plan Scheme was considered under the Corporate Equalities Impact Assessment process (EqIA) through an Integrated Appraisal with the following outcome:

- (i) Assessed as **relevant** and the following positive outcomes expected following implementation:
- a) The DPS will contribute towards encouraging vibrant and safe communities, where everyone has an opportunity to participate in community life and local decision-making.
  - b) The DPS will promote equal access and inclusiveness. The overall aim of the Participation Statement is to provide an opportunity for all in the Perth and Kinross Council area to get involved in consultation/engagement and benefit from it.
  - c) The DPS will promote opportunities for lifelong learning with opportunities for active citizenship in learning and participating in the preparation of the LDP.

### 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 matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and in relation to the Development Plan Scheme there was no need for a Strategic Environment Assessment. As it is concerned with the process and consultation of the various stages in the preparation of the LDP it will not result in significant environmental effects.
- 3.5 However, the Local Development Plan, referred to in the Development Plan Scheme, will require a full Strategic Environmental Assessment. Due to the nature of the plan there are likely to be significant environmental effects, as a consequence, an environmental assessment of the Local Development Plan is compulsory under the Act. The Local Development Plan is considered to be a 'qualifying' plan under the Act so it does not require screening.

### Sustainability

- 3.6 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:
- in the way best calculated to delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programmes; and
  - in a way that it considers most sustainable.
- 3.7 Under the Council's Integrated Appraisal it was considered that whilst the Development Plan Scheme is concerned with the process and consultation of the various stages in the preparation of the LDP, the Local Development Plan would seek to achieve sustainable development through its emerging vision, strategies, policies and proposals.

### Legal and Governance

- 3.8 The Head of Legal and Governance has been consulted.

### Risk

- 3.9 None.

#### **4. Consultation**

##### Internal

4.1 None.

##### External

4.2 None.

#### **5. Communication**

5.1 Following adoption the Development Plan Scheme will be sent to Scottish Ministers, published and made available on the Council website and libraries within the Council area.

#### **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.

- Town and Country Planning (Scotland) Act 1997
- Planning Circular 6/2013: Development Planning
- Report to Enterprise and Infrastructure committee on Development Plan Scheme 25 March 2015.

#### **3. APPENDICES**

3.1 Appendix 1: Development Plan Scheme November 2016





# Development Plan Scheme

Perth & Kinross Council - The Environment Service

November 2016



Development Plan Scheme ▶ Main Issues Report ▶ Proposed Plan ▶  
Modifications ▶ Examination ▶ Adoption

# Contents

## 1. What is a Development Plan?

- *Sustainable Development & Sustainable Economic Growth*
- *Perth & Kinross Council's Current Development Plan*
- *Supplementary Planning Guidance*

## 2. How is the Plan created?

- *Development Plan Scheme*
- *Main Issues Report*
- *Monitoring Statement*
- *Main Issues Report Consultation*
- *Proposed Plan*
- *Examination*
- *Action Programme*
- *Supporting Documents*
- *Supplementary Guidance*

## 3. What are the stages in preparing the LDP and what are the timescales?

- *LDP Process Timetable*

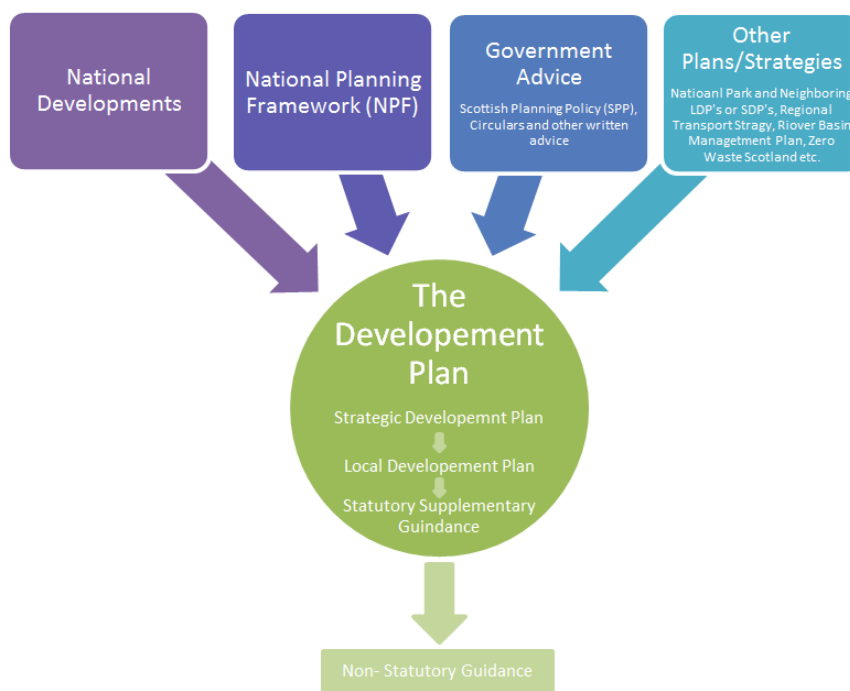
## 4. Participation Statement

- *How to get involved in the preparation of the Local Development Plan*
- *Why do we consult?*
- *Who do we consult?*
- *How to get involved*
- *Contact Details*



# 1. What is a Development Plan?

Development Plans are prepared for every local authority area in Scotland. They set out an authority's policies and proposals for the use and development of land in its area, including the appearance of cities, towns and rural areas. They are concerned mainly with the use of land and guide future development to the most appropriate locations. They must provide clear guidance on what development will or will not be allowed and where. They address a wide range of policy issues, including housing, shopping, business, industry, transport, recreation, built and natural heritage.



Key:

- *The Development Plan consists of the Strategic Development Plan (SDP), and the Local Development Plan (LDP) and Statutory Supplementary Guidance. The LDP must be consistent with the SDP.*
- *The Development Plan needs to take into account the National Planning Framework (NPF). National developments are contained in the NPF and are projects which are essential elements for Scotland's long term development.*
- *The Development Plan needs to take into account Government Advice for Land Use Planning.*
- *The Development Plan needs to have regard to the other plans and strategies outlined.*
- *Non-Statutory Guidance can support the Development Plan.*



Decisions on planning applications must be in accordance with the Development Plan unless material considerations (i.e. significant issues relating to the use and development of land) indicate otherwise.

The Development Plan must be produced and reviewed at 5 yearly intervals to ensure that an up-to-date Plan is always in place that can guide the future development of the area. The Plan's Action Programme must also be reviewed and updated every two years, however, Perth & Kinross Council has committed to 6 monthly updates.

### Sustainable Development & Sustainable Economic Growth

The Council has a statutory duty to carry out their development planning functions with the objective of contributing to sustainable development. Sustainable development is most commonly defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

Scottish Government strongly believes in the value of forward-looking, visionary and ambitious Development Plans that will guide development. Scottish Planning Policy (2014) states that "The planning system has a vital role to play in delivering high-quality places for Scotland and that planning will help create a successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth."





## Perth & Kinross Council's Development Plan

The Development Plan for an area is made up of more than one Plan. In Perth and Kinross (excluding the National Parks) it comprises the following:-

- *TAYplan Strategic Development Plan June 2012*  
[www.tayplan-sdpa.gov.uk](http://www.tayplan-sdpa.gov.uk)
- *Perth & Kinross Local Development Plan February 2014*  
[www.pkc.gov.uk/article/2258/Local-Development-Plan](http://www.pkc.gov.uk/article/2258/Local-Development-Plan)
- *Adopted Supplementary Guidance*  
<http://www.pkc.gov.uk/ldpsupplementaryguidance>

Map 1 – Local Development Plan Area for Perth and Kinross Council



Whilst part of the Loch Lomond and The Trossachs National Park and the Cairngorms National Park are within the Perth and Kinross Council boundary they are covered by their own Local Development Plans, these are:

- The Cairngorms National Park [Local Development Plan 2015](#)
- The Loch Lomond & the Trossachs National Park [Local Plan 2010-2015](#)

## Supplementary Guidance

Supplementary Guidance (SG) can cover a variety of issues and can be used to remove a wide range of detailed policy from the LDP. SG where specifically identified in the LDP, consulted upon as required by the Development Planning Regulations, and submitted to Scottish Ministers for their consideration forms part of the LDP.

The list below contains the Council's current adopted guidance: -

| Supplementary Guidance                               | Date Approved |
|------------------------------------------------------|---------------|
| <b>Design Guidance</b>                               |               |
| Pitlochry Conservation Area Appraisal                | October 2014  |
| Coupar Angus Conservation Area Appraisal             | October 2014  |
| Blairgowrie Conservation Area Appraisal              | October 2014  |
| Blair Atholl Conservation Area Appraisal             | October 2014  |
| Grandtully and Strathtay Conservation Area Appraisal | October 2014  |
| Perth Central Conservation Area Appraisal            | October 2014  |
| Aberfeldy Conservation Area Appraisal                | October 2014  |
| Crieff Conservation Area Appraisal                   | October 2014  |
| Scotlandwell Conservation Area Appraisal             | October 2014  |
| Errol Conservation Area Appraisal                    | October 2014  |



|                                                                                                                                    |               |
|------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Cleish Conservation Area Appraisal                                                                                                 | October 2014  |
| Perth Kinnoull Conservation Area Appraisal                                                                                         | October 2014  |
| Dunning Conservation Area Appraisal                                                                                                | October 2014  |
| Kinross Conservation Area Appraisal                                                                                                | October 2014  |
| Comrie Conservation Area Appraisal                                                                                                 | October 2014  |
| Muthill Conservation Area Appraisal                                                                                                | October 2014  |
| Dunkeld Conservation Area Appraisal                                                                                                | October 2014  |
| Kenmore Conservation Area Appraisal                                                                                                | October 2014  |
| Abernethy Conservation Area Appraisal                                                                                              | November 2014 |
| Rait Conservation Area Appraisal                                                                                                   | November 2014 |
| Longforgan Conservation Area Appraisal                                                                                             | November 2014 |
| <b>Policy Guidance</b>                                                                                                             |               |
| Housing in the Countryside Policy                                                                                                  | October 2014  |
| Affordable Housing Guide                                                                                                           | October 2014  |
| Developer Contributions                                                                                                            | October 2014  |
| Loch Leven Special Protection Area and Ramsar Site Advice to planning applicants for phosphorus and foul drainage in the catchment | October 2014  |
| Design and Zero Carbon Development                                                                                                 | October 2014  |
| Flood Risk and Flood Risk Assessments                                                                                              | October 2014  |
| Developer Contributions Transport Infrastructure                                                                                   | October 2014  |
| Employment and Mixed Use Areas                                                                                                     | October 2014  |
| Airfield Safeguarding                                                                                                              | October 2014  |
| Green Infrastructure                                                                                                               | December 2014 |
| Forestry and Woodland                                                                                                              | December 2014 |
| Landscape Guidance                                                                                                                 | June 2015     |
| Dunkeld-Blairgowrie Lochs SAC                                                                                                      | July 2015     |
| River Tay SAC Advice for Developers                                                                                                | July 2015     |
| <b>Masterplans/Development Briefs/Development Frameworks</b>                                                                       |               |
| Auchterarder expansion Townhead and North East Development Framework                                                               | October 2014  |

All of the current supplementary guidance is available on the Council's website at:- <http://www.pkc.gov.uk/ldpsupplementaryguidance>



The following is a list of Supplementary Guidance which is currently being prepared:

**Policy Guidance**

- *Open Space Provision and Developer Contributions*
- *Delivering Zero Waste in Perth and Kinross*
- *Renewable and Low Carbon Energy ( including a Spatial Strategy for Wind)*
- *A Guide to Incorporating Biodiversity into development*
- *Householders' Guide to Biodiversity*
- *Biodiversity: A Developer's Guide*

**Design Guidance**

- *Placemaking Guide*



## 2. How Is The Plan Created?

### Development Plan Scheme

The first stage in preparing the LDP is to publish a **DEVELOPMENT PLAN SCHEME (DPS)**. It sets out the programme for preparing and reviewing the Local Development Plan and includes the following:

- *A programme and timetable for preparing and publishing the Plan;*
- *Sets out what is involved at each stage of preparing the Plan;*
- *Includes a Participation Statement, which indicates the involvement of all parties in the Plan, i.e. when, how and with whom consultation will take place.*

The DPS is reviewed at least annually to provide an up-to-date picture of how we are progressing with preparing the Plan. It is made widely available on the Council's website, in Council Offices and in public libraries.

### Main Issues Report

In the preparation of the **MAIN ISSUES REPORT (MIR)** we have worked with local communities, Key Agencies and others to identify what the local planning issues are within the area. We have also invited the public and private sector developers and landowners to submit site proposals for consideration within the MIR.

This information has been used to produce the MIR. **The MIR is not a draft Plan** but has enough detail in it to ensure that people are able to comment on the key issues that are changing from the adopted Local Development Plan 2014. It sets out the following:

- *Perth & Kinross Council's general proposals for development in the area and in particular proposals as to where development should and should not occur. The proposals will be explained sufficiently in a clear and precise way to help people to understand what is proposed and to make meaningful comments;*
- *Contain one or more reasonable alternative sets of proposals; and*
- *Draw attention to the ways in which the favoured and alternative proposals differ from the spatial strategy of the existing adopted Plans.*



## Monitoring Statement

A **MONITORING STATEMENT** has been prepared covering the adopted Local Development Plan and was published at the same time as the Main Issues Report. This document focuses on what has changed since the adoption of the existing LDP; for example, the extent to which the key assumptions made in the Plan are still realistic, whether land allocations have proved viable and that the necessary investment in infrastructure has occurred. Monitoring is one of the methods that has been used to help identify the issues for discussion in the Main Issues Report.

## Main Issues Report

The content of the Main Issues Report focuses on the key issues and changes from the adopted LDP. The MIR is seen as the most important consultative stage in the plan-making process as it is when everyone can become effectively involved in shaping the final content of the LDP.

The consultation on the Environmental Report will take place at the same time as the MIR. The purpose of the Environmental Report is to identify, describe and evaluate the likely significant effects on the environment of implementing the LDP and if necessary identify ways to mitigate those effects.

The consultation responses from the Main Issues Report will be used to help compile the **PROPOSED PLAN**.

## Proposed Plan

The Proposed Plan contains the following: -

- A **vision statement** – *this is a broad statement of how the development of Perth and Kinross could and should occur and what the area might look like in the future.*
- **Policies**– *detailed policies to guide future development*
- A **spatial strategy** – *this is a detailed statement of the development proposals which will help achieve the vision.*

The LDP Proposed Plan is the settled view of the Council and includes all the relevant strategies, policies and development proposals to enable representations to be made on them. It includes maps and other illustrative material in order to explain the proposals in more detail and aid understanding.

An important part of the Plan is to address any investments in infrastructure that may be required as a consequence of planned growth within the area, for example; schools, public transport, drainage etc. Proposals for new development are assessed in terms of their impact on existing community facilities. Where appropriate 'developer contributions' that might be required to mitigate this impact are identified.



Upon publication of the Proposed Plan a period of representation is carried out for at least 6 weeks to allow key agencies, developers, landowners, members of the public and other interested parties to make representations on the content of the plan.

Following the period of representation the Council will consider the representations received and the issues raised within them. At this point in the process it will become clear whether there will be a requirement for a modification stage to the plan. **Modifications can cause significant delays and should not be undertaken as a matter of course but only if significant changes are proposed.**

## Examination

Following a period of representation on the Proposed Plan/Proposed Plan as modified the Council will assess and consider the representations made. Following Council approval the following will be submitted to Scottish Ministers for examination:

- The Proposed Plan
- Associated Documents e.g. Strategic Environmental Assessment and Habitats Regulations Appraisal
- All the Representations received
- The Councils response to the representations
- Statement of Conformity with the Participation Statement.

The examination starts following the Reporter's consideration of the Statement of Conformity. This statement is examined to ensure that the Council has conformed to its Participation Statement and to the legislative requirements in relation to engagement.

The Ministers appoint independent Reporters to examine the issues which remain unresolved from the representations. How these will be resolved will be either through written submission, hearings or public local inquiries, which will be at the discretion of the reporter according to the complexity and issues being dealt with.

Upon completion of the examination the Reporter will prepare a report indicating the findings and outcome of the examination. Examination reports are largely binding on planning authorities, and at this stage the Council will amend the LDP in line with the Reporter's recommendations unless there are reasonable and justifiable grounds for not accepting some of the recommendations given.





## Action Programme

The Council has worked with Key Agencies and Stakeholders to develop the Action Programme for the LDP as a means of delivering the Plan's objectives. It sets out how the Plan is to be implemented, in particular what should happen over the 2 years following the adoption of the Plan. It includes: -

- *A list of actions required to deliver each of the Plan's policies and proposals;*
- *Who is to carry out the action; and*
- *The timescale for carrying out each action.*

The Draft Action Programme is published for comment alongside the Proposed Plan. Following adoption of the Plan the Action Programme was finalised, and submitted to Ministers in May 2014. There is a statutory requirement for it to be reviewed and updated every two years, however, Perth & Kinross Council has committed to 6 monthly updates. An updated action programme was published in April 2016.

## Supporting Documents

### HABITATS REGULATIONS APPRAISAL

As required under Article 6 of the European Council Directive on the Conservation of natural habitats and of wild fauna and flora (normally referred to as the Habitats Directive) the Council will carry out a Habitats Regulations Appraisal (HRA) of the LDP to determine whether the Plan would be likely to have any significant effects on European designated sites within the area, such as Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

### STRATEGIC ENVIRONMENTAL ASSESSMENT ENVIRONMENTAL REPORT

In addition to the Planning etc. (Scotland) Act 2006 requirements, a separate piece of legislation: the Environmental Assessment (Scotland) Act 2005 requires the Council to undertake Strategic Environmental Assessment (SEA) and prepare an **ENVIRONMENTAL REPORT** alongside the LDP. The purpose of the Environmental Report is to identify, describe and evaluate the likely significant effects on the environment of implementing the LDP and if necessary identify ways to mitigate those effects. The consultation on the Environmental Report takes place at the same time as the MIR.

### EQUALITIES IMPACT ASSESSMENT

The law requires that we carry out an Equality Impact Assessment (EQIA) to ensure that the Plan considers and addresses potential impacts on all sections of the community, including disadvantaged groups. The EQIA helps to identify how various groups of people may be affected by policies or proposals contained in the Plan and what actions may need to be taken to mitigate any perceived negative outcomes.





The Equalities Impact Assessment will be carried out using the Councils Integrated Appraisal Toolkit which is an online tool designed to help assess proposals for likely economic, environmental and social impacts. The Integrated Appraisal Toolkit is designed to incorporate the Equality Impact Assessment, pre-screening requirement for Strategic Environmental Assessment and Sustainability Assessment into a single process.

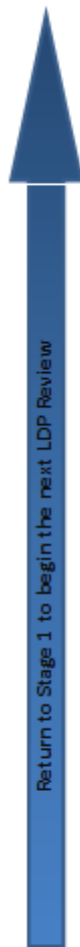
## Supplementary Guidance

Supplementary Guidance can cover a variety of issues and will be used to remove a wide range of detailed policy from the LDP. New guidance will therefore be produced and referenced in the Proposed Plan so that it is consulted upon and forms part of the LDP. Existing Supplementary Planning Guidance (SPG) will be reviewed against any new or emerging policy and strategic issues and if appropriate revised and consulted on. A full list of existing and emerging Supplementary Guidance can be viewed in Section 1 of this document.

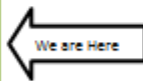


### 3. What are the stages in preparing the LDP and what are the timescales?

This table sets out the main stages in LDP process and also provides approximate timetables for when each of the key stages is likely to take place. Please note this timetable should be read alongside the Participation Statement in Section 4.



|                      | Plan Process                                                    | Assessment Processes                                                        | Timescale         |
|----------------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------|-------------------|
| Stage 1              | Monitoring and Plan Review                                      |                                                                             | January 2014      |
|                      | Development Plan Scheme (including Participation Scheme)        |                                                                             | April 2014        |
| Stage 2              | Pre-MIR Consultation (as per participation statement)           | SEA Scoping Report<br>Equality Impact Assessment                            | January 2015      |
| Stage 3              | ↓<br>Publish Main Issues Report and Monitoring Statement        | ↔ ↓<br>SEA Draft Environmental Report                                       | December 2015     |
|                      | ↓<br>MIR Consultation                                           | ↔ ↓<br>Draft Environmental Report Consultation                              | December 2015     |
| Stage 4              | ↓<br>Publish Proposed Plan                                      | ↔ ↓<br>SEA Final Environmental Report                                       | September 2017    |
|                      | ↓<br>Plan Consultation                                          | ↔ ↓<br>Appropriate Assessment<br>Equality Impact Assessment                 | September 2017    |
| Stage 4a* (optional) | ↓<br>Modified Plan                                              | ↔ ↓<br>SEA Modified Environmental Report<br>Review EQIA                     | January 2018      |
| Stage 5              | ↓<br>Submit Proposed Plan to Scottish Ministers for Examination | ↓<br>Submit SEA with proposed plan                                          | June 2018         |
|                      | ↓<br>Modifications to Proposed Plan                             | ↔ ↓<br>Amend Environmental Report<br>Update HRA                             | January 2019      |
| Stage 6              | ↓<br>Adoption                                                   | ↔ ↓<br>Finalised Environmental Report<br>Post Adoption Statement            | May 2019          |
|                      | ↓<br>Action Programme                                           |                                                                             | September 2019    |
| Stage 7              | ↓<br>Monitoring and Review of Plan                              | ↔ ↓<br>Monitoring and Review of SEA<br>Equality Impact Assessment<br>Review | Ongoing 2019-2023 |



\*It is unlikely that signification modifications will be required and it is anticipated, as was the case with LDP1 and the vast majority of LDPs prepared across Scotland, that stage 4a will not be necessary. Modifications can cause significant delays and should not be undertaken as a matter of course but only if significant changes are proposed. If significant modifications are required we will be unable to meet the statutory 5 year period of review, however if it is not necessary to prepare a Modified Plan we would hope to have LDP2 adopted in February 2019 in line with the statutory requirement.

*N.B. Circular 6/2013: Development Planning paragraph 87 emphasises the expectation from Scottish Ministers that Planning Authorities should progress to adoption as quickly as possible. Modifications can cause significant delays and should not be undertaken as a matter of course. The Planning Authority should only undertake the Modified Plan stage if significant changes are proposed.*



## 4. Participation Statement

### How to get involved in the preparation of the Local Development Plan

This Participation Statement is prepared in order to ensure that interested parties and residents within the Perth & Kinross Council area have an opportunity to engage and participate in the future planning of the area. It has been developed using the principles and techniques set out in "SP=EED: Successful Planning = Effective Engagement and Delivery". The SP=EED process, designed by PAS, formerly Planning Aid for Scotland, reflects the National Standards for Community Engagement and are used as a practical guide to engage with the public and communities.

An Equality Impact Assessment (EQIA) is undertaken at the start of the process to ensure that any positive or potential negative impacts on all sections of the community are identified.

### Why do we consult?

The Local Development Plan is a document which affects all within the Perth and Kinross area. It may affect where you live, where you shop, where you work and how you get there. It is therefore vital that all those who are affected by the Plan such as local residents, landowners, developers etc. have a say in how this Plan will shape future development as well as protect an area in Scotland which is renowned for its quality of life and natural and historic importance.

### Who do we consult?

During preparation of the Plan, residents, local businesses, Key Agencies, developers and landowners will be given the opportunity to get involved in the process. The EQIA is used to identify those who may be most affected and the Council will use this information to help inform how it carries out consultation. The Council is aware that certain groups in society have not traditionally been involved in the Development Planning process and will seek to employ a variety of new methods of engagement in an attempt to involve such groups.



## How to get involved?

The Participation Statement divides the Local Development Plan (LDP) into different stages of its preparation and the proposed level and type of consultation to enable you to identify where in the process you can get involved and how your involvement can help shape the content of the Plan.

The following table provides at a glance a breakdown of the stages in preparing the LDP, when they are intended to take place, who we will seek to engage in the process and how we propose to do this. A detailed description of each of these stages is then provided after the table. Please note the following table should be read alongside the LDP Timetable on Page 14 of Section 3.

| LDP Stage                                                                               | When            | Who                                                                          | How                                                                                                                                                                                                                                                                                                                                                                                                              | Why                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Stage 1:<br/>Development<br/>Plan Scheme<br/>and<br/>Participation<br/>Statement</b> | April<br>2014   | Stakeholders<br>and Key<br>Agencies                                          | Written<br>correspondence to<br>advise of<br>publication of the<br>Development Plan<br>Scheme and to seek<br>commitment to<br>timely engagement<br>in the LDP process                                                                                                                                                                                                                                            | To enable effective<br>engagement in<br>particular with those<br>agencies and<br>stakeholders whose<br>remit will affect the<br>future development of<br>PKC e.g. flooding,<br>drainage etc.                                                                                                                                                   |
| <b>Stage 2:<br/>Preparation<br/>of Main<br/>Issues Report</b>                           | January<br>2015 | Stakeholders,<br>Key Agencies,<br>Community<br>Councils and<br>wider public. | Issued press release<br>to local press and<br>published an article<br>in community<br>newsletters The<br>Atholl Quair, The<br>Comrie and Crieff<br>Quair and The<br>Breadalbane Quair<br>and Perth and<br>Kinross News to<br>raise awareness of<br>the Call for Sites<br>and Issues<br>consultation.<br><br>LDP and PKC<br>webpages<br>provide relevant<br>information,<br>including links to<br>the interactive | Opportunity to invite<br>interested parties and<br>landowners to bring<br>forward potential<br>issues and sites for<br>consideration<br><br>Update consultation<br>database with details<br>of those who wish to<br>be kept informed on<br>the Plan's progress<br><br>Assess constraints and<br>issues within the area<br>to feed into the MIR |



| LDP Stage | When | Who | How                                                                                                                                                                                                                                                                                                                                                                  | Why |
|-----------|------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
|           |      |     | <p>links and updates throughout process.</p> <p>Posts were made on the Perth and Kinross Facebook Page.</p> <p>Letters were sent to Stakeholders, Key Agencies, Community Councils, Local Members and members of the public who had requested to be made aware of the progress of the LDP.</p> <p>Surgery sessions for Community Councils to discuss Key Issues.</p> |     |



| LDP Stage                                                  | When             | Who                                                                          | How                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Why                                                                                                                                                                                                                                                                 |
|------------------------------------------------------------|------------------|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Stage 3:<br/>Publish<br/>Main<br/>Issues<br/>Report</b> | December<br>2015 | Stakeholders,<br>Key Agencies,<br>Community<br>Councils and<br>wider public. | <p>Press release to local press and publish an article in community newsletters The Atholl Quair, The Comrie and Crieff Quair and The Breadalbane Quair and Perth and Kinross News to raise awareness of the Main Issues Report consultation.</p> <p>Letters to Stakeholders, Key Agencies, Community Councils, Local Members and members of the public who had requested to be made aware of the progress of the LDP.</p> <p>Update in the Planning and Development Newsletter</p> <p>LDP webpages update to provide relevant information, including links to the Main Issues Report and supporting documents.</p> <p>Posts on Perth and Kinross Facebook page and the Planning and Development Twitter account.</p> | <p>Opportunity for discussion on main issues (10 week consultation period)</p> <p>Provide facts and figures on what needs to be provided within the PKC area</p> <p>All involved in the process will be able to access the document on line and submit comments</p> |



| LDP Stage                                                  | When             | Who                                                                          | How                                                                                                                                                                                                                                                                                                                                                                           | Why                           |
|------------------------------------------------------------|------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| <b>Stage 3:<br/>Publish<br/>Main<br/>Issues<br/>Report</b> | December<br>2015 | Stakeholders,<br>Key Agencies,<br>Community<br>Councils and<br>wider public. | <p>10 Drop in sessions and 1 topic workshop across P&amp;K during the consultation period. Events at different times of day and including Saturdays</p> <p>Two online question and answer surgery session through twitter.</p> <p>2 PAS led workshops to engage with Schools</p> <p>Staff available to answer telephone and respond to email queries during office hours.</p> | Engage "hard to reach" groups |



| LDP Stage                                                       | When         | Who                                                                                                                                                                                                 | How                                                                                                                                                                                                                                                                                                                                                                                                                | Why                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Stage 4:<br/>Proposed<br/>Local<br/>Development<br/>Plan</b> | Sept<br>2017 | Those who<br>commented<br>on the MIR as<br>well as wider<br>public<br><br>Stakeholders,<br>Key Agencies<br>and<br>Community<br>Councils<br><br>Owners,<br>occupiers<br>and<br>neighbours<br><br>All | Formally Advertise<br>in local press and<br>on the internet<br><br>Post on website<br>and send e-<br>bulletin/letter to all<br>interested parties<br><br>Formal consultation<br>with Key Agencies<br><br>Formal notification<br>of publication of<br>Proposed Plan to<br>owner, lessee or<br>occupier on a site<br>or on neighbouring<br>land to a proposal.<br><br>Public Information<br>Events/drop-in<br>events | Provide an<br>opportunity for<br>formal<br>consultation on<br>the LDP<br>(6 week minimum<br>period to submit<br>representations)<br><br>Opportunity to<br>resolve some of<br>the issues that<br>may have been<br>raised<br><br>Those immediately<br>affected by<br>designated sites<br>will be made<br>aware of proposed<br>sites and adequate<br>opportunity to<br>respond |





| LDP Stage                                     | When                                                                                                                                                                                                                                                                                                                                                                                                                                 | Who                                                                   | How                                                                                                                                    | Why                                                |
|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| <b>Modified Plan (Optional)</b>               | Council will consider representations received in relation to the Proposed Plan and whether to modify the Proposed Plan or to submit to Ministers. Modifications can cause significant delays and should not be undertaken as a matter of course but only if significant changes are proposed. If modifications are required the same process of consultation will be taken as the Proposed Plan above in approximately January 2018 |                                                                       |                                                                                                                                        |                                                    |
| <b>Stage 5: Examination/ Post Examination</b> | June 2018                                                                                                                                                                                                                                                                                                                                                                                                                            | Stakeholders and Key Agencies, those with unresolved representations. | Formal consultation with Stakeholders on amended Plan following reporters report.<br><br>Advertise in local press and post on website. | Opportunity to invite comments on Reporters report |



## Contact Details

The Local Development Plan Team of Perth & Kinross Council prepares and monitors the Local Development Plan. They can be contacted by:

Phone: 01738 475300

Email: [\*\*developmentplan@pkc.gov.uk\*\*](mailto:developmentplan@pkc.gov.uk)

Write to: Local Development Plan Team  
The Environment Service  
Perth & Kinross Council  
Pullar House  
35 Kinnoull Street  
Perth  
PH1 5GD

All the information relating to the LDP is available to view at our offices above, local libraries or online on our website at:

<http://www.pkc.gov.uk/Local-Development-Plan>

Information relating to the SDP can be viewed on their website at:

<http://www.tayplan-sdpa.gov.uk>

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Council Text Phone Number 01738 442573

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## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

## Provision of Green Routes in Perth and Kinross

## Report by Director (Environment)

This report seeks approval to extend the programme of “Green Routes” on routes in the Cleish and Muthill areas; and to reduce the existing 60mph speed limit on these routes to 30mph and 40mph speed limits respectively.

**1. BACKGROUND****Green Routes**

- 1.1 The objective of the provision of “Green Routes” is to improve the infrastructure for cyclists, walkers and equestrians within their area. A report to the Enterprise & Infrastructure Committee in January 2013 (Report 13/43 refers) gave approval for the provision of a pilot project in and around the Balado/Crook of Devon, Loch Earn and Kingoodie areas. This pilot project was successful and a report to the Enterprise & Infrastructure Committee in September 2014 (Report 14/373 refers) gave approval for the provision of further Green Routes in the Carse and Coupar Angus areas.
- 1.2 A list of the sites where Green Routes have been established in the Perth and Kinross area is shown in Appendix 4.
- 1.3 It is important to ensure that the routes chosen to have reduced speed limits are self-enforcing. The routes must be narrow lanes, and, on average, no more than 4m wide. It is considered very unlikely that the provision of a reduced speed limit on a route that is wider than 4m will have the desired effect. In addition, it will not reduce vehicle speeds to a satisfactory level to allow the route to be promoted and used by cyclists, walkers and equestrian riders.
- 1.4 The National Cycle Network Route 1 (NCN1) runs through Kinross and passes Cleish on its way to Dunfermline. There are also a number of Green Routes in the Kinross, Balado, Crook Of Devon, Powmill, Rumbling Bridge area.
- 1.5 Muthill Village Trust are in the process of creating a cycle link from the village to Crieff. The group have constructed a section of off road shared use paths and are now in the process of investigating the provision of a link across the River Earn. This will complete the link at the Crieff end of the project.

- 1.6 It was agreed to carry out local consultations to gauge opinion. The results of the consultation for each area is shown below:

### **CLEISH**

| <b>Name on file</b> | <b>Comment or Objection</b>                                                                                                                                              | <b>Response</b>                                                        |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
|                     | 3 Letters of support                                                                                                                                                     |                                                                        |
|                     | Supports the introduction of the 40mph limits. Suggests the existing 20mph limit should be extended approximately 200m to the east, as far as the village boundary sign. | Limits agreed with local community.                                    |
|                     | Supports but difficult to reach 40mph so why introduce a speed limit.                                                                                                    | Lower speed limit allows enforcement by Police Scotland at that level. |

### **MUTHILL**

| <b>Name on file</b> | <b>Comment or Objection</b>                                                                                                                                         | <b>Response</b>                                                                                                                           |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
|                     | 1 letter of support                                                                                                                                                 |                                                                                                                                           |
|                     | Supports the proposal to make this a walker/biker friendly road is acceptable but responder has doubts how this can be enforced.                                    | Police Scotland carry out the enforcement of speed limits.                                                                                |
|                     | Supports the introduction of the 40mph limits. Suggests the existing 30mph limit should be extended from the village boundary to the start point of the cycle path. | The road has been assessed and it has been considered that the proposed introduction of 30mph and 40mph speed limits is most appropriate. |

## **2. PROPOSALS**

- 2.1. Discussions with local communities and cycling groups indicate that the Green Routes have proved very popular with road users. As earlier projects have proved to be successful, it is now proposed to continue the provision of similar measures in other areas of Perth and Kinross.
- 2.2 It is proposed to introduce new Green Routes at Muthill and extend an existing Green Route at Cleish. These routes have been identified and are shown in the Appendix 1, 2 and 3.

- 2.3 The proposed routes have been assessed and vehicle speeds recorded. Each of the routes is currently subject to the national speed limit although the traffic survey data reveals that average speeds are well below this. It is therefore proposed that the routes will be subject to 30/40mph speed limits and the changes to the relevant Traffic Regulation Orders progressed.
- 2.4 There is an existing Green Route on the U212 from Balado to just north of its junction with the B9097. Extending this Green Route along the remainder of the U212 and the C493 through the hamlet of Cleish will provide a route where it will connect the existing Green Route network in this area with the National Cycle Route 1. This is shown in Appendix 1.
- 2.5 On the U11/U13 at Muthill, the route was identified during discussions with the Muthill Village Trust as being an important link between the village and the new off road shared use path between Muthill and Crieff. The provision of Green Routes in this area will allow cyclists and walkers to negotiate the road network with the benefit of a reduced speed limit and signage warning drivers of the likelihood of pedestrians and cyclists in the road ahead. The routes are shown in Appendix 2 and 3.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee has previously agreed to make a number of roads into Green Routes to improve the infrastructure for cyclists, walkers and equestrians. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.2 It is recommended that the Committee approves:
- (i) that the proposed routes in Appendices 1 to 3 are taken forward as an addition to the Green Routes projects, to be implemented in financial year 2016/17.
  - (ii) the start of the legal process to promote the relevant TROs to vary the speed limits as detailed in Appendices 1 to 3. The changes to the relevant TROs to amend the speed limits will be progressed in 2016/17, with the new speed limits in place by the end of March 2017.

#### Author

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

#### Approved

| Name           | Designation            | Date              |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 23 September 2016 |

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

All Council Services are available through our translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage healthy sustainable travel.

## **2. Resource Implications**

### Capital

- 2.1 There are no Capital resource implications arising directly from the recommendations in this Report.

### Revenue

- 2.2 It is estimated that £10,000 will be required for the promotion of the TROs and the provision of the necessary signing for the routes in Appendices 1, 2 and 3. Smarter Choices Smarter Places has agreed to provide a grant of up to £10,000 from within its 2016/17 Regional Transport revenue programme. in 2016/17.
- 2.3 Future on-going maintenance costs estimated at £500 per annum will be prioritised within the Roads Maintenance Budget from 2017/18.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

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

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

#### Strategic Environmental Assessment

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

#### Sustainability

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

3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging sustainable modes of travel.

#### Legal and Governance

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

#### Risk

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

### **4. Consultation**

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

4.2 Police Scotland, local elected members and Community Councils for the areas, Stirling Council, Sustrans, the Cycle Touring Club and By Cycle have been consulted and support the proposals.

### **5. Communication**

5.1 The formal notice for the TRO will be published in the newspaper.



**2. BACKGROUND PAPERS**

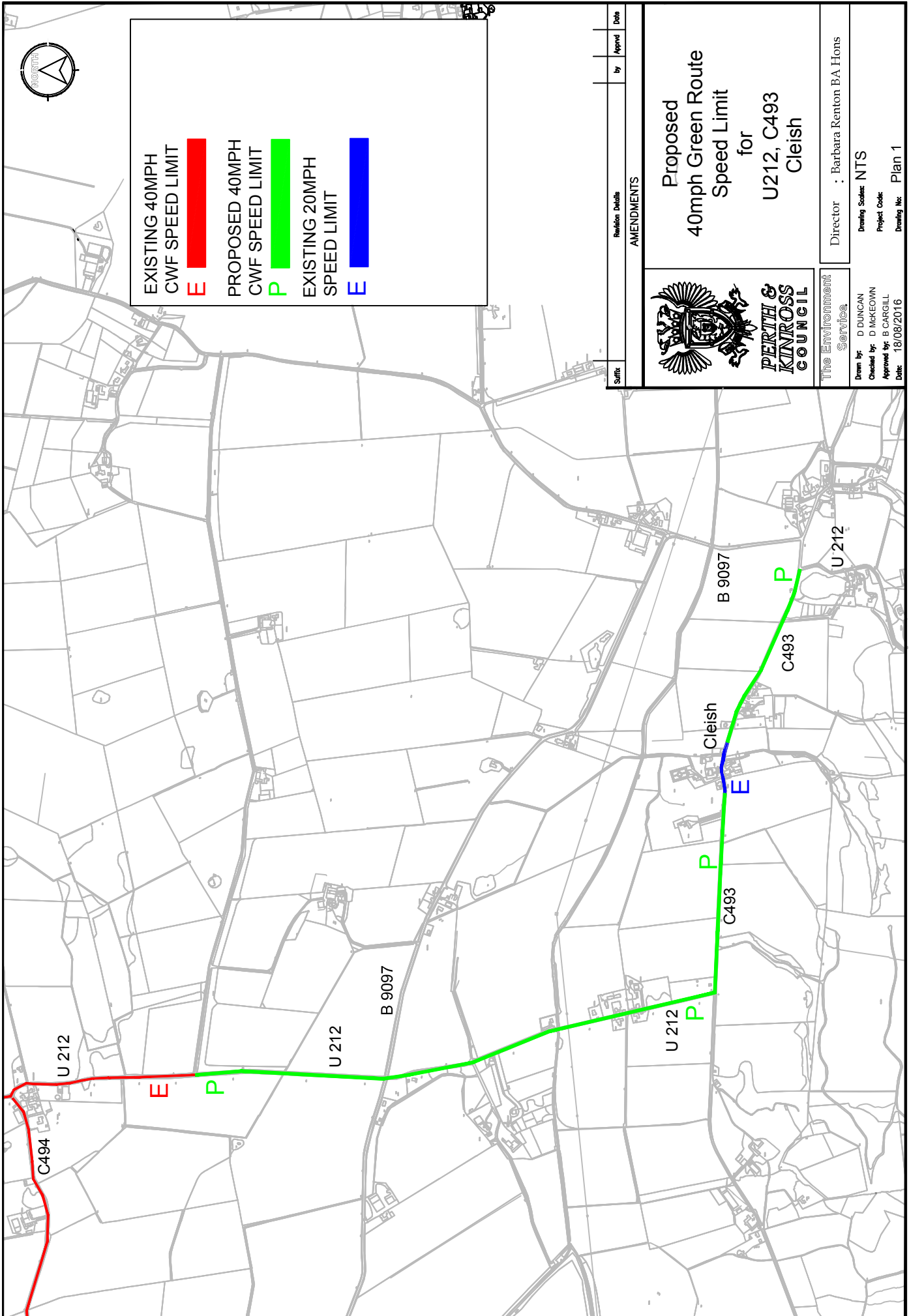
2.1 None.

**3. APPENDICES**

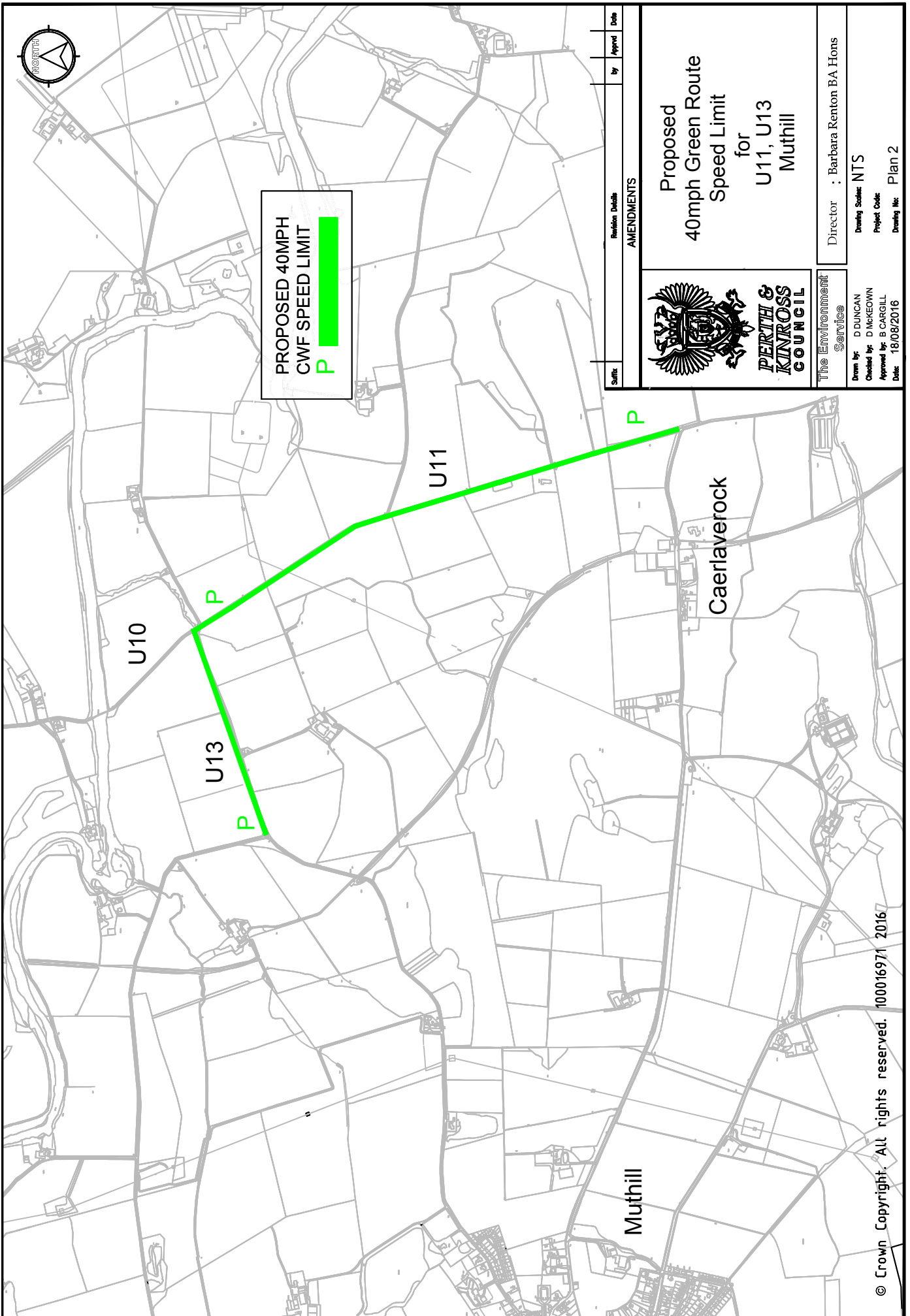
3.1 Appendix 1, 2 and 3 – proposals for new green routes

3.2 Appendix 4 – Green routes – list of routes

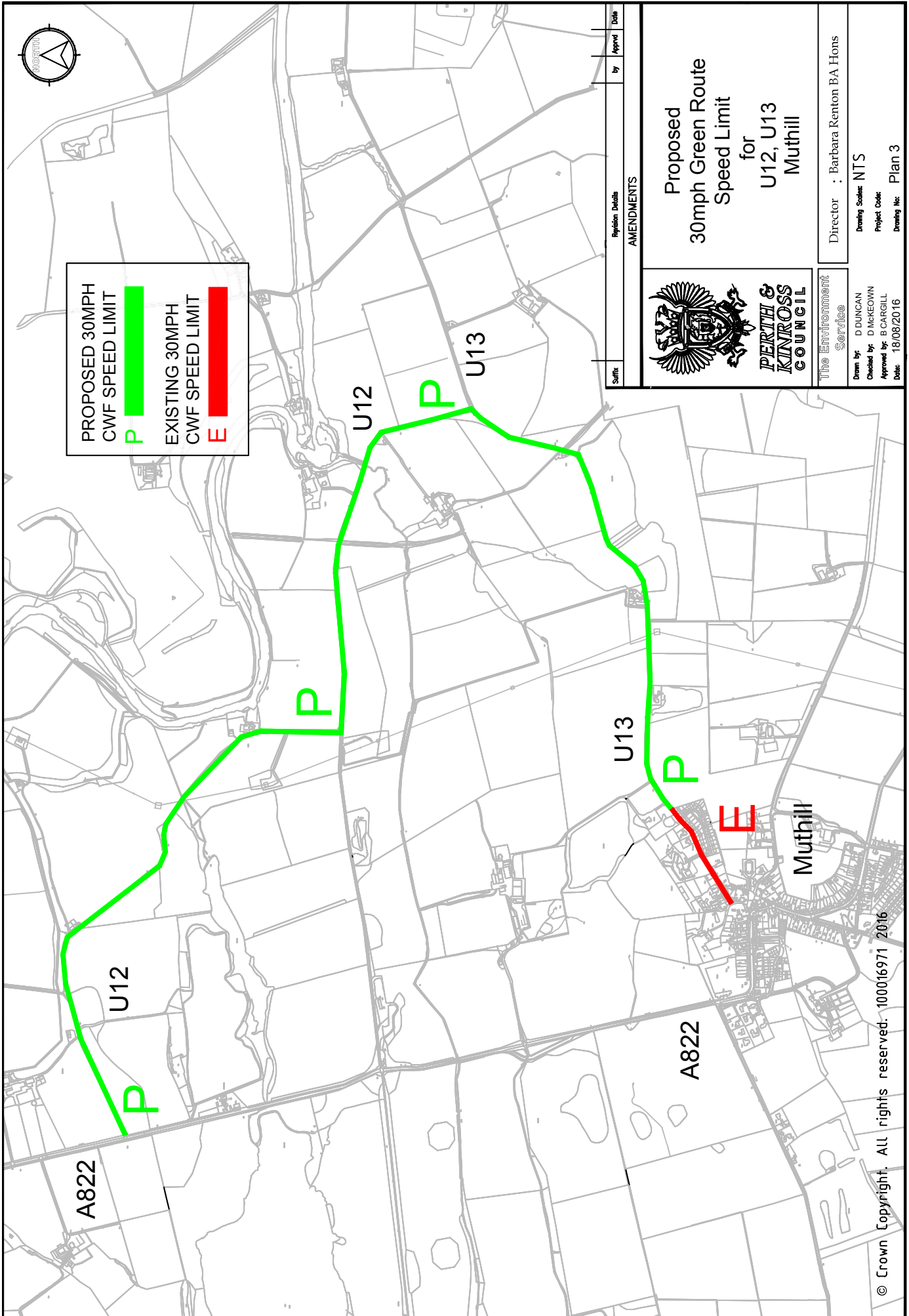
















| Ref. No. | Route/Location                                                                                                                                                                                                                                                                                                                           | Approved by E&I Committee |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| 1        | U246 Middle Balado (old A977)                                                                                                                                                                                                                                                                                                            | 30 January 2013           |
| 2        | C494 between B9097 and A977 Balado                                                                                                                                                                                                                                                                                                       | 30 January 2013           |
| 3        | C494 between Powmill and B9097                                                                                                                                                                                                                                                                                                           | 30 January 2013           |
| 4        | U241 between A977 Drum and B9097                                                                                                                                                                                                                                                                                                         | 30 January 2013           |
| 5        | U222 between U238 and A977 at Drum                                                                                                                                                                                                                                                                                                       | 30 January 2013           |
| 6        | U238 between Crook of Devon and U222                                                                                                                                                                                                                                                                                                     | 30 January 2013           |
| 7        | U237 between A823 and Crook of Devon                                                                                                                                                                                                                                                                                                     | 30 January 2013           |
| 8        | A823 spur between A823 and A977                                                                                                                                                                                                                                                                                                          | 30 January 2013           |
| 9        | U215/U216 between Blairingone, Vicar's Bridge and A977                                                                                                                                                                                                                                                                                   | 30 January 2013           |
| 10       | U213 between Blairingone and Easter Muirhead                                                                                                                                                                                                                                                                                             | 30 January 2013           |
| 11       | U213 between Easter Muirhead and Tethyknowe                                                                                                                                                                                                                                                                                              | 30 January 2013           |
| 12       | C470 South Lochearnhead Road                                                                                                                                                                                                                                                                                                             | 30 January 2013           |
| 13       | C484 Templehall to Kingoodie                                                                                                                                                                                                                                                                                                             | 30 January 2013           |
| 14       | C401 Glendoick to Inchture                                                                                                                                                                                                                                                                                                               | 3 September 2014          |
| 15       | Kinnaird Village                                                                                                                                                                                                                                                                                                                         | 3 September 2014          |
| 16       | C403 Invergowrie towards Tullybaccart                                                                                                                                                                                                                                                                                                    | 3 September 2014          |
| 17       | U142 Kinnaird to Abernyte, U142 Abernyte to the C405                                                                                                                                                                                                                                                                                     | 3 September 2014          |
| 18       | C405 from its junction with the U142 to its junction with the U344                                                                                                                                                                                                                                                                       | 3 September 2014          |
| 19       | U344 to Coupar Angus including the U137 and the C433. C16 through Kettins                                                                                                                                                                                                                                                                | 3 September 2014          |
| 20       | C19 from its junction with the A94 at Coupar Angus to the Angus Council boundary via Keillor. C18 from its junction with the C16 to Meigle via Ardler                                                                                                                                                                                    | 3 September 2014          |
| 21       | C423 from its junction with the A94 towards New Alyth                                                                                                                                                                                                                                                                                    | 3 September 2014          |
| 22       | C451/C107 at Kenmore along the South Loch Tay Road                                                                                                                                                                                                                                                                                       | 11 November 2015          |
| 23       | C484 from Kingoodie to the level crossing at Templehall on the South Carse Road. Extending this Green Route along the U145 at the southeast of Longforan and along the C484 and U143 at the southwest of Lonforan would provide a circulatory route around the south of the village and link it to Kingoodie and Invergowrie to the east | 11 November 2015          |



**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Roads Asset Annual Status Report****Report by Director (Environment)**

This report presents a status summary of the Council's Roads assets based upon the latest published Scottish local authority data as at 31 March 2016. It describes the current condition of the asset, the standards achieved and provides performance indicator information to allow benchmarking of results.

**1. BACKGROUND**

- 1.1 As the Local Roads Authority, Perth and Kinross Council is responsible for a roads network and associated infrastructure with a Gross Replacement Value (GRV) of £3.28 Billion. This is calculated using the guidelines set out in the statutory Whole of Government Accounts.
- 1.2 Perth & Kinross Council continues to perform well in comparison to other Scottish Councils in the respect that our roads are in a better condition and our response times are better. Our costs per kilometre of network remain consistently below average which evidences the efficiencies that are realised through robust management of the asset.
- 1.3 For Street Lighting our average costs are the lowest in our family group and second lowest in Scotland yet our record for repairing faults remains one of the best in Scotland.
- 1.4 An annual carriageway condition survey is carried out by the Scottish Roads Maintenance Condition Survey (SRMCS). This produces a Road Condition Indicator (RCI) which is used for both developing planned carriageway maintenance and as a performance indicator.
- 1.5 The Council's Roads Maintenance Strategy was approved by the Enterprise and Infrastructure Committee on 2 April 2014 and the Roads Asset Management Plan was approved on 17 June 2015 (Report no: 15/254 refers.) The Strategy and the Plan requires the publication of an annual status report which is the purpose of this paper.
- 1.6 The 2016 CIPFA Transport Asset Code sets out how Councils should undertake a valuation of their Roads assets and in Scotland this has been supported by EXP Consulting through the Society of Chief Officers of Transportation in Scotland (SCOTS) / County Surveyors Society Wales (CSSW) project to ensure a coordinated response.

- 1.7 Audit Scotland presented a follow up report to their Maintaining Scotlands Roads report in August 2016. It stated that in general Roads Authorities need to demonstrate a greater commitment to improving road condition and that collaborative working has advanced little since the last report in 2012. The report identified that in financial year 2014/15 Perth & Kinross Council had the 9th lowest spend of the 32 authorities on road maintenance. Subsequent to this, the Council has approved an additional £6 million of investment in roads maintenance and structures over 3 years when setting the 2016/17 Revenue Budget in February 2016.
- 1.8 Notwithstanding the above, the condition of our road network remains in the top half (15th) in Scotland. Perth & Kinross Council is also currently undertaking a review with Dundee City and Angus Councils to build on existing partnership working and develop our collaborative approach to the management and maintenance of the local roads network.

## 2. ROAD CONDITION

- 2.1 The carriageway asset is considered by road classification group and comprises the following:

| Road Class               | Urban Length (km) | Rural Length (km) | Total Length (km) |
|--------------------------|-------------------|-------------------|-------------------|
| A Road                   | 61.6              | 365.0             | 426.6             |
| B Road                   | 21.9              | 326.0             | 347.9             |
| C Road                   | 25.1              | 593.3             | 618.4             |
| Unclassified Road        | 406.5             | 650.1             | 1056.6            |
| <b>Total Length (km)</b> | <b>515.1</b>      | <b>1934.4</b>     | <b>2449.5</b>     |

Table 1 – Road Classification Lengths  
Definitions of the Road Classifications are detailed in Appendix 1

- 2.2 The Scottish Road Maintenance Condition Survey measures and summarises the condition of the carriageway into the following bands:

|       |                                                                                                         |
|-------|---------------------------------------------------------------------------------------------------------|
| Green | The road is in an acceptable condition                                                                  |
| Amber | The road condition indicates that further investigation is needed to establish if treatment is required |
| Red   | The road has deteriorated to the point at which repairs to prolong future life should be considered     |

- 2.3 Table 2 is shown in Appendix 2 to the report and shows the condition of the overall Council road network as measured by SRMCS for the period 2010 to 2015. Results are compared to the Scottish average.
- 2.4 Analysis of Table 2 indicates that the previous slow deterioration in the Council's road network condition has stabilised and in the last survey has shown an improvement.

- 2.5 The improvement is a reflection of the implementation of the Council's approved Roads Maintenance Strategy which targets the A class network and this is predicted to improve further over time (Report no 15/254 refers).
- 2.6 Tables 3-6 are shown in Appendix 2 and show the road condition by individual road classifications, again compared with the Scottish average.
- 2.7 The approved Roads Maintenance Strategy allows for a managed reduced level of investment in B Class and C Class roads to facilitate the prioritisation of investment in the Council's A Class roads network. However, as this strategy has only recently been adopted it is not anticipated to be fully reflected in the roads condition survey data for a number of years.
- 2.8 Condition of the U Class network in Perth & Kinross remains at a consistently higher percentage than the Scottish average. It should be noted however that only 10% of the U Class network is surveyed annually.

### Road Service Standards

| Service |                    | Measured By                                                                                               | Target Compliance | 2014/15 | 2015/16 |
|---------|--------------------|-----------------------------------------------------------------------------------------------------------|-------------------|---------|---------|
| Safety  | Safety Inspections | Undertake routine carriageway and footway safety inspections on Category 2 and 3 at intervals of 1 month. | 100%              | 93.8%   | 93.1%   |
|         |                    | Undertake routine safety inspections on Category 4(a) Link Road at intervals of 3 months.                 | 100%              | 92.5%   | 94.1%   |
|         |                    | Undertake routine safety inspections on Category 4(b) Local Access roads at intervals of 1 year.          | 100%              | 85.1%   | 96.7%   |
|         | Defect Reporting   | Category 1 defects shall be rectified or made safe within 3 hours.                                        | 100%              | 100%    | 100%    |
|         |                    | Category 2 defects shall be rectified or made safe within 1 day.                                          | 100%              | 100%    | 87%     |
|         |                    | Category 3 defects shall be rectified or made safe within 7 days.                                         | 80%               | 83%     | 65.8%   |

Table 7 – Carriageways Service Standards

## Performance Indicators

2.9 The status of the carriageway asset is measured and compared to nationally standardised performance indicators:

| Description                                                                 | Results       |                            |                           | Analysis                                                                |
|-----------------------------------------------------------------------------|---------------|----------------------------|---------------------------|-------------------------------------------------------------------------|
|                                                                             | PKC 2015/16   | SCOTS Family Group Average | Scottish National Average |                                                                         |
| Percentage of Category1 (Reactive) defects made safe within response times  | 100%          | 97.22%                     | 89.78%                    | Better than both the SCOTS family group and national average.           |
| Percentage of carriageway safety inspections completed on time              | 89.73%        | 90.56%                     | 91.93%                    | Slightly below the national average and SCOTS family group average      |
| Percentage of carriageway length to be considered for maintenance treatment | 34.30%        | 38.64%                     | 36.79%                    | Better than both the SCOTS family group and the national average        |
| Percentage of carriageway length treated                                    | 5.05%         | 4.38%                      | 3.6%                      | Better than the SCOTS family group and the national average             |
| Total carriageway maintenance expenditure by carriageway length             | £3,942 per km | £3,435 per km              | £5,865 per km             | Higher than the SCOTS family group but lower than the national average. |

2.10 The SCOTS Performance Management and Benchmarking Focus Group continues to work with the Association for Public Service Excellence (APSE) and the County Surveyors Society Wales (CSSW) to produce Performance Indicator information allowing local authorities to compare their performance and drive improvement.

2.11 The Scottish local authorities are split into family groups based on network length and urban/rural split. Perth and Kinross Council is in the Rural Family Group along with Aberdeenshire, Angus, Argyll & Bute, Scottish Borders, Dumfries & Galloway, Highland and Moray Councils.

## Investment

2.12 The following table shows the expenditure for financial years 2014/15 and 2015 on the carriageway asset:

| <b>Cost Category</b>                    | <b>2014/15</b> | <b>Output 2014/15</b>                                                                      | <b>2015/16</b> | <b>Output 2015/16</b>                                                                      |
|-----------------------------------------|----------------|--------------------------------------------------------------------------------------------|----------------|--------------------------------------------------------------------------------------------|
| Planned Maintenance – Preventative      | £802,160       | 78.22 km surface dressed (3.2% of network)                                                 | £986,277       | 91.16 km surface dressed (3.74% of network)                                                |
| Planned Maintenance – Corrective        | £3,334,818     | 26,478 linear metres (1.08%) of 40mm resurfacing                                           | £3,826,990     | 19,611 linear metres (0.8%) of 40mm resurfacing                                            |
|                                         |                | 2150 linear metres (0.08%) of 60mm resurfacing                                             |                | 12,752 linear metres (0.52%) of 60mm resurfacing                                           |
|                                         |                | 2354 Linear metres (0.1%) of 100mm resurfacing                                             |                | 1,932 Linear metres (0.77%) of 100mm resurfacing                                           |
|                                         |                | Reconstruction - None carried out                                                          |                | 95 linear metres (0.003%) of reconstruction                                                |
|                                         |                | Drainage improvements (46 sites)                                                           |                | Drainage improvements (50 sites)                                                           |
| Routine Cyclic Maintenance              | £407,277       | 23,072 gullies cleaned (£216k)                                                             | £475,807       | 33,000, gullies cleaned drainage channels cleaned (£295k)                                  |
|                                         |                | Road Markings renewed as required (£191k)                                                  |                | Road Markings renewed as required (£106k)                                                  |
|                                         |                | Clear choked gullies (1077 no)                                                             |                | Clear choked gullies (1243 no)                                                             |
| Routine – Reactive Repairs (emergency)  | £52,049        | 53 Category 1 defects (£6k)                                                                | £78,000        | 71 Category 1 defects                                                                      |
|                                         |                | Provide stand by service and attend to emergency defects during out of hours period (£46k) |                | Provide stand by service and attend to emergency defects during out of hours period (£76k) |
| Reactive structural repairs (emergency) | £137,417       | Repairs to retaining walls and embankments following weather events, subsidence etc.       | £548,633       | Repairs to retaining walls and embankments following weather events, subsidence etc.       |

| Cost Category                              | 2014/15    | Output 2014/15                                                                          | 2015/16  | Output 2015/16                                                                                     |
|--------------------------------------------|------------|-----------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------|
| Routine – Reactive Repairs (non-emergency) | £2,174,831 | Carry out repairs to category 2 and 3 defects identified during road safety inspections | £956,362 | Carry out repairs to category 2 and 3 defects (potholes) identified during road safety inspections |
|                                            |            | Repairs to signs and bollards (418 no)                                                  |          | Repairs to signs and bollards (296 no)                                                             |
|                                            |            | Repairs to verges following vehicle damage (106 locations)                              |          | Repairs to verges following vehicle damage (113 locations)                                         |
|                                            |            | Repairs to fences and pedestrian guard rails (13 locations)                             |          | Repairs to fences and pedestrian guard rails (9 locations)                                         |
|                                            |            | Repairs to vehicle restraint systems (5 locations)                                      |          | Repairs to vehicle restraint systems (6 locations)                                                 |
|                                            |            | Repairs to footways (771 locations)                                                     |          | Repairs to footways (550 locations)                                                                |
|                                            |            | Minor drainage repairs (299 locations)                                                  |          | Minor drainage repairs (144 locations)                                                             |
|                                            |            | Carriageway repairs (potholes) (16,409 locations)                                       |          | Carriageway repairs (potholes) (7,380 locations) Several sites had multiple potholes               |
|                                            |            | Repairs to cattle grid (1 locations)                                                    |          | Repairs to cattle grid (2 locations)                                                               |
|                                            |            | Repairs to kerbs (70 locations)                                                         |          | Repairs to kerbs (30 locations)                                                                    |
|                                            |            | Repairs to retaining wall (2 location)                                                  |          | Repairs to retaining wall (3 location)                                                             |
|                                            |            | Repairs to bus shelter (2 location)                                                     |          | Repairs to bus shelter (2 location)                                                                |
|                                            |            | £1,761,333                                                                              |          | Carriageway patching (permanent)                                                                   |

Table 9 – Carriageway Investment and Output for 2014/15 and 2015/16

2.13 The programme for Carriageway maintenance over the period 2016/2021 is shown in Appendix 3 to the report.



## **Structures**

### **Condition**

- 2.14 The structures asset is considered by structure type and comprises the following:

| <b>Structure Type</b> | <b>Quantity</b> |
|-----------------------|-----------------|
| Road Bridges          | 560             |
| Footbridges           | 14              |
| Unusual Structures    | 2               |
| Retaining Walls       | 171*            |
| Culverts              | 337             |
| Subways               | 2               |
| <b>Total</b>          | <b>1086</b>     |

Table 10 – Quantity of Structure Types

\*Data incomplete

### **Stock Condition Indicators**

- 2.15 Two condition indicators are evaluated for each local authorities stock of structures defined as:

- $BSCI_{ave}$ : Average Stock Condition Indicator – the weighted average of the individual Condition Indicator scores; this score provides an overview of the average stock condition.
- $BSCI_{crit}$ : Critical Stock Condition Indicator – the weighted average of the Critical Indicator scores. This score provides an indication of the criticality of the stock with regards to load carrying capacity.

### **Individual Structure Condition Indicators**

- 2.16 Two condition indicators are calculated for each structure, which are defined as:

- $BCI_{ave}$ : the average BCI for a structure taking into account the condition of all structural elements on the structure. This score provides an overview of the average structure condition.
- $BCI_{crit}$ : the condition score of the load bearing element which is in worst condition. This score provides an indication of the criticality of the structure with regards to load bearing capacity.

### Structure Condition Indicator Score Range Groupings

| <b>BSCI / BCI Score Range Group:</b> | <b>General Description</b> | <b>BSCI Stock Condition Descriptor</b>                                                                     | <b>BCI Individual Condition Descriptor</b>                  |
|--------------------------------------|----------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| $90 \leq \text{BCI} \leq 100$        | Very Good Condition        | Structure stock is in a very good condition. Very few structures may be in a moderate to severe condition. | Structure is new and / or very good condition of repair.    |
| $80 \leq \text{BCI} < 90$            | Good Condition             | Structure stock is in a good condition. A few structures may be in a severe condition.                     | Structure in good condition of repair.                      |
| $65 \leq \text{BCI} < 80$            | Fair Condition             | Structure stock is in a fair condition. A number of structures may be in a severe condition.               | Structure in fair condition of repair, requires some works. |
| $40 \leq \text{BCI} < 65$            | Poor Condition             | Structure stock is in a poor condition. Many structures may be in a severe condition.                      | Structure requires urgent works to remain in service.       |
| $0 \leq \text{BCI} < 40$             | Very Poor Condition        | Structure stock is in a very poor condition. Many Structures may be unserviceable or close to it.          | Structure may be unserviceable or close to it.              |

Table 11 - Structure Condition Indicator Score Range Groupings

## Service Standards

| Service   | Measured By                                                                                                                  | Target Compliance | 2014/15 | 2015/16 |
|-----------|------------------------------------------------------------------------------------------------------------------------------|-------------------|---------|---------|
| Safety    | Carry out General Inspections at a maximum frequency of 2 years. Excluding structures programmed for a Principal Inspection. | 100%              | 100%    | 94.21%  |
|           | Carry out Principal Inspections at a maximum frequency of 6 years.                                                           | 100%              | 100%    | 97.35%  |
|           | Carry out Scour Inspections at a maximum frequency of 6 years.                                                               | 100%              | 100%    | 100%    |
| Condition | Attend non-emergency maintenance call outs within 7 days.                                                                    | 100%              | 100%    | 100%    |
|           | Maintain all Structures such that the BSCI <sub>(ave)</sub> remains above 85.                                                | 85                | 83.8    | 85.10   |
|           | Maintain all Structures such that the BSCI <sub>(crit)</sub> remains above 75.                                               | 75                | 74.5    | 74.77   |
|           | The total number of weight restricted bridges within the authority shall remain below 1% of stock.                           | 1% of stock       | 1.57%   | 1.75%   |
|           | The number of sub-standard structures subject to BD79 monitoring within the authority shall remain below 2% of stock.        | 2% of stock       | 7.2%    | 7.0%    |

Table 12 – Structures Service Standards

- 2.17 In general, the overall condition of the Council's structures stock is Good to Fair.
- 2.18 However the condition of individual structural components within the stock is below acceptable standards. This has resulted in a high level of sub-standard structures being subject to special monitoring.
- 2.19 A number of weight restrictions have had to be placed on bridges which are not capable of carrying full traffic loadings. Given the available budget they are currently subject to an increased monitoring regime.

## Performance Indicators

2.20 The status of the structures asset is measured and compared by nationally standardised performance indicators:

| Description                                                              | Results     |                            |                  | Analysis                                                                                                   |
|--------------------------------------------------------------------------|-------------|----------------------------|------------------|------------------------------------------------------------------------------------------------------------|
|                                                                          | PKC 2015/16 | SCOTS Family Group Average | National Average |                                                                                                            |
| Percentage of principal inspections carried out on time                  | 97.35%      | 80.47%                     | 78.75%           | Better than both the SCOTS family group and national average.                                              |
| Percentage of general inspections carried out on time                    | 94.21%      | 68.35%                     | 83.61%           | Better than both the SCOTS family group and national average.                                              |
| No of Council owned bridges failing assessment                           | 58          | 56                         | 22               | PKC has more bridges failing assessments than the national average and SCOTS family group average.         |
| No of privately owned bridges failing assessment on Council road network | 8           | 3                          | 5                | PKC has more private bridges failing assessments than the national average and SCOTS family group average. |

Table 13 - Performance Indicators showing PKC returns against SCOTS family group returns and national average returns

## Investment

2.21 The following table shows the expenditure on Structures for financial year 2015/16 with the budget figure as reported to the Strategic Resources & Policy Committee on 23 September 2015:

| Capital                           | 2015/16 Planned | 2015/16 Actual  |
|-----------------------------------|-----------------|-----------------|
| Kenmore Bridge                    | £194,000        | £202,079        |
| Thorter Bridge Culvert            | £239,000        | £209,711        |
| Kenmore Club Retaining Wall       | £40,000         | £44,994         |
| A93 Lair Junction                 | £63,000         | £25,306         |
| Bridge Parapets Upgrade Programme | £0              | £111,209        |
| <b>Total</b>                      | <b>£536,000</b> | <b>£593,299</b> |

| <b>Revenue</b>                             | <b>2015/16<br/>Budget</b> | <b>2015/16<br/>Actual</b> |
|--------------------------------------------|---------------------------|---------------------------|
| Bridge Repairs                             | £1,000,000                | £469,395                  |
| Inspections and Minor repairs              | £172,000                  | £171,795                  |
| A977 New Balado Bridge Wing<br>Wall repair | £67,000                   | £73,607                   |
| Bleaton Hallet Bridge                      | £0                        | £265,453*                 |
| <b>Total</b>                               | <b>£1,239,000</b>         | <b>£980,250</b>           |

Table 14 – Structures Investment 2015/16

\*Expenditure on Bleaton Hallet Bridge has been incurred as emergency works in response to a severe weather incident

- 2.22 The following table shows the Structures budget for financial year 2016/17 as reported to the Strategic Resources & Policy Committee on 21 September 2016:

| <b>Revenue</b>                | <b>2016/17<br/>Budget</b> |
|-------------------------------|---------------------------|
| Bridge Repairs                | £450,000                  |
| Inspections and Minor repairs | £172,000                  |
| <b>Total</b>                  | <b>£622,000</b>           |

| <b>Capital</b>                  | <b>2016/17<br/>Budget</b> |
|---------------------------------|---------------------------|
| West of Fearnan Culvert         | £194,000                  |
| Parapets Upgrades               | £39,000                   |
| Bridge Replacement<br>Programme | £110,000                  |
| Thorter Bridge Culvert          | £79,000                   |
| <b>Total</b>                    | <b>£422,000</b>           |

Table 15 – Structures 2016/17 Programme

### **Street Lighting Condition**

- 2.23 The street lighting asset is considered using the following classification:

| <b>Column Material</b> | <b>Quantity</b> |
|------------------------|-----------------|
| Galvanised Steel       | 14,805          |
| Aluminium (pre 2000)   | 3,344           |
| Aluminium (post 2000)  | 4,008           |
| Cast Iron              | 24              |
| <b>Total</b>           | <b>22,181</b>   |

| Cable Assets        | Quantity (m)   |
|---------------------|----------------|
| Cable under Footway | 372,500        |
| Cable under Verge   | 372,500        |
| <b>Total</b>        | <b>745,000</b> |

| Other Street Lighting Assets | Quantity     |
|------------------------------|--------------|
| Wall Bracket                 | 2,179        |
| Wooden Pole                  | 236          |
| Control Cabinet              | 1,216        |
| <b>Total</b>                 | <b>3,631</b> |

| Luminaires   | Quantity      |
|--------------|---------------|
| All          | 25,288        |
| <b>Total</b> | <b>25,288</b> |

Table 16 – Quantity of Street Lighting Assets

| Columns Exceeding ESL (by Material Type) |                    |                       |
|------------------------------------------|--------------------|-----------------------|
| Material Type                            | Columns Within ESL | Columns Exceeding ESL |
| Galvanised Steel                         | 10389              | 4416                  |
| Aluminium (pre 2000)                     | 3339               | 5                     |
| Aluminium (post 2000)                    | 4008               | 0                     |
| Cast Iron                                | 24                 | 0                     |

Table 17 – Quantity of Columns Exceeding ESL

- 2.24 In 2015/2016, 19.86% of columns exceeded their Expected Service Life (ESL). The table above shows that a high proportion of galvanised steel columns have exceeded their ESL. These column types have a high priority rating in the column replacement programme.

| Luminaire Exceeding ESL (By Material Type) |                          |                       |
|--------------------------------------------|--------------------------|-----------------------|
| Material Type                              | Luminaires Exceeding ESL | Luminaires Within ESL |
| SOX                                        | 5576                     | 4435                  |
| SON                                        | 1715                     | 6660                  |
| FLUORESCENT                                | 293                      | 3587                  |
| METAL HALIDE                               | 36                       | 136                   |
| LED                                        | 0                        | 2171                  |
| Other                                      | 123                      | 556                   |

Table 18 – Quantity of Luminaire Exceeding ESL

- 2.25 In 2015/16, 30.6% of lanterns exceeded their ESL. (Note: ESL is assumed to be 20 years for all luminaire types). The table above shows that a high proportion of the remaining SOX luminaires have exceeded their ESL. Replacement of SOX luminaires is a high priority in forward work programmes.

## Service Standards

| Service   | Measured By                                                                                                    | Target Compliance | 2014/15  | 2015/16   |
|-----------|----------------------------------------------------------------------------------------------------------------|-------------------|----------|-----------|
| Safety    | Electrical testing of all equipment shall be undertaken at a frequency of 6 years.                             | 100%              | 46%      | 65.37%    |
|           | Emergency faults shall be made safe or repaired within 4 hours of notification.                                | 100%              | 100%     | 100%      |
| Condition | The percentage of street light columns exceeding their expected service life (ESL) should be no more than 25%. | 25%               | 21.42%   | 19.86%    |
|           | A non-emergency fault shall be rectified within 7 working days (Single Outage)                                 | 100%              | 97%      | 97%       |
|           | Average time taken to repair faults to restore lamps to working order.                                         | 2.6 days          | 2.5 days | 2.74 days |

Table 19 – Street Lighting Service Standards

## Performance Indicators

| Description                                   | Results     |                            |                  | Analysis                                                                                                                 |
|-----------------------------------------------|-------------|----------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------|
|                                               | PKC 2015/16 | SCOTS Family Group Average | National Average |                                                                                                                          |
| Percentage of repairs within 7 days           | 97%         | 97.57%                     | 89.88%           | The Council performance for repairing faults is on a par with the SCOTS family group and one of the best across Scotland |
| Average cost for repairing a routine fault    | £34.52      | £66.43                     | £80.47           | One of lowest of the Scots benchmarking family group.                                                                    |
| Average time taken to repair (days)           | 2.74 days   | 2.98 days                  | 5.57 days        | Less than half the Scottish average which is 5.57 days.                                                                  |
| Public calls as a percentage of street lights | 8.24%       | 9.55%                      | 11.33%           | The Council receives a low percentage of calls when compared to the SCOTS benchmarking family group.                     |

Table 20 - Performance Indicators showing PKC returns against SCOTS family group returns and national average returns

2.26 The Council performance for repairing faults remains one of the best in Scotland with 97% of faults repaired within 7 days. The average cost of repairing a routine fault is £34.52 which remains one of the lowest in Scotland. Perth & Kinross Council receives the lowest number of public calls as a percentage of street lights of the SCOTS benchmarking family group. The average time taken to repair a fault was 2.74 days, which is less than half the Scottish average of 5.79 days.

### Investment

2.27 The following table shows the expenditure for financial years 2014/15 and 2015 on Street Lighting:

| Cost Category                                                                               | 2014/15  | Output 2014/15                                                                                                                | 2015/16  | Output 2015/16                                                                                                                |
|---------------------------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------------------------------------------------------|
| Planned Maintenance – Corrective                                                            | £487,244 | 1447 lanterns replaced during year. (5.75% of total stock)                                                                    | £486,960 | 1028 lanterns replaced during year (4.06%)                                                                                    |
| Total net payment for bulk/planned replacement of street lighting stock.                    |          | 252 columns replaced during year (1.13% of total stock)                                                                       |          | 215 columns replaced during year (0.96% of total stock)                                                                       |
| Routine – Reactive Repairs                                                                  | £199,225 | 5862 total faults repaired.                                                                                                   | £194,620 | 5,638 total faults repaired.                                                                                                  |
| Total number of routine, day to day faults affecting lanterns, control gear or photo cells. |          | 3998 of the total faults that were identified as a result of scouting/inspection.                                             |          | 3,554 of the total faults that were identified as a result of scouting/inspection                                             |
|                                                                                             |          | 1864 of the total faults that were identified as a result of reports by public / other third parties.                         |          | 2,084 of the total faults that were identified as a result of reports by public / other third parties.                        |
| Routine – Reactive Repairs                                                                  | £377,653 | All other net annual payments for maintenance of street lighting stock (excluding bulk/planned replacement and energy costs). | £293,051 | All other net annual payments for maintenance of street lighting stock (excluding bulk/planned replacement and energy costs). |

Table 21 – Street Lighting Investment and Output



2.28 Following approval by the Strategic Policy & Resources Committee on 23 September 2015 (Report No 15/396 refers) to undertake a spend to save replacement of less efficient street lighting installations and provide significant energy savings in terms of cost and CO2 emissions, the following programme of light and column replacement works is being implemented:

|         | Lanterns | Coloumns |
|---------|----------|----------|
| 2015/16 | 1500     | 375      |
| 2016/17 | 1500     | 375      |
| 2017/18 | 1500     | 375      |
| 2018/19 | 2000     | 500      |
| 2019/20 | 2000     | 500      |
| 2020/21 | 2000     | 500      |
| 2021/22 | 2000     | 500      |
| 2022/23 | 2000     | 500      |
| 2023/24 | 998      | 250      |

### Traffic Management

2.29 All traffic signal and public space CCTV cameras require continuous maintenance to ensure the equipment remains operational and in a safe condition.

### Condition

| Traffic Signal Types                                 | Quantity   | Exceeding Expected Service Life (ESL) | Within Expected Service Life (ESL) |
|------------------------------------------------------|------------|---------------------------------------|------------------------------------|
| <b>Traffic Signal Junctions</b>                      |            |                                       |                                    |
| Junctions                                            | 45         | 5                                     | 40                                 |
| <b>Traffic Signal (Pedestrian Crossing) Subtypes</b> |            |                                       |                                    |
| Single Carriageway                                   | 58         | 2                                     | 56                                 |
| Dual Carriageway                                     | 3          | 1                                     | 2                                  |
| <b>Total</b>                                         | <b>106</b> | <b>8</b>                              | <b>98</b>                          |

| Other Traffic Management System Types | Quantity  |
|---------------------------------------|-----------|
| Information Systems                   | 0         |
| Safety Cameras                        | 35        |
| Variable Message Signs                | 0         |
| Vehicle Activated Signs               | 38        |
| Real Time Passenger Information       | 0         |
| <b>Total</b>                          | <b>63</b> |

Table 22 – Traffic Signal Quantity's and Quantity exceeding ESL

2.30 Expected Service Life is calculated to be 20 years for equipment and 40 years for associated engineering works.

### Service Standards

| Service                | Measured By                                                                                              | Target Compliance | 2014/15 | 2015/16 |
|------------------------|----------------------------------------------------------------------------------------------------------|-------------------|---------|---------|
| <b>Traffic Signals</b> |                                                                                                          |                   |         |         |
| Safety                 | Attendance at Major faults shall be within 4 hours.                                                      | 100%              | 89.5%   | 79.66%  |
|                        | Attendance at Minor faults shall be within 24 hours.                                                     | 100%              | 96.6%   | 81.58%  |
|                        | Undertake electrical inspections for electrical assets at each installation every year.                  | 100%              | 87.7%   | 86.8%   |
| Condition              | Initial repair of major faults shall be within 1 hour.                                                   | 100%              | 84.21%  | 83.46%  |
|                        | Initial repair of minor faults shall be within 24 hours.                                                 | 100%              | 95.62%  | 95.07%  |
|                        | The percentage of traffic signal installations exceeding their ESL of 20 years should be no more than 0. | 100%              | 99%     | 92.45%  |

Table 23 – Traffic Management Service Standards

### Performance Indicators

| Description                                       | Results     |                            |                  | Analysis                                                                    |
|---------------------------------------------------|-------------|----------------------------|------------------|-----------------------------------------------------------------------------|
|                                                   | PKC 2015/16 | SCOTS Family Group Average | National Average |                                                                             |
| Percentage of faults rectified within target time | 94.86%      | 95.06%                     | 94.68%           | PKC is similar to both the national average and SCOTS family group average. |
| Percentage of faults rectified on first visit     | 94%         | 97.38%                     | 88.75%           | PKC is above the national average but below the family group average.       |

Table 24 - Performance Indicators showing PKC returns against SCOTS family group returns and national average returns

### Investment

2.31 Traffic signal investment/refurbishments are carried out on sites which have shown significant equipment deterioration or when a site is under review due to other circumstances such as a new housing development or road layout amendments.

- 2.32 The following table shows the expenditure on Traffic Signals for financial year 2015/16 with the budget figure as reported to the Strategic Resources & Policy Committee on 23 September 2015:

**2015/16 Actual**

| <b>Cost Category</b>      | <b>2015/16 Planned</b> | <b>Output</b>                                                                                                                                  | <b>2015/16 Actual</b>      |
|---------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Planned Maintenance       | £77,000                | Planned Maintenance Contract – Siemens                                                                                                         | £77,100                    |
| Reactive Maintenance      | £47,000                | Miscellaneous reactive repairs and maintenance costs.                                                                                          | £122,049                   |
| Telecommunication Costs   | £12,000                | Annual costs for communication systems                                                                                                         | £6,115                     |
| Energy Costs              | £70,000                | Electricity costs for Traffic Signals, and Automatic Bollards                                                                                  | £53,990                    |
| Capital Works             | £117,000               | Wellmeadow Refurbishment Works,<br>Removal of 5-way traffic signal junction and installation of 4 pedestrian crossings in area.                | £145,251                   |
|                           | £50,000                | York Place, Caledonian Road Refurbishment Works. Due to the age of the site, it has severely deteriorated and now requires full refurbishment. | Carried forward to 2016/17 |
| CCTV Planned Maintenance  | £5,954                 | Planned Maintenance Contract – Spie Scotshield Ltd                                                                                             | £4,961                     |
| CCTV Reactive Maintenance | £6,196                 | Miscellaneous reactive repairs and maintenance costs                                                                                           | £6,447                     |
| CCTV System Costs         | £50,044                | System running costs. .<br>Including system upgrade.                                                                                           | £46,921                    |

**Table 25 – Traffic Management Investment and Output 2015/16**

- 2.33 The following table shows the Traffic Signals budget for financial year 2016/17 as reported to the Strategic Resources & Policy Committee on 21 September 2016:

**2016/17 Programme**

| <b>Cost Category</b>    | <b>2016/17 Budget</b> | <b>Output 2016/17</b>                                         |
|-------------------------|-----------------------|---------------------------------------------------------------|
| Planned Maintenance     | £77,000               | Planned Maintenance Contract – Siemens                        |
| Reactive Maintenance    | £49,500               | Miscellaneous reactive repairs and maintenance costs          |
| Telecommunication Costs | £8,000                | Annual costs for communication systems                        |
| Energy Costs            | 70,000                | Electricity costs for Traffic Signals, and Automatic Bollards |

| Cost Category             | 2016/17 Budget | Output 2016/17                                                       |
|---------------------------|----------------|----------------------------------------------------------------------|
| Capital Works             | £23,000        | Completion of Wellmeadow Refurbishment Works                         |
|                           | £21,000        | Completion of York Place, Caledonian Road Refurbishment Works        |
|                           | £48,000        | Strathmore Street Pedestrian crossing refurbishment                  |
|                           | £29,000        | Crieff Road, Perth Pedestrian crossing refurbishment                 |
|                           | £14,000        | A93 Isla Bridge Works commence in 2016/17 and completing in 2017/18. |
| CCTV Planned Maintenance  | £4,961         | Planned Maintenance Contract – Spie Scotshield Ltd                   |
| CCTV Reactive Maintenance | £6,447         | Miscellaneous reactive repairs and maintenance costs                 |
| CCTV System Costs         | £29,865        | System running costs                                                 |

Table 26 – Traffic Management 2016/17 Programme

- 2.34 An additional £600,000 of Capital funding has been allocated towards Urban Traffic Control and Road Safety Initiatives. In detail, this amounts to £100,000 for each of those categories for three years from financial year 2020/21. It is expected that this will enable a number of additional measures such as pedestrian crossings, to be introduced.

### Summary and Future Developments

- 2.35 The overall condition of the Council's roads network and associated infrastructure continues to decline marginally year on year. Strategies and future programmes have, however, been developed to assist in mitigating this within the funding levels available. It should be noted that whilst this is the case, roads in Perth & Kinross remain in a better condition in comparison to other Scottish Councils.
- 2.36 The Roads Maintenance Strategy, implemented through the approved Roads asset management plan, directs where the available funding is spent and is currently targeted at the Council's primary road network with lower category roads receiving less expensive treatments such as patching and surface dressing.
- 2.37 The Street Lighting Partnership have commenced a programme to drive down energy costs and replace their infrastructure in a planned and phased manner.
- 2.38 Improvements to both the Council's CCTV and traffic signalling systems will be undertaken periodically in accordance with available funding. Priority will be given to maintaining the existing systems as effectively as possible to ensure that the functionality is prolonged as much as possible.

2.39 The overall condition of the Council's road structures (bridges, culverts & retaining walls) continues to decline year on year however a £1m "one off" investment in 2015/16 has started to address this decline.

### 3. RECOMMENDATION

3.1 It is recommended that the Committee note the contents of this Roads Asset Status Report, together with the condition and performance of the Council's Roads assets as at 31 March 2016, as set out in Appendix 2 to the report, and the Roads Maintenance programme as set out in Appendix 3 to the report.

#### Authors

| Name         | Designation                                  | Contact Details                                                                                    |
|--------------|----------------------------------------------|----------------------------------------------------------------------------------------------------|
| Sue Terras   | Corporate Asset Management Team Leader       | 01738 475000<br><a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a> |
| Stuart D'All | Depute Manager Roads Maintenance Partnership |                                                                                                    |

#### Approved

| Name           | Designation            | Date            |
|----------------|------------------------|-----------------|
| Barbara Renton | Director (Environment) | 28 October 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

1.1 The Perth and Kinross Community Plan/Single Outcome Agreement sets out a number of priorities. By maintaining the roads asset it enables every aspect of life to continue:

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

#### Corporate Plan

1.2 The Council's Corporate Plan lays out five Objectives which provide clear strategic directions, inform decisions at a corporate and service level and shape resources allocation. This report supports the delivery of the following Corporate Plan objectives:

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

## 2. Resource Implications

### Financial

#### Capital

2.1 See detail in report.

#### Revenue

2.2 See detail in report.

#### Workforce

2.3 Maintenance of the network is implemented using existing staff resources.

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

2.4 This report defines the outcomes of managing the roads asset.

## 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.

### Legal and Governance

3.4 Legal and Governance assessment is not required for this report.

### Risk

3.5 A risk assessment is not required for this report.

#### **4. Consultation**

4.1 The following were consulted in the preparation of this report:

- The Roads Maintenance Partnership
- The Street Lighting Partnership
- Structures Team
- Traffic Management Team
- Corporate Finance

#### **5. Communication**

5.1 None.

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

2.1 No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1983 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above report.

#### **3. APPENDICES**

- 3.1 Appendix 1 - Definitions of the Road Classifications
- 3.2 Appendix 2 - Carriageway Condition against Scottish Average
- 3.3 Appendix 3 – Capital Roads Information



## Definitions of the Road Classification

- A Class – these are the highest class of the Council's road network. They are identified by the Local Roads Authority.
- B Class – these are the second tier in the Council's road network. They are identified by the Local Roads Authority.
- C Class – these are the third tier in the Council's road network. They are identified by the Local Roads Authority. No number is officially associated with a classified unnumbered road, although the Local Roads Authority is entitled to develop its own methods to identify it.
- Unclassified – these are the fourth tier in the Council's road network. If not stated otherwise, roads are assumed to be unclassified. No number is officially associated with an unclassified road, although the Local Roads Authority is entitled to develop its own methods to identify it.



### Carriageway Condition against Scottish Average

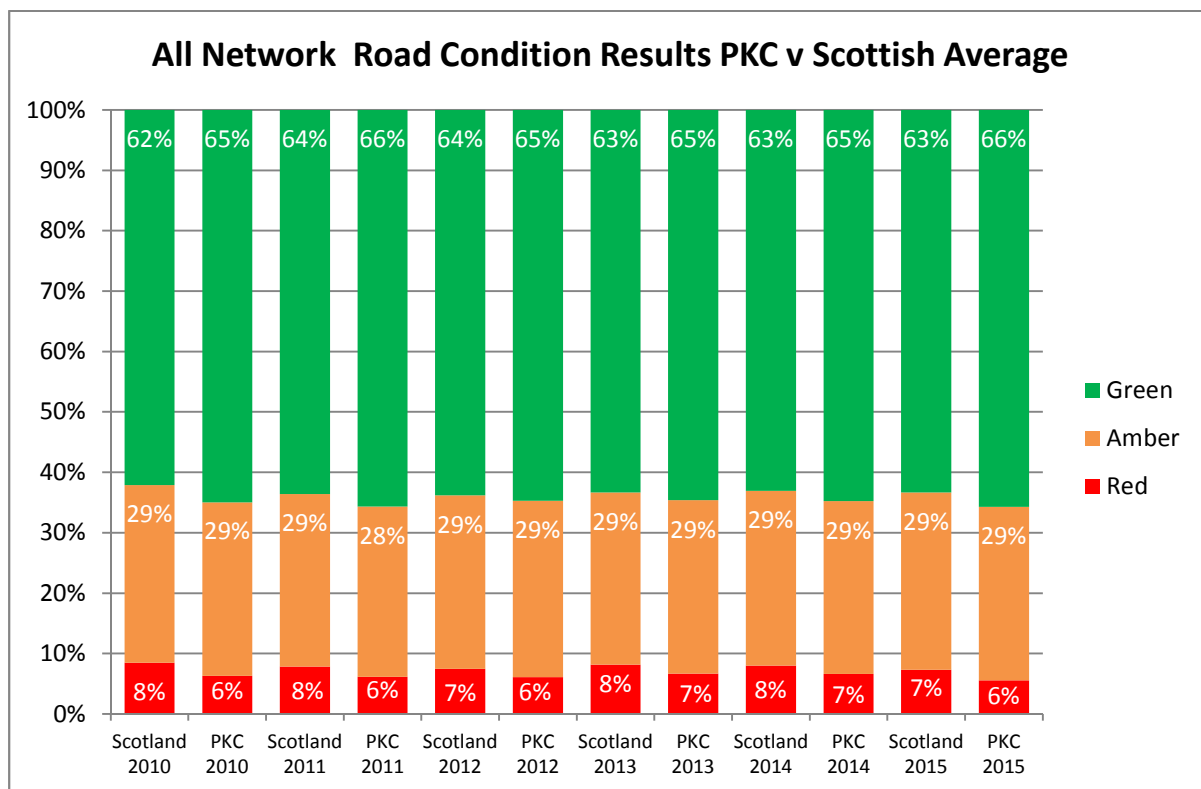


Table 2 – All Network Road Condition Results PKC v Scottish Average (percentages have been rounded up)

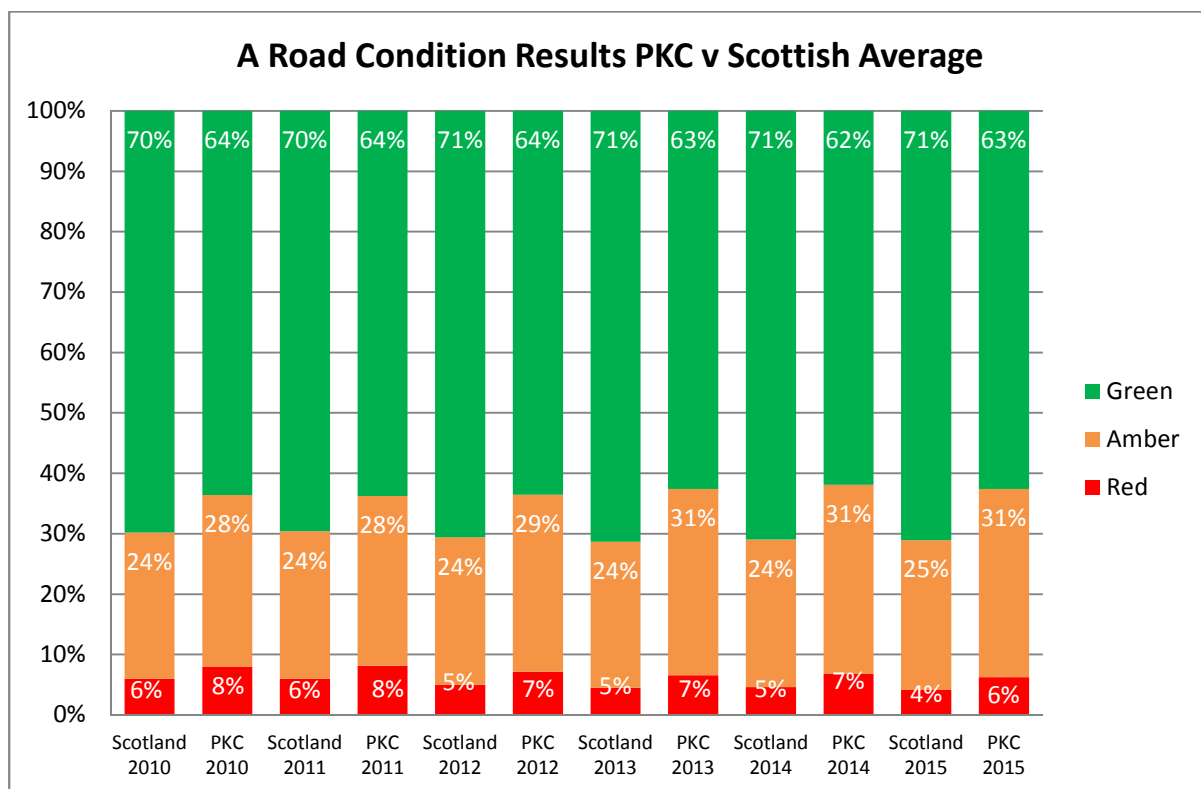


Table 3 – A Class Road Condition Results PKC v Scottish Average (percentages have been rounded up)

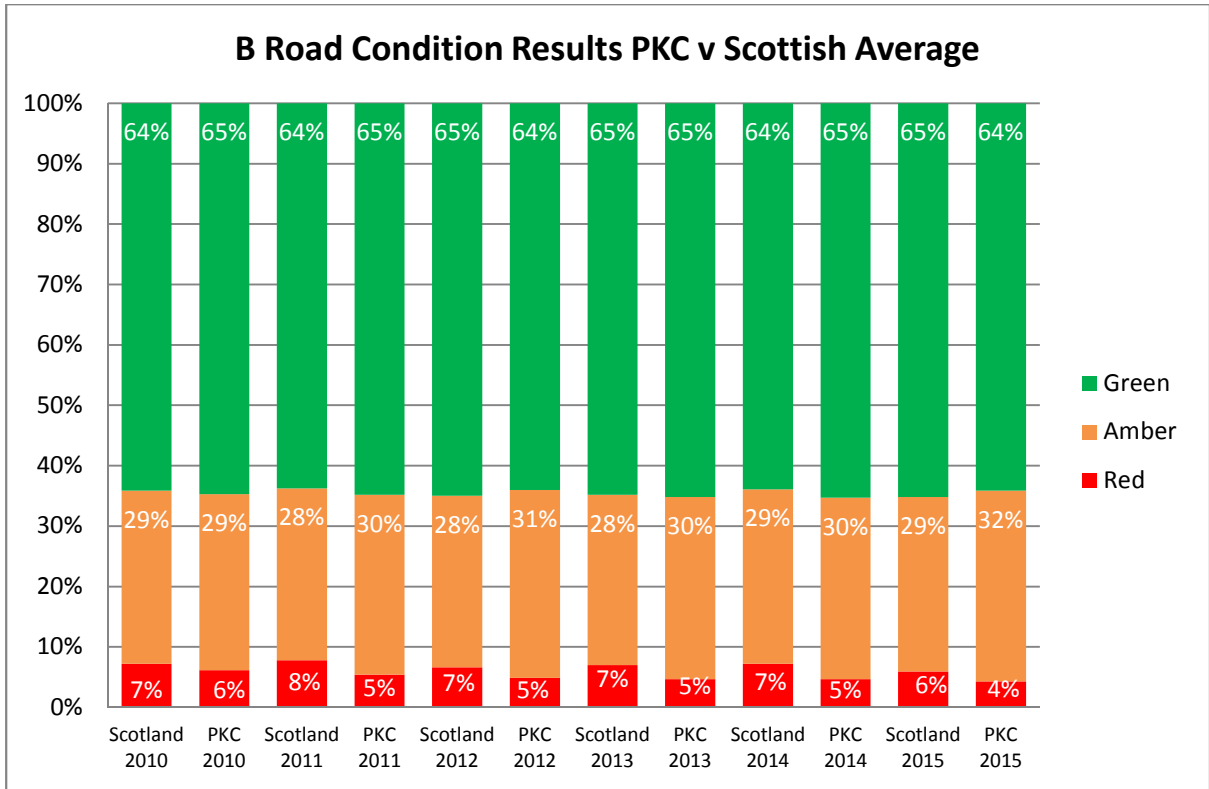


Table 4 – B Class Road Condition Results PKC v Scottish Average (percentages have been rounded up)

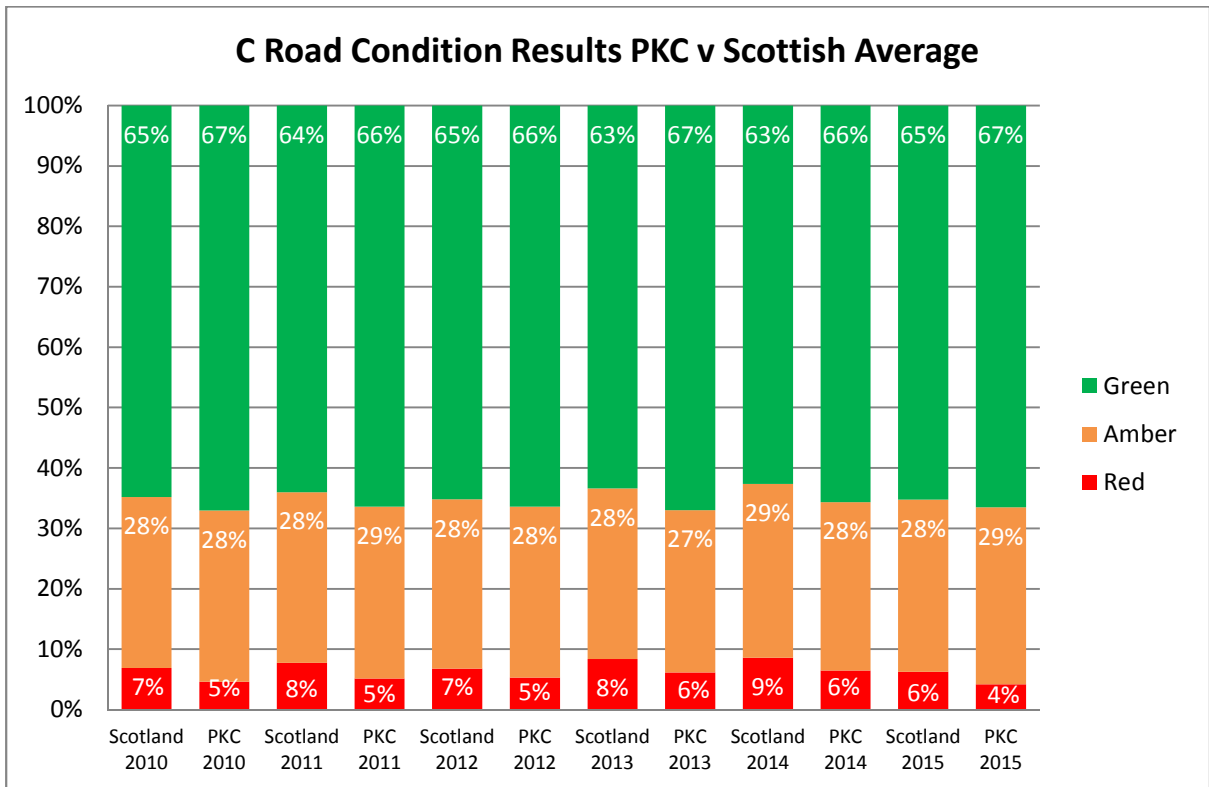
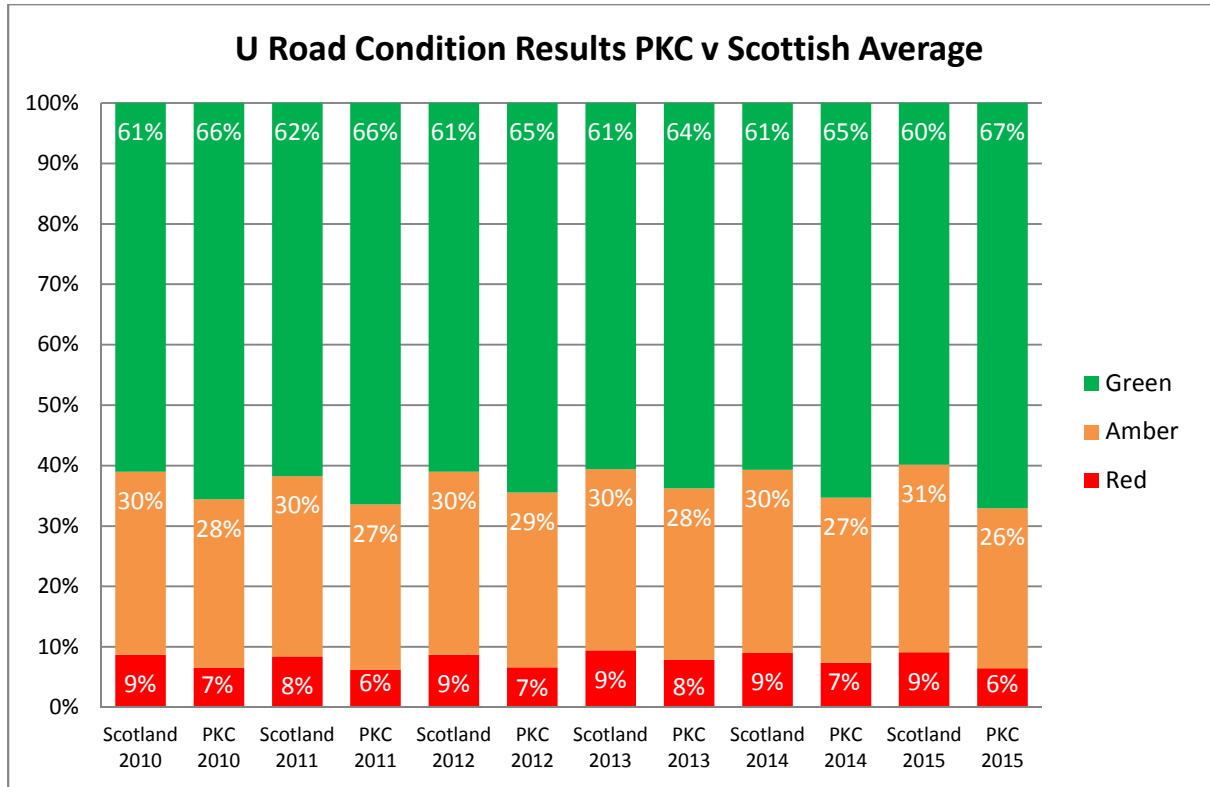


Table 5 – C Class Road Condition Results PKC v Scottish Average (percentages have been rounded up)



**Table 6 – Unclassified Road Condition Results PKC v Scottish Average (percentages have been rounded up)**



Those highlighted yellow are programmed for the start of this year and white are for future programming.

| WARD                                  | ROUTE | LOCATION-FROM/TO                             | DESCRIPTION                                               | LENGTH | AREA  | RATE  | COST  | CUM TOTAL | Designer | Contractor                       | Comments                                  |
|---------------------------------------|-------|----------------------------------------------|-----------------------------------------------------------|--------|-------|-------|-------|-----------|----------|----------------------------------|-------------------------------------------|
| <b>Capital</b>                        |       |                                              |                                                           |        |       |       |       |           |          |                                  |                                           |
| <b>RECONSTRUCT FAILED CARRIAGEWAY</b> |       |                                              |                                                           |        |       |       |       |           |          |                                  |                                           |
| <b>2016-17</b>                        |       |                                              |                                                           |        |       |       |       |           |          |                                  |                                           |
| 2                                     | U124  | Newbigging                                   | Re-tread and surface dress                                | 433    | 1330  | 14.00 | 18.6  | 18.6      | RMP      | Competition                      | Surface failure                           |
| 3                                     | U115  | Junction A923 to Lynduff Cottage             | Re-tread and Surface Dress                                | 1070   | 3750  | 12.00 | 45.0  | 63.6      | RMP      | Competition                      | Surface failing                           |
| 5                                     | U173  | Junction A822 to B2D track at Loch Freuchie  | Re-tread and Surface Dress                                | 5400   | 16200 | 15.00 | 226.8 | 342.9     | RMP      | Competition                      | match fund SHETL (86k)                    |
| <b>2018-19</b>                        |       |                                              |                                                           |        |       |       |       |           |          |                                  |                                           |
| 4                                     | U169  | Monzie between cattle grids                  | Re-tread and surface dress                                | 1550   | 4650  | 14.00 | 65.1  | 65.1      |          |                                  | Change from surfacing to Surface dressing |
| 5                                     | U35   | Garry Cottage Eastwards                      | Re-tread and surface dress. With short section of overlay | 1250   | 3750  | 14.00 | 52.5  | 116.1     | RMP      | Competition                      | Surface affected with ponding water       |
| <b>OVERLAY CARRIAGEWAY</b>            |       |                                              |                                                           |        |       |       |       |           |          |                                  |                                           |
| <b>2016-17</b>                        |       |                                              |                                                           |        |       |       |       |           |          |                                  |                                           |
| 4                                     | B8019 | Tressait to Loch Tummel Inn                  | DBM overlay                                               | 470    | 2585  | 28.00 | 55.0  | 55.0      | DT       | Tayside Contracts                | Surface in very poor condition            |
| 4                                     | B846  | Dunan to Gaur Power Station                  | DBM Resurface carriageway                                 | 1060   | 4240  | 28.00 | 139.0 | 194.0     | DT       | Tayside Contracts                | Surface failure                           |
| 2                                     | A93   | Snow gates to recent overlay                 | Resurface carriageway                                     | 700    | 3850  | 28.00 | 109.4 | 303.4     | DT       | competition - night time working | Surface loss of texture and profile       |
| 4                                     | C449  | Coshievile to Fortingall Garth to Fortingall | Overlay carriageway                                       | 980    | 4500  | 28.00 | 123.0 | 426.4     | DT       | Tayside Contracts                | Surface holding water in wheel tracks     |
| 3                                     | U/C   | South St Rattray                             | Nimpactocote                                              | 96     | 625   | 9.24  | 5.8   | 432.2     | RMP      | Competition                      | Surface in poor condition                 |
| 3                                     | A923  | Junction C433 to Rae Loch                    | Re pave and HRA overlay                                   | 250    | 1560  | 19.00 | 29.6  | 461.8     | RMP      | Tayside Contracts                | Loss of skid resistance                   |

| WARD           | ROUTE | LOCATION-FROM/TO                                   | DESCRIPTION             | LENGTH | AREA   | RATE  | COST  | CUM TOTAL | Designer | Contractor        | Comments                                              |
|----------------|-------|----------------------------------------------------|-------------------------|--------|--------|-------|-------|-----------|----------|-------------------|-------------------------------------------------------|
| 2              | A926  | Cairnspark to Blackbird Inn                        | Re pave and hra overlay | 721    | 5263   | 19.00 | 100.0 | 561.8     | RMP      | Tayside Contracts |                                                       |
| 3              | unc   | Blackloch Crescent Carsie Carpark                  | Nimpactocote            |        | 458    | 12.90 | 5.9   | 567.7     | RMP      | Competition       | Surface in poor condition                             |
| 5              | C419  | Broomhill junction westwards                       | Overlay                 | 450    | 1800   | 28.00 | 50.4  | 618.1     |          |                   | Surface ponding with water requires lifted and shaped |
| 3              | Unc   | Union St Blairgowrie                               | Nimpactocote            | 201    | 960    | 8.82  | 8.5   | 626.6     | RMP      | Competition       | Surface worn                                          |
| <b>2017-18</b> |       |                                                    |                         |        |        |       |       |           |          |                   |                                                       |
| 2              | A93   | Recent overlay to Rhiedorroch                      | Resurface carriageway   | 1535   | 8442.5 | 28.00 | 236.4 | 236.4     |          |                   | Surface loss of texture and profile                   |
| 4              | B8019 | Garry Bridge west wards                            | Overlay carriageway     | 200    | 1200   | 28.00 | 33.6  | 270.0     |          |                   | Surface in poor condition                             |
| 4              | Unc   | Dalnasphalt of A9                                  | Nimpactocote            | 55     | 275    | 9.24  | 2.5   | 272.5     |          |                   | On hold pending A9 duelling details                   |
| 4              | unc   | Moness Crescent Old Crieff road to Old Crieff Road | Nimpactocote            | 750    | 3750   | 9.25  | 34.7  | 307.2     |          |                   | Surface patched 2014                                  |
| 4              | unc   | Home Street Aberfeldy                              | Nimpactocote            | 200    | 1400   | 8.82  | 12.3  | 319.6     |          |                   | Area of patching at Laundry                           |
| 5              | U35   | Garry Place to Bridge                              | Overlay carriageway     | 230    | 690    | 28.00 | 19.3  | 338.9     |          |                   | Surface in poor condition                             |
| 4              | B846  | Junction B8019 to Dalno Bridge                     | DBM overlay             | 150    | 2610   | 29.45 | 76.9  | 415.8     |          |                   | Drainage improvement required before overlay!         |
| 3              | C446  | Junction A93 to Bleaton Hallet                     | Resurface carriageway   | 272    | 952    | 28.00 | 26.7  | 442.4     |          |                   | Surface in poor condition                             |
| 5              | U113  | Nethermuir                                         | Overlay carriageway     | 315    | 315    | 28.00 | 8.8   | 451.2     |          |                   | Surface in poor condition                             |
| 5              | U35   | Nether Obney to Upper Obney                        | Overlay carriageway     | 905    | 2715   | 28.00 | 76.0  | 527.3     |          |                   | Surface in poor condition                             |
| <b>2018-19</b> |       |                                                    |                         |        |        |       |       |           |          |                   |                                                       |
| 4              | C449  | Fortingall Glen Lyon to village                    | Overlay carriageway     | 1000   | 4500   | 28.00 | 126.0 | 126.0     |          |                   | Surface holding water in wheel tracks                 |
| 4              | U173  | Dull West junction to Cross                        | Overlay carriageway     | 600    | 1620   | 28.00 | 45.4  | 171.4     |          |                   | Surface in poor condition                             |



| WARD           | ROUTE | LOCATION-FROM/TO                        | DESCRIPTION             | LENGTH | AREA   | RATE  | COST  | CUM TOTAL | Designer | Contractor | Comments                                 |
|----------------|-------|-----------------------------------------|-------------------------|--------|--------|-------|-------|-----------|----------|------------|------------------------------------------|
| 3              | A923  | Palace Road to Kinloch                  | Resurface carriageway   | 1228   | 7680   | 28.11 | 215.9 | 387.2     |          |            | Failed anti-skid surface                 |
| 4              | U169  | Old Blair Road Lodge to Chinese Gardens | Nimpactocote            | 320    | 1216   | 9.24  | 11.2  | 398.5     |          |            |                                          |
| 4              | unc   | Moness terrace Aberfeldy                | Overlay carriageway     | 160    | 1200   | 38.18 | 45.8  | 444.3     |          |            | Surface cracking requires investigated   |
| 5              | Unc   | Shielhill Place Stanley                 | Nimpactocote            | 222    | 1376.4 | 9.24  | 12.7  | 457.0     |          |            | Surface starting to deteriorate          |
| 5              | unc   | Russel St Stanley                       | Nimpactocote            | 195    | 819    | 8.82  | 7.2   | 464.2     |          |            | Surface worn                             |
| <b>2019-20</b> |       |                                         |                         |        |        |       |       |           |          |            |                                          |
| 5              | U35   | Bridge Westwards                        | Overlay carriageway     | 440    | 1320   | 28.00 | 37.0  | 37.0      |          |            | Surface in poor condition                |
| 4              | C454  | Junction A9 to Accommodation access     | Nimpactocote            | 215    | 1397   | 9.25  | 12.9  | 49.9      |          |            | Surface worn low traffick area           |
| 4              | unc   | Higher Oakfield Pitlochry               | Nimpactocote            | 250    | 1625   | 9.24  | 15.0  | 64.9      |          |            | Surface in fair condition                |
| 2              | Unc   | Armadae Cres Balbeggie                  | Plane off and resurface | 137    | 434    | 36.46 | 15.8  | 80.8      |          |            | Surface in fair order                    |
| 5              | unc   | Athole Drive Stanley                    | Nimpactocote            | 230    | 1380   | 8.82  | 12.2  | 92.9      |          |            | Surface flat minor area of ponding water |
| 5              | C504  | Perth road Birnam                       | Nimpactocote            | 877    | 5704   | 9.24  | 52.7  | 145.6     |          |            | Surface flat minor area of ponding water |
| 5              | Unc   | Murray Place Stanley                    | Nimpactocote            | 312    | 1466   | 8.82  | 12.9  | 158.6     |          |            | Preventative maintenance                 |
|                | unc   | Chapel street, aberfeldy                | Nimpactocote            | 86     | 550    | 8.82  | 4.9   | 163.4     |          |            | Surface in good order                    |
| 3              | Unc   | James St Blairgowrie                    | Plane off and Resurface | 202    | 1354   | 36.45 | 49.4  | 212.8     |          |            | Surface in good order                    |
| 5              | U33   | Prieston road Bankfoot                  | Nimpactocote            | 555    | 3052   | 9.24  | 28.2  | 241.0     |          |            | Surface in good condition                |
| 4              | unc   | Braeside Road Ballinluig                | Nimpactocote            |        | 2742   | 9.24  | 25.3  | 266.3     |          |            | Surface in good condition                |
| 4              | unc   | Buail Bhan Ballinluig                   | Nimpactocote            |        | 858    | 9.24  | 7.9   | 274.2     |          |            | Surface in good condition                |

| WARD                                                        | ROUTE | LOCATION-FROM/TO                                              | DESCRIPTION                                    | LENGTH | AREA | RATE  | COST  | CUM TOTAL | Designer | Contractor | Comments                                              |
|-------------------------------------------------------------|-------|---------------------------------------------------------------|------------------------------------------------|--------|------|-------|-------|-----------|----------|------------|-------------------------------------------------------|
| <b>PLANE OFF EXISTING SURFACE AND RESURFACE CARRIAGEWAY</b> |       |                                                               |                                                |        |      |       |       |           |          |            |                                                       |
| <b>2016-17</b>                                              |       |                                                               |                                                |        |      |       |       |           |          |            |                                                       |
| 4                                                           | A924  | Kinnaird Moulin                                               | Plan off and resurface                         | 915    | 5490 | 34.30 | 188.3 | 188.3     | DT       | AT's       | Surface failure                                       |
| 4                                                           | A924  | Athol road Pitlochry Bonnethill to East Moulin road           | Plan off and resurface                         | 470    | 2820 | 38.00 | 107.2 | 295.5     | DT       | TC         | Surface cracking and failed utility tracks            |
| 4                                                           | A924  | Blair Athol Distillery                                        | Plane of and reshape                           | 40     | 480  | 38.00 | 18.2  | 313.7     | RMP      | TC         | Water ponding through access                          |
| 2                                                           | A94   | A94 Balbeggie                                                 | Plan off and resurface                         | 650    | 5240 | 27.00 | 141.5 | 455.2     | DT       | TC         | Failure of thin coat surfacing                        |
| 3                                                           | A924  | Main St Kirkmichael                                           | Plane off and resurface                        | 250    | 1500 | 28.00 | 42.0  | 497.2     |          | TC         | Surface failure                                       |
| <b>2017-18</b>                                              |       |                                                               |                                                |        |      |       |       |           |          |            |                                                       |
| 2                                                           | B952  | Alyth Square Barel Wynd to Airlie Street and Bridge Street    | Plan off and resurface                         | 210    | 1470 | 34.3  | 50.4  | 50.4      | DT       |            | Commitment to regeneration group                      |
| 4                                                           | unc   | Taybridge Drive, Aberfeldy                                    | Repave surface                                 | 365    | 2550 | 24.00 | 61.2  | 111.6     |          |            | Seal crazed but not deformed surface                  |
| 2                                                           | Unc   | Wylies Brae Alyth                                             | Plane off and resurface                        | 84     | 504  | 28.00 | 14.1  | 125.7     |          |            | Surface failure                                       |
| 4                                                           | U/c   | Allt Mohr Crescent Kinloch Rannoch                            | Plane off and resurface                        | 65     | 300  | 38.00 | 11.4  | 137.1     |          |            | Surface more than 50% potholed                        |
| 4                                                           | unc   | Alma Avenue, Aberfeldy From A827 to bend near school car park | Resurface carriageway - 100mm with HRA surface | 185    | 1200 | 38.00 | 45.6  | 182.7     |          |            | Further deterioration in surface                      |
| 2                                                           | Unc   | Losset Road Alyth Junction with Toutie St to Parkside Road    | Plane off and resurface with DBM               | 140    | 560  | 38.00 | 21.3  | 204.0     |          |            | Surface in poor condition with areas of ponding water |
| 3                                                           | u/c   | James St Upper Alan St to George St Blairgowrie               | Plane off and resurface                        | 121    | 888  | 38.00 | 33.7  | 237.7     |          |            | Failure of HRA surface                                |
| 4                                                           | A827  | Kenmore Bridge                                                | Plane off and resurface                        | 250    | 1375 | 38.00 | 52.3  | 290.0     |          |            | Surface cracking and potholing                        |

| WARD           | ROUTE | LOCATION-FROM/TO                                               | DESCRIPTION                                         | LENGTH | AREA | RATE  | COST  | CUM TOTAL | Designer | Contractor | Comments                                               |
|----------------|-------|----------------------------------------------------------------|-----------------------------------------------------|--------|------|-------|-------|-----------|----------|------------|--------------------------------------------------------|
| 3              | A926  | Old Rattray Cross                                              | Resurface carriageway with HRA                      | 375    | 2438 | 38.00 | 92.6  | 589.8     |          |            | Worn Surface                                           |
| <b>2018-19</b> |       |                                                                |                                                     |        |      |       |       |           |          |            |                                                        |
| 5              | Unc   | Marshal Way Luncarty from Westfield to Millar road             | Plane off and resurface                             | 550    | 3300 | 38.18 | 126.0 | 126.0     |          |            | Surface worn and uneven                                |
| 5              | A923  | Dunkeld Bridge                                                 | Plane off and surface                               | 230    | 1210 | 38.18 | 46.2  | 172.2     |          |            | Surface potholes and crazing                           |
| 5              | A923  | Dunkeld Bridge                                                 | Resurface footway and carry out minor kerbing       | 250    | 250  | 42.74 | 10.7  | 182.9     |          |            | Surface failure                                        |
| 4              | A827  | The Square Aberfeldy                                           | Plane off and resurface                             | 65     | 520  | 38.18 | 19.9  | 202.7     |          |            | Surface deteriorating Hold until Aberfeldy place check |
| 4              | Unc   | Old Crieff Road aberfeldy                                      | Plane off and resurface                             | 200    | 1000 | 38.18 | 38.2  | 240.9     |          |            | Surface cracking                                       |
| 4              | Unc   | Ford Road Blair Atholl                                         | Plane of and resurface                              | 156    | 650  | 38.18 | 24.8  | 265.7     |          |            | Surface failure                                        |
| <b>2019-20</b> |       |                                                                |                                                     |        |      |       |       |           |          |            |                                                        |
| 2              | A94   | Old Toll House to Langlogie Farm                               | Resurface carriageway with HRA                      | 650    | 4875 | 45.15 | 220.1 | 220.1     |          |            | Deformation in wheel track                             |
| 5              | U115  | Gormack Bridge to Westerton Farm                               | Resurface                                           |        | 455  | 27.89 | 12.7  | 232.8     |          |            | Surface worn and deformation occurring                 |
| 4              | A827  | Crieff Road Aberfeldy                                          | Plane off and resurface                             | 500    | 2750 | 29.45 | 81.0  | 313.8     |          |            | Improve running surface                                |
| 5              | B9099 | A984 to 30 mph Caputh                                          | Plane of and resurface                              | 286    | 2100 | 27.89 | 58.6  | 372.3     |          |            | No change                                              |
| 3              | U104  | McDonald Crescent Rattray Between Haugh road and Ashgrove Road | Resurface carriageway and parking area with HRA     | 180    | 900  | 36.27 | 32.6  | 405.0     |          |            |                                                        |
| 3              | unc   | Park drive, Blairgowrie 2 cul de sac                           | Resurface carriageway and parking area with Taycoat | 300    | 1800 | 27.89 | 50.2  | 455.2     |          |            |                                                        |

| WARD                    | ROUTE | LOCATION-FROM/TO                                  | DESCRIPTION                      | LENGTH | AREA  | RATE  | COST  | CUM TOTAL | Designer | Contractor        | Comments                                              |
|-------------------------|-------|---------------------------------------------------|----------------------------------|--------|-------|-------|-------|-----------|----------|-------------------|-------------------------------------------------------|
| <b>2020-2021</b>        |       |                                                   |                                  |        |       |       |       |           |          |                   |                                                       |
| 4                       | A827  | Pitnacree Bridge                                  | Plane bridge Surface and overlay | 340    | 2222  | 38.00 | 84.4  | 84.4      |          |                   | Surface in poor condition with areas of ponding water |
| 4                       | A826  | Crieff Road, Aberfeldy                            | Plane off and resurface          | 500    | 2750  | 38.00 | 104.5 | 188.9     |          |                   | Surface cracking                                      |
| 2                       | A94   | A94 High St Burrelton                             | Plane off and resurface          | 440    | 3300  | 38.00 | 125.4 | 314.3     |          |                   | Failure of thin coat surfacing                        |
| 2                       | A94   | Station Road Burnside Roundabout Coupar Angus     | Plane off and resurface          | 137    | 753.5 | 38.00 | 28.6  | 483.8     |          |                   | Failure of HRA surface                                |
| 3                       | u/c   | Ferguson Park Road Rattray                        | Plane off and resurface          | 463    | 3560  | 38.00 | 135.3 | 619.1     |          |                   | Failure of HRA surface                                |
| 3                       | u/c   | Lesley St Carpark                                 | Plane off and resurface          |        | 512.5 | 38.00 | 19.5  | 638.6     |          |                   | Failure of surface                                    |
| 3                       | A93   | Perth Road, Reform St to Dunkeld Road Blairgowrie | Plane off and resurface          | 350    | 2450  | 38.00 | 93.1  | 731.7     |          |                   | Surface worn and deformation occurring                |
| 3                       | A923  | Dunkeld Road, Perth road to 400 m west            | Plane off and resurface          | 410    | 2788  | 38.00 | 105.9 | 837.6     |          |                   | Surface worn and deformation occurring                |
| 2                       | A923  | Queen St Coupar Angus                             | Plane off and resurface          | 414    | 1629  | 38.00 | 61.9  | 899.5     |          |                   | Failure of surface                                    |
| <b>SURFACE DRESSING</b> |       |                                                   |                                  |        |       |       |       |           |          |                   |                                                       |
| <b>2016-17</b>          |       |                                                   |                                  |        |       |       |       |           |          |                   |                                                       |
| var                     | var   | prep work for surface dressing                    | Edging                           |        |       |       | 24.4  | 24.4      | RMP      | Tayside Contracts |                                                       |
| 2                       | C434  | Balbeggie to St Martins                           | Surface Dress                    | 2161   | 9940  | 2.25  | 22.4  | 46.8      | RMP      |                   | Surface smooth accident spot at Gairdrum Farm         |
| 4                       | C450  | Junction at Schiehallion to junction at the loch  | Surface Dressing / patching      | 1025   | 2870  | 2.25  | 6.5   | 53.2      | RMP      |                   | Seal and restore skidding resistance                  |

| WARD           | ROUTE | LOCATION-FROM/TO                                                 | DESCRIPTION      | LENGTH | AREA  | RATE | COST  | CUM TOTAL | Designer | Contractor | Comments                                             |
|----------------|-------|------------------------------------------------------------------|------------------|--------|-------|------|-------|-----------|----------|------------|------------------------------------------------------|
| 5              | A984  | Little Fardle Farm to junction B947                              | Surface Dressing | 2548   | 14651 | 3.25 | 47.6  | 100.8     | RMP      |            | Drainage required here                               |
| 2              | A926  | Roundabout to Angus Boundary                                     | Surface Dress    | 1450   | 8700  | 3.75 | 32.6  | 133.5     | RMP      |            | Surface fretting and chip loss                       |
| 4              | B846  | Dull Westwards                                                   | Surface Dress    | 1275   | 6375  | 2.75 | 17.5  | 151.0     | RMP      |            | Surface patched 2015 surface loss of skid resistance |
| 4              | C450  | Branch road to Dalchosnie Smiddy                                 | Surface Dressing | 650    | 2730  | 2.50 | 6.8   | 157.8     | RMP      |            | Surface old; starting to pothole                     |
| 5              | C419  | Junction A93 to C406                                             | Surface Dressing |        | 8070  | 2.75 | 22.2  | 180.0     | RMP      |            | Preventative maintenance                             |
| 3              | U95   | Mains of Creuchies to C446                                       | Surface Dressing | 991    | 2973  | 2.25 | 6.7   | 186.7     | RMP      |            |                                                      |
| 2              | C446  | Bamff Road Alyth from Junction Bridge to Junction of U96 St Fink | Surface Dressing | 1651   | 7425  | 2.25 | 16.7  | 203.4     | RMP      |            |                                                      |
| 5              | A822  | New Bridge to Amulree                                            | Surface Dress    | 10433  | 56339 | 2.75 | 154.9 | 358.3     | RMP      |            | Preventative Maintenance                             |
| 2              | C425  | Halfway House to Boatmans cottage                                | Surface Dress    | 2538   | 10913 | 2.50 | 27.3  | 385.6     | RMP      |            | Surface smooth requires positive drainage            |
| 5              | U40   | U40 Linn road Stanley                                            | Surface Dressing | 1645   | 5408  | 2.50 | 13.5  | 399.1     | RMP      |            | Preventitive maintenance                             |
| 2              | C423  | Junction A94 to Cronan Farm                                      | Surface Dress    | 1.05   | 4725  | 2.50 | 11.8  | 411.0     | RMP      |            | Preventative Maintenance                             |
| 5              | Unc   | Store Street Stanley                                             | Surface Dressing | 193    | 2026  | 2.25 | 4.6   | 415.5     | RMP      |            | Preventative maintenance                             |
| 5              | Unc   | Percy Street Stanley                                             | Surface Dressing | 134    | 1072  | 2.25 | 2.4   | 417.9     | RMP      |            | Preventative maintenance                             |
| 5              | Unc   | Mill Street Stanley                                              | Surface Dressing | 1000   | 6000  | 2.25 | 13.5  | 431.4     | RMP      |            | Preventative maintenance                             |
| 5              | Unc   | King St Stanley                                                  | Surface Dressing | 340    | 3128  | 2.25 | 7.0   | 438.5     | RMP      |            | Preventative maintenance                             |
| 2              | C22   | Junction B954 to Angus Boundary                                  | Surface dressing | 196    | 1708  | 2.50 | 4.3   | 442.7     | RMP      |            | Surface worn                                         |
| 5              | U38   | Duchess Street Stanley                                           | Surface Dressing | 650    | 4875  | 2.25 | 11.0  | 453.7     | RMP      |            | Preventative maintenance                             |
| <b>2017-18</b> |       |                                                                  |                  |        |       |      |       |           |          |            |                                                      |
| 2              | A94   | Balbrogie road end to Denhead Farm                               | Surface Dress    | 720    | 5256  | 4.00 | 21.0  | 117.5     |          |            | Minor area patching and chip loss                    |

| WARD | ROUTE | LOCATION-FROM/TO                           | DESCRIPTION      | LENGTH | AREA  | RATE | COST | CUM TOTAL | Designer | Contractor | Comments                                   |
|------|-------|--------------------------------------------|------------------|--------|-------|------|------|-----------|----------|------------|--------------------------------------------|
| 2    | A94   | Wester Denhead to 30mph Coupar Angus       | Surface dressing | 1543   | 10804 | 4.00 | 43.2 | 160.7     |          |            |                                            |
| 2    | A94   | Coupar Angus to Denhead Farm               | Surface Dress    | 1480   | 10804 | 4.00 | 43.2 | 96.4      |          |            | Minor area patching and chip loss          |
| 3    | unc   | Shaw Street, Blairgowrie                   | Surface Dressing | 120    | 660   | 2.50 | 1.7  | 444.4     |          |            | Surface worn                               |
| 2    | unc   | Belmont Place                              | Surface Dressing | 138    | 728   | 2.25 | 1.6  | 446.0     |          |            | Surface worn                               |
| 2    | C438  | Junction C437 to C438                      | Surface dressing | 2821   | 16224 | 2.50 | 40.6 | 486.6     |          |            | Surface worn                               |
| 2    | C437  | Millstone Farm                             | Surface Dress    | 2000   | 9400  | 2.50 | 23.5 | 510.1     |          |            | Surface worn                               |
| 4    | B867  | Main St Bankfoot                           | Surface dressing | 796    | 6535  | 3.75 | 24.5 | 534.6     |          |            | No change                                  |
| 5    | A984  | Main Street Spittalfield                   | Surface Dressing | 610    | 3843  | 3.25 | 12.5 | 547.1     |          |            | No change                                  |
| 4    | U161  | Ben Lawers Road                            | Surface Dressing | 1300   | 5800  | 2.50 | 14.5 | 561.6     |          |            | SRMCS                                      |
| 4    | U180  | Dunskiag                                   | Surface Dressing | 482    | 1450  | 2.50 | 3.6  | 565.2     |          |            | Surface in fair condition very low traffic |
| 3    | A923  | Manor Court to Moyness gardens Blairgowrie | Surface Dressing | 710    | 5325  | 3.25 | 17.3 | 582.5     |          |            | Surface worn low traffic speed             |
| 5    | A822  | Hotel to Glen Quaich road junction         | Surface Dress    | 656    | 2296  | 3.25 | 7.5  | 590.0     |          |            | Preventative Maintenance                   |
| 5    | A822  | East of Bridge to A826 Junction            | Surface Dress    | 2468   | 15428 | 3.25 | 50.1 | 640.1     |          |            | Preventative Maintenance                   |
| 5    | A822  | Little Tombane Bridge to Corbinebridge     | Surface Dress    | 1264   | 7900  | 3.25 | 25.7 | 665.8     |          |            | Preventative Maintenance                   |
| 5    | A822  | Inver Branch Road to Ladywell Cottage      | Surface Dress    | 896    | 5600  | 3.25 | 18.2 | 684.0     |          |            | Preventative Maintenance                   |
| 4    | U164  | Balchandy to Tulliemet Junction            | Surface dressing | 3500   | 12250 | 2.50 | 30.6 | 714.6     |          |            | No change from previous year               |
| 5    | Unc   | James Street Stanley                       | Surface Dressing | 246    | 1205  | 2.50 | 3.0  | 717.6     |          |            | Preventative maintenance                   |
| 5    | unc   | Manse Crescent Stanley                     | Surface Dressing | 407    | 2360  | 2.50 | 5.9  | 723.5     |          |            | Preventative maintenance                   |
| 5    | Unc   | Margaret St Stanley                        | Surface Dressing | 161    | 772   | 2.50 | 1.9  | 725.5     |          |            |                                            |
| 2    | C440  | Ashley crossroads to Angus Boundary        | Surface dressing | 3546   | 12412 | 2.50 | 31.0 | 756.5     |          |            | Surface in good order                      |

**2017-18**

| WARD | ROUTE | LOCATION-FROM/TO                        | DESCRIPTION      | LENGTH | AREA  | RATE | COST | CUM TOTAL | Designer | Contractor | Comments                                        |
|------|-------|-----------------------------------------|------------------|--------|-------|------|------|-----------|----------|------------|-------------------------------------------------|
| 2    | A923  | Kettins Crossroad to Ashley Cross roads | Surface dressing | 1880   | 12412 | 3.75 | 46.5 | 803.0     |          |            | Surface in good order                           |
| 2    | A94   | Junction C439 to Auchmyre               | Surface dressing | 1529   | 10703 | 3.75 | 40.1 | 843.2     |          |            | Surface in good order                           |
| 2    | A94   | Auchmyre to Balgay farm access          | Surface dressing | 863    | 9047  | 3.75 | 33.9 | 877.1     |          |            | Surface in good order                           |
| 4    | U181  | Mains of Murthly                        | Surface Dressing | 550    | 1650  | 2.50 | 4.1  | 881.2     |          |            | Surface in fair condition very low traffic      |
| 5    | Unc   | East Brougham Street Stanley            | Surface Dressing | 250    | 1500  | 2.50 | 3.8  | 885.0     |          |            | Surface in good condition                       |
| 2    | U101  | Junction U100 to Angus Council Boundary | Surface Dress    | 215    | 8736  | 3.06 | 26.7 | 911.7     |          |            | Seal overlays                                   |
| 2    | C436  | Caddam Road Causewayend to North Lodge  | Surface Dress    | 2340   | 9360  | 3.06 | 28.6 | 940.3     |          |            | Seal overlays                                   |
| 2    | A924  | Glen Fernate Bridge to Inverchorskie    | Surface Dress    | 2000   | 11000 | 3.75 | 41.3 | 981.6     |          |            | Surface overlaid during 2014/15 requires sealed |
| 4    | C450  | Camghouran                              | Surface Dress    | 3500   | 10500 | 2.50 | 26.3 | 1007.8    |          |            | Surface patched 2015 preventative maintenance   |
| 4    | C450  | Kinloch Rannoch to Crossmount           | Surface Dress    | 4000   | 16000 | 2.50 | 40.0 | 1047.8    |          |            | Surface patched 2015 preventative maintenance   |
| 4    | C450  | Dall Bridge to Carrie Bridge            | Surface Dress    | 3200   | 9600  | 2.50 | 24.0 | 1071.8    |          |            | Surface patched 2015 preventative maintenance   |
| 4    | B846  | Bridge of Erich                         | Surface Dress    | 200    | 1000  | 2.50 | 2.5  | 1074.3    |          |            | Surface patched 2015 preventative maintenance   |
| 4    | B846  | Leargan                                 | Surface Dress    | 800    | 3200  | 2.50 | 8.0  | 1082.3    |          |            | Surface patched 2015 preventative maintenance   |
| 4    | C447  | Strathtay road                          | Surface Dress    | 3350   | 15400 | 2.50 | 38.5 | 1120.8    |          |            | Surface patched 2015 preventative maintenance   |

| WARD                              | ROUTE | LOCATION-FROM/TO                                          | DESCRIPTION                                                                    | LENGTH | AREA | RATE    | COST | CUM TOTAL | Designer | Contractor        | Comments                                                                                               |
|-----------------------------------|-------|-----------------------------------------------------------|--------------------------------------------------------------------------------|--------|------|---------|------|-----------|----------|-------------------|--------------------------------------------------------------------------------------------------------|
| <b>REMEDIAL EARTHWORKS</b>        |       |                                                           |                                                                                |        |      |         |      |           |          |                   |                                                                                                        |
| <b>2016-17</b>                    |       |                                                           |                                                                                |        |      |         |      |           |          |                   |                                                                                                        |
|                                   |       |                                                           |                                                                                |        |      |         |      |           |          |                   |                                                                                                        |
| 4                                 | U169  | Glenfender Road                                           | Repair landslip as per Mouchel design                                          | 30     |      | 1500.00 | 45.0 | 45.0      | RMP      | competition       | Movement of road on side slope                                                                         |
| 4                                 | A827  | Tir Artir                                                 | Repairs to collapsing verge - Sheet piling?                                    | 45     |      | 600.00  | 27.0 | 72.0      | DT       | Tayside Contracts | Edge of road fallen away                                                                               |
| 2                                 | A926  | Holymill Brae                                             | Regrade embankment                                                             |        |      |         | 5.0  | 77.0      |          | Tayside Contracts |                                                                                                        |
| var                               | var   | various locations as required                             | verge and embankment repairs                                                   |        |      |         | 20.0 | 97.0      | RMP      | Tayside Contracts | Small projects as required by supervisor throughout year                                               |
| <b>2017-18</b>                    |       |                                                           |                                                                                |        |      |         |      |           |          |                   |                                                                                                        |
| 5                                 | A822  | Trochry                                                   | Take down retaining wall (parapet section) form retaining embankment, drainage | 85     |      | 750.00  | 63.8 |           |          |                   | Safety railing damaged (has been for some time) cracks in road and subsidence in carriageway near wall |
| 4                                 | B8079 | South of Bridge of Tilt (Craggan corner)                  | Form retaining embankment                                                      | 85     |      | 750.00  | 63.8 |           |          |                   | Surface patched 2015/16 to remove depression in road surface                                           |
| 4                                 | C451  | East of Wester Tulloch                                    | Form retaining embankment                                                      | 65     |      | 750     | 48.8 |           |          |                   | Verge and bank sunk and not support to road                                                            |
| <b>Repairs to retaining walls</b> |       |                                                           |                                                                                |        |      |         |      |           |          |                   |                                                                                                        |
| <b>2015-16</b>                    |       |                                                           |                                                                                |        |      |         |      |           |          |                   |                                                                                                        |
| 4                                 | B8019 | Bonskeid house                                            | Collapsed retaining wall                                                       | 90     |      |         | 50.0 | 50.0      | RMP      | Tayside Contracts | Edge of road fallen away                                                                               |
| 2                                 | U105  | Upper Allan Street, Blairgowrie at Balhousie Nursing home | Repair decaying retaining wall                                                 | 120    |      |         | 85.0 | 135.0     | DT       | External          | Wall collapsing toward road, currently protected by concrete barriers                                  |



| WARD            | ROUTE | LOCATION-FROM/TO                         | DESCRIPTION                                              | LENGTH | AREA | RATE | COST | CUM TOTAL | Designer   | Contractor | Comments                                  |
|-----------------|-------|------------------------------------------|----------------------------------------------------------|--------|------|------|------|-----------|------------|------------|-------------------------------------------|
| var             | var   | various locations                        | as required following road inspections                   |        |      |      | 20   | 155.0     |            |            |                                           |
| <b>DRAINAGE</b> |       |                                          |                                                          |        |      |      |      |           |            |            |                                           |
| <b>2016-17</b>  |       |                                          |                                                          |        |      |      |      |           |            |            |                                           |
| 4               | A924  | Gatehouse                                | Replace collapsed drainage and install new gullies       |        |      |      | 10   | 10.0      | RMP        |            | Work required following flooding Dec 2015 |
| 4               | A924  | E Moulin road opp junction W Moulin road | pipe gullies to ditch through farmland                   |        |      |      | 5    | 15.0      | RMP        |            | Work required following flooding Dec 2015 |
| 4               | C503  | At junction U165 Donavoured Road         | Install gullies and carrier drain                        |        |      |      | 10   | 25.0      | RMP        |            | Work required following flooding Dec 2015 |
| 4               | U165  | Donavoured Road                          | Various drainage improvements                            |        |      |      | 15   | 40.0      | RMP        |            | Work required following flooding Dec 2015 |
| 4               | U165  | Donavoured Road at Stravagin             | increase size of culvert (50% funded by flood team)      |        |      |      | 15   | 55.0      | Flood team |            | Work required following flooding Dec 2015 |
| 2               | A94   | Drumkilbo                                | Install new carrier pipe to address carriageway flooding |        |      |      | 40   | 95.0      | DT         |            | Work required following flooding Dec 2015 |
| 2               | unc   | The Steadings Meigle                     | Install outlet from SUDS system to prevent flooding      |        |      |      | 10   | 105.0     | RMP        |            | Work required following flooding Dec 2015 |
| 5               | A822  | Sma Glen                                 | Replace damaged culvert and improve inlet                |        |      |      | 10   | 115.0     | RMP        |            | Work required following flooding Dec 2015 |
| 4               | A827  | Pitnacree junction                       | Renew filter drain, adjust kerbs to prevent flooding     |        |      |      | 5    | 120.0     | RMP        |            | Work required following flooding Dec 2015 |
| 4               | A827  | Logierait                                | Replace soakaways to prevent /reduce flooding            |        |      |      | 15   | 135.0     | RMP        |            | Work required following flooding Dec 2015 |

| WARD | ROUTE | LOCATION-FROM/TO                    | DESCRIPTION                                                                                             | LENGTH | AREA | RATE | COST | CUM TOTAL | Designer | Contractor | Comments                                  |
|------|-------|-------------------------------------|---------------------------------------------------------------------------------------------------------|--------|------|------|------|-----------|----------|------------|-------------------------------------------|
| 2    | A93   | Beech Hedges caravan Park           | Install drain to prevent flooding                                                                       |        |      |      | 5    | 140.0     | RMP      |            | Work required following flooding Dec 2015 |
| 5    | A923  | East of Butterstone                 | Construct headwall to prevent flow of water onto road, landowner to repair watercourses in his property |        |      |      | 3    | 143.0     | RMP      |            | Work required following flooding Dec 2015 |
| 5    | B898  | Dalguise outdoor centre             | Renew culver inlet                                                                                      |        |      |      | 3    | 146.0     | RMP      |            | Work required following flooding Dec 2015 |
| 5    | C502  | Rotmell and junction A923           | Improve culvert inlets                                                                                  |        |      |      | 5    | 151.0     | RMP      |            | Work required following flooding Dec 2015 |
| 5    | U114  | Meadows of Balled                   | Renew damaged pipe                                                                                      |        |      |      | 8    | 159.0     | RMP      |            | Work required following flooding Dec 2015 |
| 5    | unc   | Wylies Court Murthly                | Install gully and improvements to SUDS system                                                           |        |      |      | 2    | 161.0     | RMP      |            | Work required following flooding Dec 2015 |
| 4    | A827  | 4 locations west of Aberfeldy       | Replace cross drains                                                                                    |        |      |      | 40   | 201.0     | RMP      |            | Work required following flooding Dec 2015 |
| 4    | A827  | Kenmore to Killin various locations | Improvements to existing culverts/pipes including renewal of filter drain material                      |        |      |      | 40   | 241.0     | RMP      |            | Work required following flooding Dec 2015 |
| 4    | C448  | Glen Lyon                           | Replace choked and damaged cross drains and construct suitable inlets/headwalls at various locations    |        |      |      | 40   | 281.0     | RMP      |            | Work required following flooding Dec 2015 |

| WARD           | ROUTE | LOCATION-FROM/TO                            | DESCRIPTION                                                                                      | LENGTH | AREA | RATE   | COST  | CUM TOTAL | Designer | Contractor        | Comments                                                           |
|----------------|-------|---------------------------------------------|--------------------------------------------------------------------------------------------------|--------|------|--------|-------|-----------|----------|-------------------|--------------------------------------------------------------------|
| 4              | C449  | Fearnan                                     | Install new drainage pipe and kerb along access frontage to 4 cottages, including channel drain. |        |      |        | 25    | 306.0     | RMP      |                   | Work required following flooding Dec 2015                          |
| 5              | A923  | Sawmill Brae, Dunkeld                       | Construct surface water drainage system in carriageway                                           | 200    |      | 230.00 | 45.0  | 351.0     | RMP      | Tayside Contracts | Continuous flooding and freezing during winter months - phase 1    |
| 4              | B846  | Junction B8019 to Dalno bridge              | Install new drainage system and kerbing prior to future overlay                                  | 168    |      | 233.00 | 39.0  | 390.0     | DT       | Tayside Contracts | No drainage in this section of road, causing surface deterioration |
| 4              | A924  | Kinnaird                                    | Extend existing drainage system and kerbing to channel water                                     |        |      |        | 40.0  | 430.0     | DT       |                   | Required in advance of overlay/resurfacing                         |
| var            | var   | various locations                           | Minor drainage improvements as required by road supervisors                                      |        |      |        | 115.0 | 545.0     | RMP      | Tayside Contracts | Small projects as required by supervisor throughout year           |
| <b>2017-18</b> |       |                                             |                                                                                                  |        |      |        |       |           |          |                   |                                                                    |
| 4              | U117  | Drummond Hill                               | Phase 3 Drainage                                                                                 |        |      |        | 15.0  | 15.0      | RMP      | Tayside Contracts | Continuous flooding and freezing during winter months              |
| 5              | A984  | Junction B947 to culvert at Mill hill house | Install new drainage system and kerbing prior to future overlay                                  | 323    |      | 155.93 | 50.4  | 65.4      | RMP      | Tayside Contracts | no drainage in this section of road, causing surface deterioration |
| 4              | B8079 | Killiecrankie                               | Install positive drainage                                                                        | 280    |      | 233.00 | 65.2  | 130.6     |          |                   | Continuation of water running down brae and freezing               |
| 4              | A924  | West Moulin road                            | Connect existing drainage to drainage system                                                     | 75     |      | 219.45 | 16.5  | 147.1     |          |                   | Water overflowing existing gullies due to them being block off     |

| WARD                                           | ROUTE | LOCATION-FROM/TO                                                 | DESCRIPTION                                           | LENGTH | AREA | RATE   | COST | CUM TOTAL | Designer | Contractor | Comments                                              |
|------------------------------------------------|-------|------------------------------------------------------------------|-------------------------------------------------------|--------|------|--------|------|-----------|----------|------------|-------------------------------------------------------|
| 5                                              | A984  | Junction B947 to Meikle Fardle                                   | Install new drainage system                           | 323    |      | 140.00 | 45.2 | 192.3     |          |            | Continuous flooding and freezing during winter months |
| 4                                              | B954  | West Jordanstone to Cotton of Balharry                           | Construct road surface water drainage system in verge | 250    |      | 209.48 | 52.4 | 244.7     |          |            | Continuous flooding and freezing during winter months |
| <b>Patching and reinstatements (recurring)</b> |       |                                                                  |                                                       |        |      |        |      |           |          |            |                                                       |
| 2                                              | C434  | Balbeggie to St Martins                                          | Pre surface Dress Patching                            |        |      |        | 10.0 | 10.0      | RMP      |            |                                                       |
| 4                                              | C450  | Schiehallion and Dalchosnie                                      | Pre surface Dress Patching                            |        |      |        | 80.0 | 90.0      | RMP      |            |                                                       |
| 5                                              | A984  | Little Fardle Farm to Meikleour                                  | Pre surface Dress Patching                            |        |      |        | 15.0 | 105.0     | RMP      |            |                                                       |
| 2                                              | A926  | Roundabout to Angus Boundary                                     | Pre surface Dress Patching and take up cats eyes      |        |      |        | 40.0 | 145.0     | RMP      |            |                                                       |
| 4                                              | B846  | Dull Westwards                                                   | Pre surface Dress Patching                            |        |      |        | 5.0  | 150.0     | RMP      |            |                                                       |
| 2                                              | A926  | Cairns Park to Roundabout                                        | Pre surface Dress Patching and take up cats eyes      |        |      |        | 40.0 | 190.0     | RMP      |            |                                                       |
| 5                                              | C419  | Junction A93 to C406                                             | Pre surface Dress Patching                            |        |      |        | 2.0  | 192.0     | RMP      |            |                                                       |
| 3                                              | U95   | Mains of Creuchies to C446                                       | Pre surface Dress Patching                            |        |      |        | 2.0  | 194.0     | RMP      |            |                                                       |
| 2                                              | C446  | Bamff Road Alyth from Junction Bridge to Junction of U96 St Fink | Pre surface Dress Patching                            |        |      |        | 3.0  | 197.0     | RMP      |            |                                                       |
| 5                                              | A822  | New Bridge to Amulree                                            | Pre surface Dress Patching                            |        |      |        | 5.0  | 202.0     | RMP      |            |                                                       |

| WARD | ROUTE | LOCATION-FROM/TO                          | DESCRIPTION                          | LENGTH | AREA | RATE | COST | CUM TOTAL | Designer | Contractor | Comments               |
|------|-------|-------------------------------------------|--------------------------------------|--------|------|------|------|-----------|----------|------------|------------------------|
| 2    | C425  | Halfway House to Boatmans cottage         | Pre surface Dress Patching           |        |      |      | 2.0  | 204.0     | RMP      |            |                        |
| 5    | var   | Streets in Stanley                        | Pre surface Dress Patching           |        |      |      | 5.0  | 209.0     | RMP      |            |                        |
| 2    | C22   | Junction B954 to Angus Boundary           | Pre surface Dress Patching           |        |      |      | 5.0  | 214.0     | RMP      |            |                        |
| 4    | Var   | Streets in Kinloch Rannoch                | Permanent patching                   |        |      |      | 10.0 | 224.0     | RMP      |            |                        |
| 2    | var   | Streets in Meigle and Coupar Angus        | Permanent patching                   |        |      |      | 40.0 | 264.0     | RMP      |            |                        |
| 5    | var   | Streets in Meigle and Birnam and Bankfoot | Permanent patching                   |        |      |      | 30.0 | 294.0     | RMP      |            |                        |
| 3    | A94   | Coupar Angus to Meigle                    | Permanent patching                   |        |      |      | 50.0 | 344.0     | RMP      |            |                        |
| 4    | var   | Streets in pitlochry                      | Permanent patching                   |        |      |      | 20.0 | 364.0     | RMP      |            |                        |
| 3    | B950  | From A924 to A93                          | Permanent patching                   |        |      |      | 30.0 | 394.0     | RMP      |            |                        |
| 3    | A93   | North of Blairgowrie                      | Permanent patching                   |        |      |      | 50.0 | 444.0     | RMP      |            |                        |
| 4    | C448  | Glen Lyon                                 | Permanent patching                   |        |      |      | 60.0 | 504.0     | RMP      |            |                        |
| 4    | C449  | Fortingall to Fearnan                     | Permanent patching                   |        |      |      | 20.0 | 524.0     | RMP      |            |                        |
| 5    | U173  | Glen Quaich                               | Permanent patching                   |        |      |      | 20.0 | 544.0     | RMP      |            | match fund SHETL (10k) |
| 4    | A827  | Aberfeldy to Fearnan                      | Permanent patching                   |        |      |      | 25.0 | 569.0     | RMP      |            | match fund SHETL (12k) |
| 4    | A827  | Aberfeldy to Ballinluig                   | Permanent patching                   |        |      |      | 80.0 | 649.0     | RMP      |            | match fund SHETL (20k) |
| 4    | A826  | Milton to Griffin                         | Permanent patching                   |        |      |      | 20.0 | 669.0     | RMP      |            | match fund SHETL (10k) |
| 5    | A822  | Milton junction to Dunkeld                | Permanent patching                   |        |      |      | 20.0 | 689.0     | RMP      |            | match fund SHETL (10k) |
| 4    | B846  | Aberfeldy to Tummelbridge                 | Permanent patching                   |        |      |      | 50.0 | 739.0     | RMP      |            | match fund SHETL (25k) |
| 4    | B847  | B846 to C453                              | Permanent patching                   |        |      |      | 10.0 | 749.0     | RMP      |            | match fund SHETL (5k)  |
| 4    | C453  | throughout                                | Permanent Patching and verge repairs |        |      |      | 17.0 | 766.0     | RMP      |            | match fund SHETL (9k)  |

| WARD | ROUTE | LOCATION-FROM/TO | DESCRIPTION                                     | LENGTH | AREA | RATE | COST  | CUM TOTAL | Designer | Contractor | Comments              |
|------|-------|------------------|-------------------------------------------------|--------|------|------|-------|-----------|----------|------------|-----------------------|
| 4    | C454  | Dalnacardoch     | Permanent Patching and verge repairs            |        |      |      | 18.0  | 784.0     | RMP      |            | match fund SHETL (9k) |
| var  | var   | as required      | Permanent Patching Area 1 J McNab               |        |      |      | 10.0  | 794.0     | RMP      |            |                       |
| var  | var   | as required      | Permanent Patching Area 2 R Millar              |        |      |      | 10.0  | 804.0     | RMP      |            |                       |
| var  | var   | as required      | Permanent Patching Area 3 A Findlay             |        |      |      | 10.0  | 814.0     | RMP      |            |                       |
| var  | var   | as required      | Permanent Patching Area 4 J Hodgson             |        |      |      | 10.0  | 824.0     | RMP      |            |                       |
| var  | var   | as required      | Grout Patching/Jet Patching as required B Milne |        |      |      | 65.0  | 889.0     | RMP      |            |                       |
| var  | var   | as required      | First time permanent patching(hot box)          |        |      |      | 100.0 | 989.0     | RMP      |            |                       |

### Capital Footway Budget £154,000

#### FOOTWAY WORKS

2016-17

|   |      |                                      |                       |      |      |      |      |      |     |                   |                                                       |
|---|------|--------------------------------------|-----------------------|------|------|------|------|------|-----|-------------------|-------------------------------------------------------|
| 3 | Unc  | Bank Street Blairgowrie              | Slurry seal footway   | 152  | 168  | 7.00 | 1.2  | 1.2  | RMP | Tayside Contracts | Restore footway surface remove tripping hazards       |
|   | A923 | Blaigowrie road Coupar Angus         | Slurry seal footway   | 500  | 800  | 7.00 | 5.6  | 6.8  | RMP | Tayside Contracts | Surface deterioration                                 |
| 4 | U/C  | Appin Place Aberfeldy                | Slurry seal footway   | 96   | 173  | 7    | 1.2  | 8.0  | RMP |                   | Surface in fair condition                             |
| 5 | A984 | Glendelvine School to Junction B9099 | Slurry seal footway   | 979  | 1175 | 8    | 9.4  | 17.4 | RMP |                   | Surface in fair condition vegetation require cut back |
| 5 | Unc  | Baul Bhan Ballinluig                 | Slurry seal footway   | 217  | 326  | 7    | 2.3  | 19.7 | RMP |                   | Surface in poor condition                             |
| 4 | A827 | Crieff Road, Aberfeldy               | Slurry seal footway   | 104  | 183  | 7    | 1.3  | 21.0 | RMP |                   | Surface in poor condition                             |
|   | var  | various streets                      | Slurry seal footway   | 1800 | 3200 | 8.00 | 32.4 | 53.4 | RMP | Tayside Contracts | As identified in annual inspections                   |
|   | var  | various streets                      | Minor footway repairs |      |      |      | 16.0 | 69.4 | RMP |                   |                                                       |

| WARD           | ROUTE | LOCATION-FROM/TO                         | DESCRIPTION                                      | LENGTH | AREA  | RATE  | COST | CUM TOTAL | Designer | Contractor | Comments                                        |
|----------------|-------|------------------------------------------|--------------------------------------------------|--------|-------|-------|------|-----------|----------|------------|-------------------------------------------------|
| 4              | A827  | Pitnacree Bridge                         | Resurface dust footway                           | 248    | 448   |       | 10.0 | 79.4      | RMP      |            | Surface encroached with weeds and grass         |
| 5              | B9099 | Junction U116 to surfaced footway        | Reconstruct footway                              | 297    | 534.6 | 56    | 29.9 | 109.3     | DT       |            | Surface unbound with no delineation             |
| 4              | B847  | Main road Calvine                        | Resurface footway                                | 57     | 86    | 35    | 6    | 115.3     | DT       |            | Surface in poor condition                       |
| 3              | Unc   | Davie Park Place Rattray                 | Resurface footway and replace minor area of kerb | 153    | 276   | 40.79 | 11.3 | 126.5     | DT       |            | Restore footway surface remove tripping hazards |
| 3              | Unc   | Coralbank Road Rattray                   | Resurface footway                                | 210    | 315   | 40.79 | 12.8 | 139.4     | DT       |            | Restore footway surface remove tripping hazards |
| 3              | Unc   | Ashgrove Road Rattray                    | Resurface footway                                | 148    | 237   | 40.79 | 9.7  | 149.1     | DT       |            | Restore footway surface remove tripping hazards |
| 3              | Unc   | Reform St Blairgowrie                    | Resurface footway                                | 61     | 122   | 40.79 | 5.0  | 154.0     | DT       |            | Remove slabs and trip hazard resurface footway  |
| <b>2017-18</b> |       |                                          |                                                  |        |       |       |      |           |          |            |                                                 |
| 3              | A93   | Balmoral Road Rattray                    | Resurface footway                                | 300    | 360   | 40.79 | 14.7 | 14.7      |          |            | Restore footway surface remove tripping hazards |
| 4              | Unc   | Moness Terrace Dunkeld Street to Carpark | Reconstruct Footway                              | 60     | 120   | 73.92 | 8.9  | 23.6      |          |            | Surface failure                                 |
| var            | var   | various streets                          | Slurry seal footway                              |        |       |       |      | 23.6      |          |            |                                                 |
| 5              | Unc   | Atholl Gardens Dunkeld                   | Resurface footway                                | 316    | 570   | 42.74 | 24.4 | 47.9      |          |            | Surface previous slurry sealed and failed       |
| 2              | Unc   | St Andrews St Alyth                      | Resurface footway                                | 161    | 210   | 35    | 7.4  | 55.3      |          |            | Surface in poor condition                       |
| 5              | B867  | Bankfoot to Waterloo                     | Resurface dust footway with DBM                  | 460    | 598   | 35    | 20.9 | 76.2      |          |            | Surface linking two communities                 |
| 3              | Unc   | Blackloch Crescent Carsie                | Resurface footway                                | 187    | 300   | 35    | 10.5 | 86.7      |          |            | Surface in poor condition                       |
| 3              | U/C   | Shaw St Blairgowrie                      | Resurface footway                                | 310    | 465   | 35    | 16.3 | 103.0     |          |            | Surface in poor condition                       |
| 4              | unc   | Braeside Road Ballinluig                 | Resurface footway                                | 606    | 1010  | 20.5  | 20.7 | 123.7     |          |            | Surface in poor condition                       |

| WARD           | ROUTE | LOCATION-FROM/TO                                 | DESCRIPTION             | LENGTH | AREA  | RATE  | COST  | CUM TOTAL | Designer | Contractor | Comments                                           |
|----------------|-------|--------------------------------------------------|-------------------------|--------|-------|-------|-------|-----------|----------|------------|----------------------------------------------------|
| 5              | unc   | Nicol Drive Bankfoot                             | Reduce width of footway | 125    | 225   | 100   | 22.5  | 146.2     |          |            | Surface in poor condition continuous over run over |
| 4              | U/C   | Duntaylor Avenue.                                | Resurface footway       | 123    | 222   | 35    | 7.8   | 153.9     |          |            | Surface previous Slurry seal now worn off          |
| 4              | B847  | Main road Calvine                                | Resurface footway       | 164    | 246   | 8     | 1.968 | 155.9     |          |            | Surface in poor condition                          |
| 3              | Unc   | Keay St Blairgowrie                              | Resurface footway       | 210    | 315   | 40.79 | 12.8  | 168.8     |          |            | Restore footway surface remove tripping hazards    |
| 3              | Unc   | Riverside Road Rattray                           | Resurface footway       | 95     | 95    | 40.79 | 3.9   | 172.6     |          |            | Restore footway surface remove tripping hazards    |
| <b>2018-19</b> |       |                                                  |                         |        |       |       |       |           |          |            |                                                    |
| var            | var   | Various streets                                  | Slurry seal footway     |        |       |       |       | 75.0      |          |            |                                                    |
| 4              | Unc   | Taybridge Drive                                  | Resurface Footway       | 320    | 640   | 42.74 | 27.4  | 102.4     |          |            | Restore footway surface remove tripping hazards    |
| 4              | A827  | Dunkeld St Aberfeldy from Co-op to Faragon Drive | Reconstruct Footway     | 22     | 66    | 73.92 | 4.9   | 107.2     |          |            | Restore footway surface remove tripping hazards    |
| 3              | Unc   | Jessie Street Blairgowrie                        | Resurface footway       | 120    | 118   | 40.79 | 4.8   | 112.0     |          |            | Restore footway surface remove tripping hazards    |
| 4              | Unc   | Taybridge Terrace Aberfeldy                      | Resurface footway       | 290    | 522   | 42.74 | 22.3  | 134.4     |          |            | Previous slurry seal spalling off                  |
| 4              | A924  | West of Gate House                               | Extend kerb line        | 75     |       | 35    | 2.6   | 137.0     |          |            | Prevent water discharging onto road surface        |
| 4              | A827  | Bank St Aberfeldy                                | Resurface               | 78     | 144.6 | 35    | 5.1   | 142.0     |          |            | Surface in poor condition                          |
| 2              | Unc   | Cambridge Quad Alyth                             | Resurface footway       | 136    | 245   | 42.74 | 10.5  | 152.5     |          |            | Surface failure                                    |



**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Works to Private/Unadopted Roads and Footways****Report by Director (Environment)**

This report outlines a recommended list of roads to be considered for bringing to a standard where they can subsequently be adopted by Perth & Kinross Council, and for assisting residents in meeting the cost of this work. This report follows on from previous reports (11/579, 12/508, 13/552, 14/493 and 15/528) outlining the policy and procedure which is followed in assessing applications for road adoption by the Council.

**1. BACKGROUND**

- 1.1 In approving the 2011/12 – 2015/16 Capital Budget, £100,000 per annum for 5 years was allocated to enable the Council to assist residents and businesses to upgrade their private roads and footways to an adoptable standard. This would then permit the frontager/proprietor to pass responsibility for maintenance to the Council.
- 1.2 On 20 November 2013, the Enterprise and Infrastructure Committee approved a report which outlined the revised policy from 7 November 2012 (Report No12/508 refers). This policy is attached as Appendix 1. It also included the method of processing and assessing requests to bring private roads/footways up to an adoptable standard (Report No 13/552 refers). This report also outlined a number of roads to be brought to an adoptable standard should a full agreement of cost share be reached.
- 1.3 Table 1 provides an update on the previously approved roads between 2012 and 2015.

**TABLE 1**

Roads approved in 7 November 2012 report (12/508)

| <b>Road</b>                    | <b>Status</b>                                                                                               |
|--------------------------------|-------------------------------------------------------------------------------------------------------------|
| Moness Lane, Aberfeldy         | Works complete May 2013                                                                                     |
| Graham Court, Bankfoot         | Works complete March 2014                                                                                   |
| Manson Village, Perth          | Works complete October 2014                                                                                 |
| Kinnaird Castle Road, Kinnaird | Works complete September 2014                                                                               |
| Den Road, Scone                | Application withdrawn by residents group                                                                    |
| Queens Road, Scone             | Application withdrawn by residents group                                                                    |
| Cottown, St Madoes             | Currently on hold awaiting the installation of a new surface water drain by the National Trust for Scotland |
| Culic Brae, Pitlochry          | Application withdrawn by residents group                                                                    |
| Brucefield Road, Blairgowrie   | Works complete September 2014                                                                               |

Roads approved in 20 November 2013 report (13/552)

| <b>Road</b>                         | <b>Status</b>                                                     |
|-------------------------------------|-------------------------------------------------------------------|
| Connaught Terrace, Crieff           | Application withdrawn by residents group                          |
| Colenhaugh, Stormontfield           | Works complete November 2015                                      |
| Golf Course Road, Pitlochry         | Application withdrawn by residents group                          |
| Graybank Road, Perth                | Application withdrawn by residents group                          |
| Strathearn Terrace, Perth           | Works complete December 2015                                      |
| Blairgowrie House Road, Blairgowrie | Application withdrawn by residents group                          |
| Knock Road, Crieff                  | Works complete September 2015                                     |
| The Crescent, Luncarty              | Application withdrawn by residents group                          |
| Murray Place, Pitlochry             | Currently awaiting a final decision to be made by residents group |

Roads approved in 15 November 2014 report (14/493)

| <b>Road</b>                                       | <b>Status</b>                                                            |
|---------------------------------------------------|--------------------------------------------------------------------------|
| Back Street, Dark Walk, Riverside, Bridge of Earn | Application withdrawn by residents group                                 |
| Station Road, Crook of Devon                      | Currently on hold due to objections by residents                         |
| Huntly Wood, Longforan                            | Works complete July 2015                                                 |
| St Mary's Church Road, Pitcairn                   | Works complete December 2015                                             |
| Chapelhill Village Hall access road, Logiealmond  | Currently no final decision made by residents group                      |
| Manse Lane, St Fillans                            | Application withdrawn by residents group                                 |
| Muirie Cemetery access road, Errol                | Original application withdrawn following problems with ownership of road |
| Dalcroy Crescent, Tummel Bridge                   | Works complete July 2015                                                 |

## Roads approved in 12 November 2015 report (15/528)

| <b>Road</b>                                   | <b>Status</b>                                                                    |
|-----------------------------------------------|----------------------------------------------------------------------------------|
| Loyal Road, Alyth                             | Works complete June 2016                                                         |
| Templehall Road, Longforgan                   | Works complete February 2016                                                     |
| Birchview Place, Errol                        | Works scheduled January 2017                                                     |
| Littleblair Drive, Blairgowrie                | Works schedule January 2017                                                      |
| Cairnie Crescent / Cairnie Terrace, St Madoes | Currently on hold due to objections by residents but anticipated to proceed 2016 |

## **2. PROPOSALS**

- 2.1 It is proposed that the projects which were approved previously, as shown in Table 1, remain live. This is until such time as the frontagers request to withdraw their applications or the remaining funding is exhausted by the other projects which have reached an agreement and been completed. Appendix 2 shows the works that are planned for the current financial year.
- 2.2 As outlined in the policy, a written agreement between the requesting group through the main contact and the Council is required before works can commence. Where individual frontagers/proprietors do not agree to the work in advance, the Council will only proceed on the basis that those frontagers/proprietors willing to proceed have agreed that the full share of the costs be split equally between them.
- 2.3 It should be noted that finance colleagues have confirmed in 2016 that no Value Added Tax (VAT) should be applied to the projects.
- 2.4 If agreement of cost share cannot be reached between a requesting group on the initial list and the Council, the next requesting group on the list will be contacted to reach agreement on cost share. This is subject to budget availability.
- 2.5 A number of interested parties contacted the Council to enquire about the details of the policy. These parties were given copies of the guidance notes. It was requested that if they wished to proceed they complete a scoring mechanism and return it to the Council. Appendix 3 lists notes of interest in the policy where there is currently insufficient information to progress.

## **3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 Table 1 outlines the progress of the work already approved under the works to private/unadopted roads and footways policy. This report seeks approval for the continuation of these works. These will be subject to the frontage proprietors' written agreement to the sharing of costs and within the approved financial budget associated to this policy within the 2016/17 financial year and any subsequent years, until the budget is exhausted.

3.2 It is recommended that the Committee:-

- (i) approves the execution of works to bring roads in Appendix 2 up to a standard where it is appropriate to adopt these roads; and
- (ii) approves the execution of works to bring requested roads which are not within the funding available on the recommended list, starting with the next highest points score from the full list up to standard, as shown in Appendix 3. This will be invoked when full agreement of cost share cannot be reached with the initially recommended listed roads.

**Author**

| <b>Name</b>  | <b>Designation</b>                          | <b>Contact Details</b>                                                                             |
|--------------|---------------------------------------------|----------------------------------------------------------------------------------------------------|
| Stuart D'All | Deputy Road Maintenance Partnership Manager | 01738 475000<br><a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a> |

**Approved**

| <b>Name</b>    | <b>Designation</b>     | <b>Date</b>    |
|----------------|------------------------|----------------|
| Barbara Renton | Director (Environment) | 6 October 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan / Single Outcome Agreement           | <b>Yes</b>        |
| Corporate Plan                                      | <b>Yes</b>        |
| <b>Resource Implications</b>                        |                   |
| Financial                                           | <b>Yes</b>        |
| Workforce                                           | <b>Yes</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>None</b>       |
| Legal and Governance                                | <b>Yes</b>        |
| Risk                                                | <b>Yes</b>        |
| <b>Consultation</b>                                 |                   |
| Internal                                            | <b>Yes</b>        |
| External                                            | <b>None</b>       |
| <b>Communication</b>                                |                   |
| Communications Plan                                 | <b>Yes</b>        |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

1.1 The Perth and Kinross Community Plan/Single Outcome Agreement sets out a number of priorities. By assisting resident groups in bringing their private roads up to an adoptable standard and subsequently adopting the roads, which also releases the direct burden of maintenance from the residents and improved the quality of access to residential, community and commercial premises delivers the following priorities:

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

## Corporate Plan

1.2 The Council's Corporate Plan lays out five Objectives which provide clear strategic directions, inform decisions at a corporate and service level and shape resources allocation. This report supports the delivery of the following Corporate Plan objectives:

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

## **2. Resource Implications**

### Financial

#### Capital

2.1 As noted in Section 1, a total Capital budget of £500,000 was approved by the Council in 2011/12 to deliver this policy. This budget has been reprofiled due to delays in the project, with a net budget of £245,000 remaining this financial year.

#### Revenue

2.2 The additional annual maintenance costs associated with adopting these roads is estimated at £10,000 per annum. These costs will require to be prioritised within the existing Road Maintenance Revenue Budget.

#### Workforce

2.3 This policy will be implemented using existing staff resources.

## **3. Assessments**

### Equality Impact Assessment

3.1 Submission of the original report 11/579 considered that the EqIA was not relevant and this remains.

### Strategic Environmental Assessment

3.2 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).

3.3 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.

## Legal and Governance

- 3.4 The Head of Legal and Governance Services has been consulted in preparing the Minute of Agreement documentation required to be signed by applicants to approve the cost share and works to their private/unadopted road.

## Risk

- 3.5 There is a risk applicants will not pay their contribution when works are approved. To protect the Council and mitigate the risk payment will be required in advance of works.

## **4. Consultation**

### Internal

- 4.1 This report is an update to the previous report (14/493 refers) which consulted with the following: The Head of Legal Services, the Head of Democratic Services and the Head of Finance.

## **5. Communication**

- 5.1 Should this report be approved the main contacts of each recommended road will be contacted to inform them of the estimate and that their road has been successful in gaining approval for a cost share in bringing their road to an adoptable standard. The main contacts will then have to disseminate this information within their group of frontagers and should they wish to proceed and can agree on the cost share the works will commence following a completed legal “minute of agreement” between the frontagers and Perth & Kinross Council.

## **2. Background Papers**

- 2.1 No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1983 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above report.

## **3. Appendices**

- Appendix 1 - Policy and Method of Processing and assessing requests to bring private roads/footways up to an adoptable standard.
- Appendix 2 – Works to unadopted roads scheduled for current financial year 2016/17.
- Appendix 3 - Notes of interest from applicants for assessment of unadopted roads





### **Policy and Method of Processing and assessing requests to bring private Roads/footways up to an adoptable standard**

Within the budget agreed the Council will enact its policy to facilitate the carrying out of works to private roads/footways to a standard which would allow them to be adopted, subject to the following conditions:

- a) There must be a public right of vehicular/pedestrian passage (this excludes private accesses). It must connect to a road which is currently adopted and maintained by the Council.
- b) Costs are to be shared by the Council and the frontage proprietors, with the Council making the following contributions: 40% in respect of domestic premises 25% in respect of non-domestic premises 100% in respect of a religious or registered charitable organisation's Premises
- c) Where such an agreement is requested by frontagers/proprietors they will enter into a written agreement with the Council, as a group, to meet the remaining costs of the works.
- d) The group shall appoint a main contact (applicant) for the Council and all communications will be via this applicant. He/she will be responsible for all contact with the other frontagers/proprietors and, other than notifying of the commencement of works and requesting payment, no individual contact will be made by the Council with the other frontagers/proprietors.
- e) Where individual frontagers/proprietors do not agree to the works in advance, the Council will only proceed on the basis that the others have agreed that the full share of the costs be split equally between these frontagers/proprietors willing to proceed
- f) In such circumstances as detailed in e) above, the applicant shall ensure that the others are fully aware and have agreed to pay this additional share of the cost. When invoicing for the works, the Council will apportion these costs equally across all agreed contributors.
- g) Where a scheme is to be progressed then frontagers must agree to the subsequent adoption of the completed works in accordance with Section 16 of the Roads (Scotland) Act 1984.

It will of course remain open to applicants whose road does not receive a high priority, to undertake the work at their own expense, to allow the road or footway to be adopted.

The following conditions are placed on the above proposals to protect both the frontagers/proprietors and the council from excessive individual costs:

- (i) The Council's contributions are available only if the Council acts as agent for the works;
- (ii) Local Elected Members will be notified of requests in their ward and their support sought with regard to progressing the application.
- (iii) With regard to the footway element, the Council's contributions apply only to footways up to 3 metres in width. (Footways of widths in excess of 3 metres to be referred to Committee for individual consideration);
- (iv) The frontager/proprietor's liability to be limited to the first 40 metres of the footway length. (the cost of making up any length in excess of 40 metres to be met in full by the Council);
- (v) The works are to be carried out in accordance with the Roads Service Specification for the appropriate type of road;
- (vi) On completion of the work and after a contractual maintenance period, the Council will add the road/footway to its List of Public Roads.

### **SCORING MECHANISM FOR PRIORITISING REQUESTS**

Criteria

Is the section to be upgraded, the only direct route to a tourist attraction/community? facility or other facility with a broader general use? Note for a tourist attraction which is not a frontager the applicant may wish to contact them to seek a contribution.

Y 10

N 5

Is the section to be upgraded, a link section between existing publicly maintained roads?

Y 10

N 0

Is the section to be upgraded, a Council promoted recreational route such as core path, cycle route or safer route to school? (recreational routes will be as advertised on a Council leaflet/publication)

Y 10

N 0

Is the section to be upgraded adjacent to a public road (eg unadopted footway)?

Y 10

N 0

Does the section add benefit to the greater good in some other way eg main road within settlement?

Y 10

N 0

Note – Points can be scored for more than one criterion

**Works to unadopted roads scheduled for current financial year 2016/17**

| <b>Location of unadopted road</b> | <b>Proposed works</b>                               |
|-----------------------------------|-----------------------------------------------------|
| Birchview Place, Errol            | Carriageway and footway patching and resurfacing    |
| Cairnie Crescent, St Madoes       | Carriageway and footway patching and resurfacing    |
| Cairnie Terrace, St Madoes        | Carriageway and footway patching and resurfacing    |
| Station Road, Crook of Devon      | Carriageway resurfacing                             |
| Littleblair Drive, Blairgowrie    | Carriageway patching and kerbing and drainage works |



### Notes of interest from applicants for assessment of unadopted roads

| Location of unadopted road  | Current status                                                                                                                                        |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Clashburn Way, Kinross      | Assessment carried out and PKC have proposed to adopt the road subject to clarification on the ownership of the surface water drain                   |
| Haddon Road, Perth          | Assessment carried out and PKC have proposed to adopt the road subject to remedial work being carried out by Gannochy Trust                           |
| Poppy Court, Scone          | Assessment carried out and PKC have proposed to adopt the road subject to remedial work being carried out by the owner                                |
| Rossie Place, Forgandenny   | Assessment carried out and Strathallan school informed of work required to bring it up to an adoptable standard of construction                       |
| Kinclaven Crescent, Murthly | Assessment carried out but no agreement reached on surface water drainage requirements                                                                |
| Northbank, Longforgan       | Assessment carried out but objection to the adoption received from resident                                                                           |
| Oak Road, Birnam            | Assessment carried out and residents informed of unadopted road policy. PKC awaiting further instructions from residents on how they wish to proceed. |
| Church Lane, Bankfoot       | Still to be assessed                                                                                                                                  |
| Ford Road, Blair Atholl     | Still to be assessed                                                                                                                                  |
| Muirton Farm, Alyth         | Assessment carried out but road needs to be linked to PKC network of roads at Alyth end                                                               |



**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Amendments to the List of Public Roads****Report by Director (Environment)**

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

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Roads (Scotland) Act, 1984 requires the Council to keep a List of Public Roads, which it has a duty to manage and maintain. The Act makes provision for new or upgraded sections of road to be added to the list from time to time.
- 1.2 The roads listed on the attached schedule were constructed under Construction Consent. They have been completed in accordance with the Council's Road Standards and a satisfactory twelve-month maintenance period has expired. The developer has requested that they be added to the List of Public Roads. Consequently, in accordance with Section 16 of the Roads (Scotland) Act 1984, the Council, as Roads Authority, is obliged to add such roads to its List of Public Roads.

**2. PROPOSALS**

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

**3. CONCLUSION AND RECOMMENDATION**

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

**Author**

| <b>Name</b>  | <b>Designation</b> | <b>Contact Details</b>                                                                             |
|--------------|--------------------|----------------------------------------------------------------------------------------------------|
| Brian Fraser | Technician         | 01738 475000<br><a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a> |

**Approved**

| <b>Name</b>    | <b>Designation</b>     | <b>Date</b>       |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 20 September 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Corporate Plan

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

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

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

### 2. Resource Implications

#### Financial

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

- 2.2 The revenue commitments arising from the routine maintenance of the new roads are detailed in the schedule. The amount of £9,874 for Routine and Cyclic Maintenance, and additional expenditure on Street Cleaning, will require to be prioritised within the existing Environment Service Revenue Budget in future years.

### **3. Assessments**

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

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

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

#### Strategic Environmental Assessment

- 3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.4 This section should reflect that the proposals have been considered under the Act and no further action is required as it does not qualify as a Plan, Programme or Strategy (PPS) as defined by the Act and is therefore exempt.

### **4. Consultation**

#### Internal

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

#### External

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

## **2. BACKGROUND PAPERS**

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

### **3. APPENDICES**

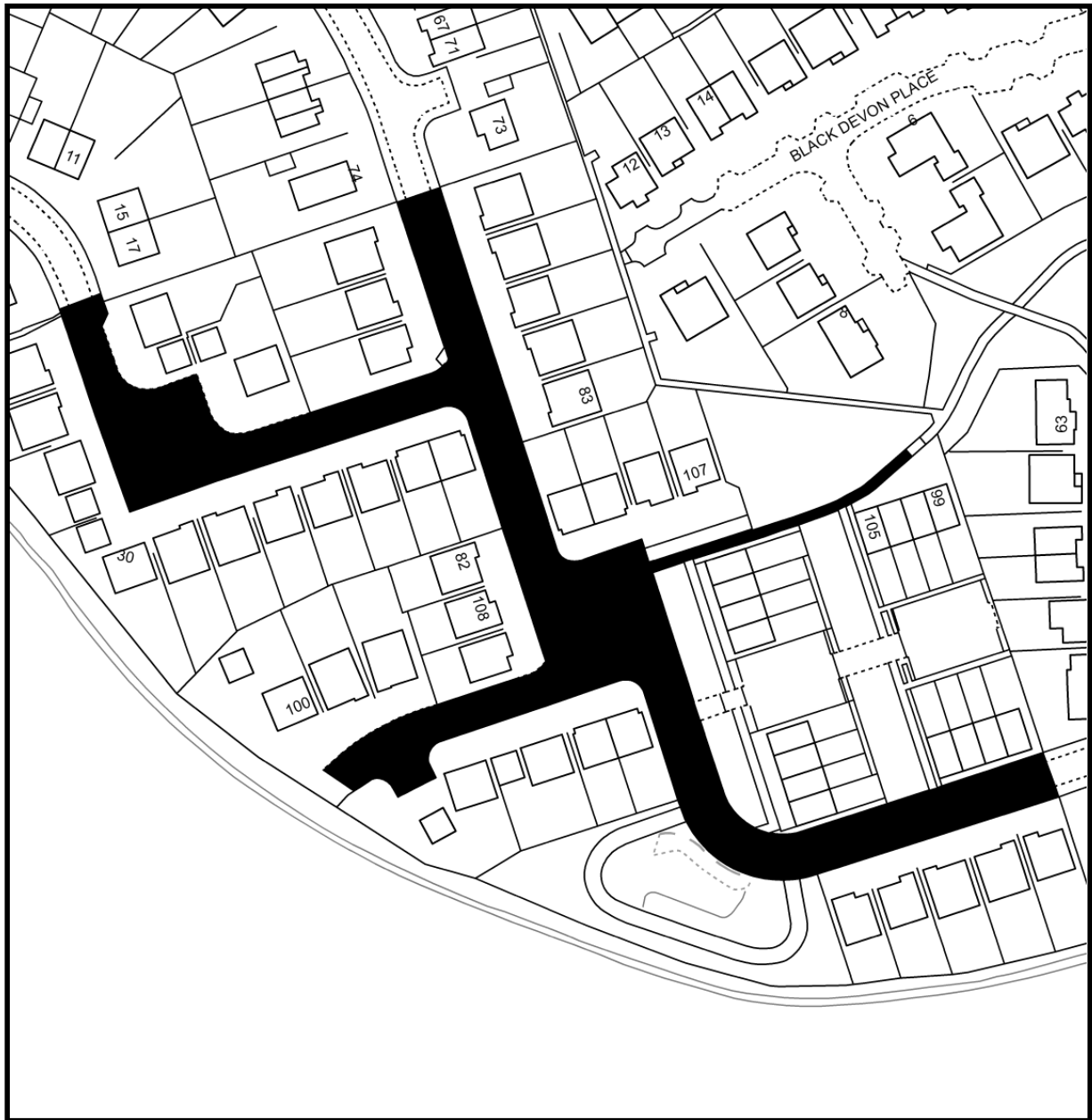
#### **3.1 Appendix 1 - Schedule for Additions to the List of Public Roads**



## Schedule for Additions to the List of Public Roads

| Town          | Street Name                              | Construction Consent No. | Developer             | Length      | Ward | Street Lighting Columns | Remarks | Financial Implications |                 |
|---------------|------------------------------------------|--------------------------|-----------------------|-------------|------|-------------------------|---------|------------------------|-----------------|
|               |                                          |                          |                       |             |      |                         |         | Roads                  | Street Lighting |
| Inchture      | Meadowview Drive                         | CC/PK/09/01              | Barratt East Scotland | 101m        | 1    | 4                       |         | £2,267                 | £260            |
| Inchture      | Meadowview Place                         | CC/PK/09/01              | Barratt East Scotland | 85m         | 1    | 3                       |         | £1,908                 | £195            |
| Inchture      | Orchard Place                            | CC/PK/09/01              | Barratt East Scotland | 197m        | 1    | 8                       |         | £4,423                 | £520            |
| Inchture      | Footpath adjacent to No.97 Orchard Place | CC/PK/09/01              | Barratt East Scotland | 63m         | 1    | 1                       |         | £236                   | £65             |
| <b>TOTALS</b> |                                          |                          |                       | <b>446m</b> |      | <b>16</b>               |         | <b>£8,834</b>          | <b>£1,040</b>   |

Meadowview Drive, Meadowview Place and Orchard Place, Inchture



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## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

## Perth City Centre Community Street Audits

## Report by Director (Environment)

This report provides information about the street audits that were carried out in the city centre of Perth. This collaboration approach, working with key partners, has provided an innovative insight into the problems being experienced by vulnerable pedestrians and identified issues affecting their ability to use the city centre.

## 1. BACKGROUND

### Aims and Partners

- 1.1 In response to reports of issues affecting pedestrians with both visual and mobility disabilities walking in the city centre of Perth, Perth and Kinross Council contacted Living Streets (Scotland) for support to carry out audits of the city centre streets for access and walking.
- 1.2 The Traffic & Road Network team aims to ensure that, where possible, the city centre is accessible, safe and welcoming to pedestrians of all ages and abilities, and that city centre streets allow residents, workers and visitors alike to enjoy the city centre on foot.
- 1.3 As a result, a partnership project was developed with Living Streets (Scotland), Perth and Kinross Council and the Centre for Inclusive Living Perth and Kinross (CILPK), with input from Vision PK. In addition, participation was also sought from additional stakeholders both within the Council and externally. This included input from the City Centre Team, as well as the NHS Tayside Falls Service Manager.
- 1.4 The walkability of a place can be understood by considering 5 Cs: that walking facilities are **Connected; Convenient; Convivial; Comfortable; Conspicuous**.

**Connected** – Do good pedestrian routes connect the places people want to go?

**Convenient** – Are routes direct, crossings in the right place, and easy to use?

**Convivial** – Are routes attractive, well-lit and safe, and is there variety along the street?

**Comfortable** – What is the quality and width of the footway, and what obstructions are there?

**Conspicuous** – How easy is it to find and follow a route? Are there surface treatments and signs to guide pedestrians?

- 1.5 The audits were carried out based on the 5 Cs. When assessing the quality of walking facilities against these criteria, it is important to consider factors that affect a broad range of pedestrians. This includes able bodied pedestrians, wheelchair users, motorised scooters and pedestrians with crutches or canes. Pedestrians in this group require adequate space to manoeuvre when walking, and have additional needs with regards to accessing pavements and other facilities provided at a different grade to the carriageway.
- 1.6 The aims of the project were to:
- Identify access, safety and other issues affecting pedestrians of all ages and abilities, and particularly pedestrians with disabilities making journeys on foot to, and within, the city centre.
  - Seek agreement from participating stakeholders on the priorities for improvement and inform key stakeholders decision making, as well as support forward planning for the city centre.

### **Audits**

- 1.7 Following discussion with the partners, 5 “audit routes” were identified which were to form the focus of the project:
- Audit 1 – Pedestrian zone, High Street, St John’s and City Hall
  - Audit 2 – South Street, Charterhouse Lane and Canal Street
  - Audit 3 – Kinnoull Street and Scott Street
  - Audit 4 – Mill Street, Bridge Lane and George Street
  - Audit 5 – Perth Rail Station and Bus Station to High Street
- 1.8 A summary report of the Walkable and Accessible Perth City Centre Community Street Audits is attached in Appendix 1.
- 1.9 A number of issues were identified during the various street audits and recommendations were produced from the information gathered. The interested stakeholders assessed the findings of the report and a list of priorities has been identified. This is shown in Appendix 2.
- 1.10 Copies of the full report Accessibility and Walkability – Perth City Centre are available in the Members’ Lounge.

## **2. PROPOSALS**

- 2.1. A list of priorities has been created following consultation with the various stakeholders. It is proposed to begin to work through the recommendations identified in the report and shown in the list of priorities.



- 2.2 The priorities identified will be carried out as funding allows and £10,000 has been allocated from the Cycling Waking Safer Streets (CWSS) budget for 2016/17. This will allow a start to be made to improving the overall “Walkability” of Perth City Centre. The prioritisation will be done in consultation with the Centre for Inclusive Living Perth and Kinross, and Living Streets.
- 2.3 It is intended to continue to address the priorities identified in the report in the coming years as funding allows. Opportunities will also be taken to improve the infrastructure when works in the city centre are undertaken.
- 2.4 The Traffic and Network team will continue to work closely with CILPK and Living Streets (Scotland) to identify and address issues for access and walking in the City of Perth as well as other burghs in the Perth and Kinross area.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee is asked to note the audits carried out in the city of Perth and approve the list of priorities identified from these audits.
- 3.2 It is recommended that the Committee:
- (i) notes the contents of the report on walkable and accessible Perth City Centre Community Street Audits as shown in Appendix 1.
  - (ii) approves the list of priorities shown in Appendix 2.
  - (iii) approves the continuation of the street audits in the city of Perth and other burghs in the Perth and Kinross area.

#### Author

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

#### Approved

| Name           | Designation            | Date           |
|----------------|------------------------|----------------|
| Barbara Renton | Director (Environment) | 4 October 2016 |

|                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage healthy sustainable travel.

## **2. Resource Implications**

### Capital

- 2.1 In Report 16/244 Cycling Walking Safer Streets (CWSS) Projects 2016/17 £10,000 was allocated for the provision of minor measures to improve the city centre for pedestrians with visual and mobility impairment.
- 2.2 It would be proposed to identify similar budgets in the coming years to address the priorities identified during the city centre audit process, and further audits in other Perth and Kinross burghs. The identified measures and budget requirements will be reported to Committee as part of the annual CWSS Projects report.

### Revenue

- 2.3 There are no revenue resource implications arising directly from the recommendations in this report.
- 2.4 On-going maintenance costs estimated at £500 per annum will be prioritised within the Roads Maintenance Budget from 2017/18.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

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

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

#### Strategic Environmental Assessment

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

#### Sustainability

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

3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging sustainable modes of travel.

#### Legal and Governance

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

#### Risk

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

### **4. Consultation**

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

4.2 Living Streets (Scotland), Centre for Inclusive Living Perth and Kinross (CILPK), Vision PK and NHS Tayside have been consulted and support the proposals.

### **5. Communication**

5.1 Copies of the full report will be provided for the interested parties who took part in the project.

## **2. BACKGROUND PAPERS**

None.

## **3. APPENDICES**

- 3.1 The Summary Report and the list of identified priorities are as shown in Appendices 1 and 2.

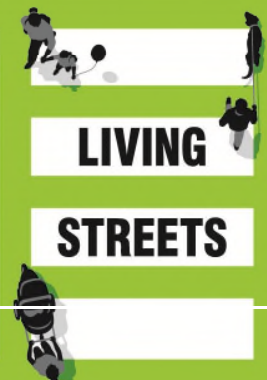


# Summary Report – Walkable and Accessible Perth City Centre Community Street Audits

Delivered as a part of the Walkable Communities Project 2016  
March 2016



We are Living Streets, the UK charity for everyday walking. We want to create a walking nation where people of all generations enjoy the benefits that this simple act brings, on streets fit for walking.



Living Streets (The Pedestrians' Association) is a Registered Charity No. 1108448 (England and Wales) and SC039808 (Scotland). Company Limited by Guarantee (England and Wales), Company Registration No. 5368409. 4th Floor, Universal House, 88-94 Wentworth Street, London, E1 7SA

[livingstreets.org.uk](http://livingstreets.org.uk)

## Living Streets

We have been the national voice for pedestrians throughout our 86 year history. In the early years, our campaigning led to the introduction of the driving test, pedestrian crossings and 30mph speed limits. Since then our ambition has grown. Today we influence decision makers nationally and locally, run successful projects to encourage people to walk, and deliver services and projects that help to reduce congestion and carbon emissions, improve public health, and make sure every community can enjoy vibrant streets and public spaces.

Living Streets Scotland's Walkable Communities project, funded by the Scottish Government and Paths for All, supports local authorities, community planning partners, and communities in Scotland to deliver the National Walking Strategy<sup>1</sup> to improve the local walking environment and enable and encourage people of all ages and abilities to walk for every day journeys.



### Introduction: Accessible and Walkable Perth 2015

In response to reports of issues affecting pedestrians with both visual and mobility disabilities walking in the city centre of Perth, the Senior Engineer for Road Safety and Design at Perth and Kinross Council contacted Living Streets Scotland to for support to assess city centre streets for access and walking. A partnership project was developed with Living Streets Scotland, Perth and Kinross Council and the Centre for Inclusive Living Perth and Kinross (CILPK), with input from Vision PK, whose members were able to provide insight into the difficulties they experience walking and using footways in the city centre. In addition, participation was sought from additional stakeholders both within the council and externally. This included input from the City Centre Team at Perth Council, as well as NHS Tayside Falls Service Manager providing insight on issues potentially affecting elder and frail older pedestrians. In total, the project was supported by participation of over 40 people, including local residents with mobility and visual disabilities and professionals.

Living Streets Scotland facilitated a series of **5 Community Street Audits** of city centre streets. The Community Street Audits allowed for an assessment of the overall quality of the accessibility and walkability of key city centre streets, in order to identify opportunities to capitalise on existing characteristics and deliver a more accessible and walkable city. The project group also considered routes linking Perth rail and bus stations to the city centre, considering how well connected the city centre and key public transport interchanges are for those making the journey on foot.

Audit 1 – Pedestrian zone, High Street, St. Johns and City Hall

Audit 2 – South Street, Charterhouse Lane and Canal Street

Audit 3 – Kinnoull Street and Scott Street

Audit 4 – Mill Street, Bridge Lane and George Street

Audit 5 – Perth Rail Station and Bus Station to High Street

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<sup>1</sup> Scottish Government 'Let's Get Scotland Walking – The National Walking Strategy  
<http://www.gov.scot/Resource/0045/00452622.pdf>



## Assessment of Overall 'Walkability' of Perth City Centre

Walkability can be thought of as a measure of the extent to which the public realm provides for movement and other activity on foot in ways that are both efficient and enjoyable. The walkability of a place can be understood by considering 5 C's: that walking facilities are **Connected; Convenient; Convivial; Comfortable; Conspicuous.**<sup>2</sup>

When assessing the quality of walking facilities against these criteria, it is important to consider factors that affect a broad range of pedestrians including those who may be using various modifications and aids to walking such as wheelchairs, motorised scooters, rollators or walking frames, crutches or canes. Pedestrians in this group require adequate space to manoeuvre when walking, and have additional needs with regards to accessing pavements and other facilities provided at a different grade to the carriageway. In addition, pedestrian provision should take account of the needs of pedestrians with sensory impairments including blind and visually impaired pedestrians. Tactile markings indicating hazards and crossing points, colour contrast of street furniture, removal of temporary and permanent obstacles from footways and design features that aid navigation of streets and public spaces are important for this group of pedestrians. Some older pedestrians may have additional needs while walking city streets, including provision of seating areas, and crossing facilities that either reduce the distance to be crossed, or that ensure adequate time to cross at signalised crossings.

Overall, Perth city centre possesses characteristics that go a long way to making the city a **'Walkable City'**. The city centre is flat and compact, with retail, leisure, green space and civic amenities all to be found within comfortable walking distance. City centre streets are attractive and interesting to pedestrians, with a variety of architectural styles and historical buildings, and a good mix of building use encouraging a variety of people into the city centre. Public realm in general is of a good standard, with the High Street and St. John's Kirk areas noted by the audit groups to be high quality and successful public spaces. The River Tay to the east, South Inch and the location of local landmarks including Perth Concert Hall coupled with a grid-like layout of streets aids orientation and legibility for pedestrians. For those traveling in to the city centre, public transport interchanges are located within a walkable distance from the city centre. The city centre is also a walkable distance from many residential areas of Perth, making walking a good option for some local residents as a mode of transport in and out of the city centre, and to public transport interchanges.

The Community Street Audits allowed participants to identify barriers to walking that have the potential to either discourage or prevent walking in and to the city centre. A large number of issues ranging from low impact and small scale to high impact issues requiring physical improvements on the ground were identified. A full list of all issues identified is provided in the appendices of the Community Street Audit report. The following issues were considered to represent the 'priorities for action' that, if acted upon, have the potential to generate the greatest impact for pedestrians of all ages and abilities in and to Perth city centre.

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<sup>2</sup> 'Improving Walkability – A Good Practice Guide on Improving Pedestrian Conditions as Part of Development Opportunities' Transport for London 2005

## Priorities for Action

Tables of all issues identified by auditors participating in the 5 Community Street Audits are included in the full Community Street Audit report. A fuller examination of the issues identified as 'priorities' is included in the report, along with detailed recommendations. The following section summarises the key findings and recommendations.

### Connectivity – Drop kerbs, tactile paving and pavement access

Auditors note that drop kerbs are provided at the majority of side street junctions along audit routes, however the location and quality of treatments varies greatly, with provision ranging from good to unusable depending on the level of mobility of an individual and the type of mobility aid used by audit group members with mobility disabilities. Tactile marking is provided at most, but not all, side street junctions. In many cases tactile paving indicates a clearway to the building line, however in some locations paving is limited to 1 or 2 tiles deep and is therefore not adequate for the needs of visually impaired pedestrians.

Priority locations where improved pavement access and tactile paving would improve accessibility are listed below.

1. **City centre to Perth Rail and Bus Station – Leonard Street route, including:**
  - Leonard Street, at the vehicle entrance and exit points to Perth Rail Station car park
  - Leonard Street, at the vehicle entrance and exit points to Perth Bus Station
  - Leonard Street, at pedestrian islands and crossing points allowing crossing from east/west
  - Cross Street junction
  - St. Andrews Street junction
  - Pomarium Street junction
  - Alexandra Street junction
  - Exchange Lane entrance
  - Kinnoull Causeway junction
  - Hospital Street and New Street junction

**2. City centre to Perth Rail and Bus Station – King Place and King Street route, including:**

- St. Leonards Bridge junction
- Victoria Street junction
- Charterhouse Lane junction
- Albert Place junction

**3. Canal Street, at Speygate and Charles Street Junctions**

**4. Car park entrances across the city centre and including:**

- Canal Street Car Park (Perth and Kinross Council)
- Charles Street Car Park (Perth and Kinross Council)
- Speygate Car Park (Perth and Kinross Council)
- Leonard Street Car Park (Perth and Kinross Council)
- Library (East) Car Park (Perth and Kinross Council)
- Canal Street Multi-Storey Car Park (Unknown)
- Kinnoull Street SMART Car Park (Unknown)

**Recommendations:**

- Identify an 'accessible route' between the rail and bus stations and the city centre and prioritise this route for improvements including drop kerbs/raised table crossing facilities, and provision of tactile paving identifying safe crossing points.
- Consider raised-table crossing facilities at car park entrances and vehicle entrances to Perth rail and bus stations

## Convenience – Crossing Facilities

Being able to cross the street is a key aspect of creating walking friendly environments that are both inviting and easy to walk in. The quality, provision or absence of crossing points affect people's ability and desire to walk. When crossing the street is difficult, dangerous or involves walking further than necessary, people may feel unable to make a journey on foot or by public transport, which will always include an element of walking. This is particularly the case for more vulnerable pedestrians, including pedestrians using mobility aids, pedestrians with a visual impairment, older pedestrians, and children.

### 1. City centre to Perth rail and bus stations, ST. Leonards route and Kings Place and King Street route:

For pedestrians with a visual impairment, walking to the station from King's Place independently may not be possible without taking a significant detour as a result of a lack of appropriate crossing facilities on King's Place and at the St. Leonards Bridge junction. However, auditors using mobility aids suggest that they would be more likely to make the journey into the city via Kings Place and King Street due to better quality pavements and drop kerb facilities along the route. Providing an 'accessible route' for all pedestrians from the rail station to/from the city centre may require physical improvements on at least one route, including provision of a signalised crossing facility on Kings Place and within closer proximity to Perth rail Station than the current facility adjacent to King Street.

### 2. County Place, South Methven Street, South Street, King Street and Hospital Street junctions:

The junction of County Place, South Methven Street, South Street and King Street, and the adjacent Hospital Street junction, are important access points to the city centre for both vehicles and for pedestrians. Pedestrian crossing facilities are provided at each arm of the junctions, however no facility is provided to enable pedestrians to cross directly on the diagonal from County Place/Hospital Street to/from South Methven Street and South Street, and on the opposing diagonal. Pedestrians making this journey are obliged to undertake the journey in 2 or more stages, which can require waiting for 2 pedestrian light phases and can be time consuming. Auditors report feeling intimidated using the crossing facility provided at the entrance to King Street due to volumes of traffic and impatient driver behaviour at the junction. Vehicles have been observed moving onto the crossing while pedestrians are still on the facility, and auditors using mobility aids note feeling hurried at this crossing facility with insufficient time to cross. The length of green man crossing time was not recorded at this crossing or at the facilities on County Place, South Methven Street or South Street during the audits however indications are that for more vulnerable pedestrians, light phasings and crossing times may be inadequate as configured currently.

Tactile markings at all arms of the junction of County Place, South Methven Street, South Street and King Street (excluding Hospital Street) are showing wear, with cracked tiles and loose tiles and uneven kerb edges creating potential hazards for pedestrians, and increasing difficulties for vulnerable pedestrians. Tactile paving at the Hospital Street entrance was noted to be only 1 or ½ tiles deep.

### 3. Canal Street, Princes Street and Scott Street Junctions

In both locations, auditors note that tactile paving and the condition of pavement surfaces and kerbing is worn, with loose and cracked tactile paving and uneven kerbs presenting a possible hazard for some pedestrians. Drop kerb up stands at crossing points were of varying heights, with a number posing difficulty for pedestrians using wheelchairs and other mobility aids. The location of push button signal boxes on traffic light poles at various locations was reported by both auditors using wheelchairs and those with a visual impairment as being difficult to locate and/or reach from the kerb. Narrow pavements, particularly on Princes Street from Canal Street, compound difficulties for wheelchair users who had difficulty manoeuvring both onto the pavement and then to reach the signal box. Pedestrians crossing Canal Street on all four arms of the crossing were observed standing on the carriageway while waiting to cross due to a lack of room on the pavement.

#### Recommendations:

- Identify an 'accessible route' between the rail and bus stations and the city centre and prioritise this route for improvements including drop kerbs/raised table crossing facilities, and provision of tactile paving identifying safe crossing points.
- Assess the requirement for provision of a controlled or other suitable crossing facility within closer proximity of Perth Rail Station on King's Place
- Assess feasibility of measures to reduce vehicle speeds on Kings Place/Leonard Street in the vicinity of the station
- Assess feasibility of enhancing crossing provision at Leonard Bridge junction; including kerb build outs to reduce the width of the junction for crossing, and relocating the crossing point closer to the junction entrance to improve driver/pedestrian sightlines.
- At the entrance to St. Andrews Street, assess the feasibility and options to reduce pedestrian crossing distance, by providing kerb build outs or by relocating the existing crossing facility.
- Monitoring pedestrian flow and volumes, light phasings and green man crossing times at County Place and Hospital Street facilities to understand how a better balance can be achieved between vehicle and pedestrian movement.
- Repair/replace loose and damaged tactile paving at both Princes Street and Scott Street facilities.
- Reconfigure crossing provision at the Princes Street junction to better accommodate pedestrians, including relocating controlled crossings and drop kerbs to the corners of the pavement, and enabling crossing on the diagonal.

## **Convivial – Vehicle Access to Pedestrian Zones**

Vehicle access to the pedestrian zone is provided from Tay Street onto High Street. At this point, an automated bollard has been installed to manage vehicle access into the pedestrian zone. The bollard links to a staffed command centre at Canal Street car park, with staff responsible for allowing vehicles access to the street depending on permissions. At present, the bollard is not functioning and any vehicle approaching the entry will trigger the bollard to lower, allowing vehicles to enter unchecked.

Anecdotally, auditors report numerous incidences of vehicles accessing the pedestrian zone and using streets as a through route to avoid traffic, with some travelling at speeds that are intimidating to pedestrians.

Vehicles traveling at any speed above walking pace through the pedestrian area force pedestrians to give way and move to the sides of the street. For pedestrians with a visual impairment and those using mobility aids, as well as pedestrians walking with children in pushchairs, this means leaving the central clearway and negotiating street furniture including benches and bins located along the north and south sides of the street. In this situation, vehicle movement again takes priority over pedestrian movement, detracting from the safety and amenity of the space for pedestrians.

### **Recommendations:**

- Repair/activate automated bollard so this functions as intended, ensuring managed vehicle access to the High Street. Unless this facility is operating as it should, it is unlikely that any further action to manage vehicle entry to the High Street or to enforce existing traffic restrictions will be effective.

## **Comfortable – Obstacles on the Footway**

Unnecessary clutter makes life difficult for vulnerable pedestrians such as older people, disabled people and parents with pushchairs, as well as making streets unattractive and taking up space that should be available for pedestrians. On the other hand, well designed and placed lighting, benches, and other on-street facilities are necessary to create ‘age-friendly’ neighbourhoods, and can contribute to attractive streets and a sense of place.



Temporary obstacles reported during the audits included:

- A-boards - West end of High Street, St. John's Street
- Siting of tables and chairs, outside seating areas – High Street pedestrian zone; St. John's Place
- Commercial and residential bins and bin bags
- Deliveries left on street while unloading
- Shops displays on pavements

Permanent obstacles reported during the audits included:

- Benches – High Street pedestrian zone
- Litter Bins – High Street pedestrian zone
- Bollards – Vicinity of St. John's Kirk
- Public Art – High Street pedestrian zone
- Design features that present a hazard to wheelchairs/visually impaired – High Street pedestrian zone
- Traffic signage located on pavements – Watergate/Canal Street junction
- Information and maps located on the line of travel - Skinnergate and at St. Johns Kirk
- Guardrail – Canal Street, various locations; County Place/South Methven Street/Scott Street junction; other locations

**Recommendations:**

- GILPK and Town Centre Team - undertake engagement with local traders and other stakeholders to promote good practice and current council guidance/policy with regards to A-boards, placement of outdoor seating, and other temporary obstacles.
- Road Safety and Design Team - provide tactile hazard marking around the 'Circle' Statue on High Street to enable visually impaired pedestrians to locate and avoid the obstacle safely.

## **Conspicuous – Tactile Marking and Vehicle/Pedestrian Transitions**

A lack of appropriate tactile marking at the vehicle entrance and exit points to the pedestrian zone was highlighted as of particular concern to visually impaired pedestrians using the space.

Transition points exist at the following locations:

- High Street, at the automated vehicle entry adjacent to George Street;
- High Street, at the junction with Scott Street;
- Kirkgate;
- King Edward Street;
- St. John's Street at the junction with South Street.

Of additional concern at the Scott Street junction is the layout of the transition, with a signalised crossing facility provided at the vehicle exit point. The lights and signal button are located in line with the pavement that runs along the east side of Scott Street, however surface materials and the layout of the intersection do not indicate to pedestrians that this is part of the carriageway or that pedestrians traveling along Scott Street should stop and give way to vehicles emerging from High Street. Tactile paving is provided at either side of the crossing point, potentially adding to confusion at this location for visually impaired pedestrians.

Installation of corduroy tactile paving at each vehicle entry way to the pedestrian zone is recommended as a priority.

However, consideration should be given to the current configuration of the High Street/Scott Street junction and the location of a controlled crossing facility at this location. The provision of a controlled crossing facility and tactile markings indicating a crossing facility mean that introducing additional tactile paving may create confusion for visually impaired pedestrians and compound existing confusion for pedestrians and drivers over who has priority at the junction. Removal of the controlled crossing facility and attendant tactile markings indicating a crossing may be necessary to ensure no confusion to visually impaired pedestrians. It may be necessary to reconfigure the junction such that either pedestrians or vehicles are clearly prioritised.



## **Recommendations and Next Steps**

It is fully understood that, especially with regard to any recommendations that require physical improvements to streets, there is at present very limited budgetary resource to take forward improvement activity. A small annual budget is available to Perth and Kinross Road Safety and Design team to take forward small scale physical improvements to drop kerbs and other facilities to enhance access for pedestrians with disabilities. The Road Safety and Design team have expressed an ambition to seek support and additional budget and potentially external funding for some improvements in the short, medium and long term. This will include seeking funding from the Community Links programme to enhance facilities for active travel along one 'accessible route' linking the city centre to Perth rail and bus station. The aim of these improvements will be to provide an enhanced, safe and accessible route for walkers, cyclists and pedestrians with mobility and visual impairments on an equal footing

Living Streets Scotland has agreed to facilitate further engagement with CILPK and other key stakeholders as part of the Walkable Communities Project 2016 to further prioritise locations where investment in physical improvements has the potential to deliver real impact for vulnerable and all pedestrians in Perth city centre and between the city centre and public transport interchanges. Further engagement activity will be undertaken in the Spring. In addition, Living Streets Scotland will be happy to facilitate a review of the chosen accessible route between the city centre and the rail and bus station to provide recommendations to achieve ambitions for active travel and improved access for everyone.



| <b>Area</b>                           | <b>Issue</b>                                                | <b>Priority</b> |
|---------------------------------------|-------------------------------------------------------------|-----------------|
| Canal Street                          | Pavement outside the furniture shop                         | 1               |
| Canal street                          | Crossing facilities difficult to reach and the cross road   | 1               |
| Kinnoull Street/Scott Street          | Cables hanging off the wall                                 | 1               |
| Mill street/bride lane                | Position of crossing push buttons                           | 1               |
| Mill street/ bridge lane              | George street lack of dropped kerbs at disabled bays        | 1               |
| Pedestrian zone                       | Bollard                                                     | 1               |
| Pedestrian zone                       | A boards                                                    | 1               |
| Pedestrian zone                       | Tactile at entry/ exit or pedestrian zone                   | 1               |
| Pedestrian zone                       | Who is allowed on pedestrian zone                           | 1               |
| Pedestrian zone                       | Parking on pedestrian zone                                  | 1               |
| Pedestrian zone                       | Areas where buses need cut back                             | 1               |
| Pedestrian zone                       | Loose utility covers                                        | 1               |
| Route from train/bus station          | Leonard bridge junction dangerous to cross                  | 1               |
| Route from train/bus station          | Loose tactile at king street crossing                       | 1               |
| Route from train/bus station          | Overgrown hedges along route                                | 1               |
| South street                          | Repair tactile at crossing at pig halle                     | 1               |
| South street                          | Loose tactile at pedestrian crossing                        | 1               |
| South street                          | Potholes in pavements                                       | 1               |
| Various locations                     | Advertising boards                                          | 1               |
| Various locations                     | Ongoing maintenance                                         | 1               |
| Various locations                     | Road works signs on pavement/ dropped kerbs                 | 1               |
| Various locations                     | Placement of push buttons                                   | 1               |
| Canal street                          | Various dropped kerb along street                           | 2               |
| King street                           | No tactile at dropped kerbs                                 | 2               |
| Kinnoull street/ Scott street         | Entrance to Scott street car park has difficult sight lines | 2               |
| Kinnoull street/ Scott street         | Outside Sandeman pavement is uneven                         | 2               |
| Mill Street/Bridge lane/george street | George street water gathers at dropped kerb                 | 2               |

| Area                                   | Issue                                                      | Priority |
|----------------------------------------|------------------------------------------------------------|----------|
| Mill street/ Bridge lane/george street | Bus stops have lack of colour contrast                     | 2        |
| Pedestrian zone                        | Bins and temporary obstructions                            | 2        |
| Pedestrian zone                        | Tactile around the circle statue                           | 2        |
| Pedestrian zone                        | Vehicles on pedestrian zone                                | 2        |
| Pedestrian zone                        | Lack of vehicle signage                                    | 2        |
| Pedestrian zone                        | No dropped kerbs at Sainsbury's end of high street         | 2        |
| Pedestrian zone                        | Pavement at the HGV delivery at St Johns Centre            | 2        |
| Pedestrian zone                        | Lack of colour contrast                                    | 2        |
| Pedestrian zone                        | Placement on benches                                       | 2        |
| Route from train/ bus station          | A route needs to be identified                             | 2        |
| Route from train/ bus station          | Speed of cars in the area                                  | 2        |
| Route from train/ bus station          | Lighting on Kings Place under the bridge                   | 2        |
| Train station                          | Missing dropped kerbs from road entrance                   | 2        |
| Train station                          | Access around the station                                  | 2        |
| Train station                          | Pavement around the car park is obstructed by hotel stairs | 2        |
| Train station                          | Clutter outside the train station on the pavement          | 2        |
| Various locations                      | Street crossings                                           | 2        |
| Various locations                      | Sight lines of dropped kerbs                               | 2        |
| Various locations                      | Tactile not always back to buildings                       | 2        |
| Various locations                      | Potholes on pavements                                      | 2        |
| Bus station                            | Dropped kerbs are high and difficult to negotiate          | 3        |
| Canal street                           | No tactile at dropped kerbs to cross car parks             | 3        |
| Canal street                           | Obstructions such as bus shelter and bench                 | 3        |
| Canal street                           | Crossing at Charles street- furniture shop to car park     | 3        |
| King street                            | Dropped kerbs are high and difficult to negotiate          | 3        |
| King street                            | Potholes on pavements                                      | 3        |
| Kinnoull street/ Scott street          | Difficult dropped kerb outside smart parking               | 3        |

| Area                                   | Issue                                                     | Priority |
|----------------------------------------|-----------------------------------------------------------|----------|
| Kinnoull street/ Scott street          | Atholl street to Mill Street uneven pavement              | 3        |
| Mill street/ bridge lane/George street | Lighting in vennels is not great                          | 3        |
| Mill street/ bridge lane/George street | Lack of dropped kerbs at Foundry                          | 3        |
| Pedestrian zone                        | Outdoor seating                                           | 3        |
| Pedestrian zone                        | Pavement alongside Caledonia housing                      | 3        |
| Pedestrian zone                        | Lack of lighting in vennel to Caledonia housing associate | 3        |
| Pedestrian zone                        | Type of benches                                           | 3        |
| Pedestrian zone                        | Pavement around city hall                                 | 3        |
| Pedestrian zone                        | Signage around city centre                                | 3        |
| Pedestrian zone                        | No signage to show through routes eg to concert hall      | 3        |
| Route from train/ bus station          | Crossing points throughout the journey                    | 3        |
| Route from train/ bus station          | Various dropped kerbs along route                         | 3        |
| Route from train/ bus station          | Crossing across Leonard St/ Cale Road                     | 3        |
| South Street                           | Railings causing obstruction at King Street crossing      | 3        |
| South Street                           | Crossing lines at king street crossing                    | 3        |
| South street                           | Gradient of pavement makes it difficult to negotiate      | 3        |
| Train station                          | Lack of signage                                           | 3        |
| Various locations                      | Tactile at car park entrances                             | 3        |
| Various locations                      | Signage on one post                                       | 3        |
| Pedestrian zone                        | Narrow pavements                                          | 4        |



## PERTH AND KINROSS COUNCIL

## ENTERPRISE AND INFRASTRUCTURE COMMITTEE

9 November 2016

## 20mph Speed Limit Strategy

## Report by Director (Environment)

This report discusses the various factors to be considered when consideration is being given to the possible introduction of a 20mph speed limit within the Perth and Kinross Council area. It proposes a general strategy to be followed to advise on requests for 20mph limits.

**1. BACKGROUND**

- 1.1 The speed of traffic is an on-going concern for many communities.
- 1.2 Amongst many other speed-related pressures for the Local Roads Authority, this concern has also resulted in an increasing number of requests for 20mph speed limits - the number of which far outstrips the Service's resources to deliver.
- 1.3 Some years ago, part-time 20mph speed limits were introduced outside every school in Scotland. While there was some opposition to this initiative at the time, there was a recognised rationale behind this and over time these limits have been generally accepted and understood.
- 1.4 As a result of the number of 20mph speed limit requests which were being considered by all Local Roads Authorities across Scotland, in June 2016 the Scottish Government via Transport Scotland issued their "Good Practice Guide on 20mph Speed Restrictions", as attached as Appendix 1.
- 1.5 It is recognised that widespread introduction of 20mph speed restrictions could result in a large number of such limits which, in turn, may not result in improved driver behaviour. In fact, such a proliferation could result in motorists continuing to drive in their standard manner rather than modifying their behaviour when required in a justifiable 20mph speed restricted area.
- 1.6 This report discusses and proposes a strategy for the prioritising of the introduction of 20mph speed restrictions.

## **2. PROPOSALS**

2.1 In order to ensure that the introduction of any 20mph speed limit produces an appropriate level of benefits, consideration must be given to a number of factors. These are:

- accident data
- existing vehicle speeds
- composition of road users
- function of the route
- road environment
- local community views
- presence of any other pertinent factors

2.2 Each of these factors should be considered individually to determine if there are any significant benefits to be gained from introducing a 20mph speed restriction. One anticipated benefit which would provide a strong case for a 20mph limit, for example, would be a significant reduction in predicted road traffic collisions.

2.3 However, the individual factors should also be considered collectively to ascertain if there is an overall significant benefit, which may be achieved. For example, while there may only be a modest reduction in road traffic collisions, if this is coupled with a predicted reduction in vehicle speeds and a predicted rise in sustainable transport users, then a case could be made for a reduced speed limit. If, however, there are a number of more modest predicted benefits, then these will be considered together to determine if a case would be made for recommending a lower speed limit.

2.4 The Good Practice Guide on 20mph Speed Restrictions (Appendix 1) states that “When considering the introduction of a 20mph speed restriction, there should be an awareness that these are only one element of speed management. They should not be set in isolation, but should be considered as part of a range of other measures to manage speeds, improve safety, and meet other objectives, including the encouragement of active travel”.

2.5 Therefore, consideration of a request for a 20mph speed limit should not be considered in isolation, but should review all the factors listed in paragraph 2.1, above, and a conclusion reached.

2.6 In summary, if there would be little or no benefit from the introduction of a 20mph speed limit, then the conclusion should be that such a restriction should not be introduced.

## **3. CONCLUSION AND RECOMMENDATIONS**

3.1 It is concluded that 20mph speed limits should only be introduced where there are likely to be real benefits as a result.



- 3.2 This will ensure that 20mph restrictions are only introduced where it can be demonstrated that there is a real requirement for such a restriction and that it will assist motorists recognising the need to modify their driving behaviour accordingly.
- 3.3 It is recommended that Committee:
- (i) notes the good practice guide attached in Appendix 1.
  - (ii) instructs the Director (Environment) to adopt this strategy, as outlined in Section 2 of the report, as the methodology to utilise in determining requests for 20mph speed limits with immediate effect.

#### Author

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

#### Approved

| Name           | Designation            | Date              |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 23 September 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

1.1 Not applicable.

#### Corporate Plan

1.2 Not applicable.

### 2. Resource Implications

#### Financial

2.1 Not applicable.

#### Workforce

2.2 Not applicable.

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

2.3 Not applicable.

### **3. Assessments**

#### Equality Impact Assessment

3.1 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

3.2 The proposals have been considered under the Act and pre-screening has identified that the PPS will have no environmental effects, it is therefore exempt.

#### Sustainability

3.3 Not applicable.

#### Legal and Governance

3.4 Not applicable.

#### Risk

3.5 Not applicable.

### **4. Consultation**

#### Internal

4.1 Not applicable.

#### External

4.2 Not applicable.

### **5. Communication**

5.1 Not applicable.

### **2. BACKGROUND PAPERS**

2.1 Good Practice Guide on 20mph Speed Restrictions

### **3. APPENDICES**

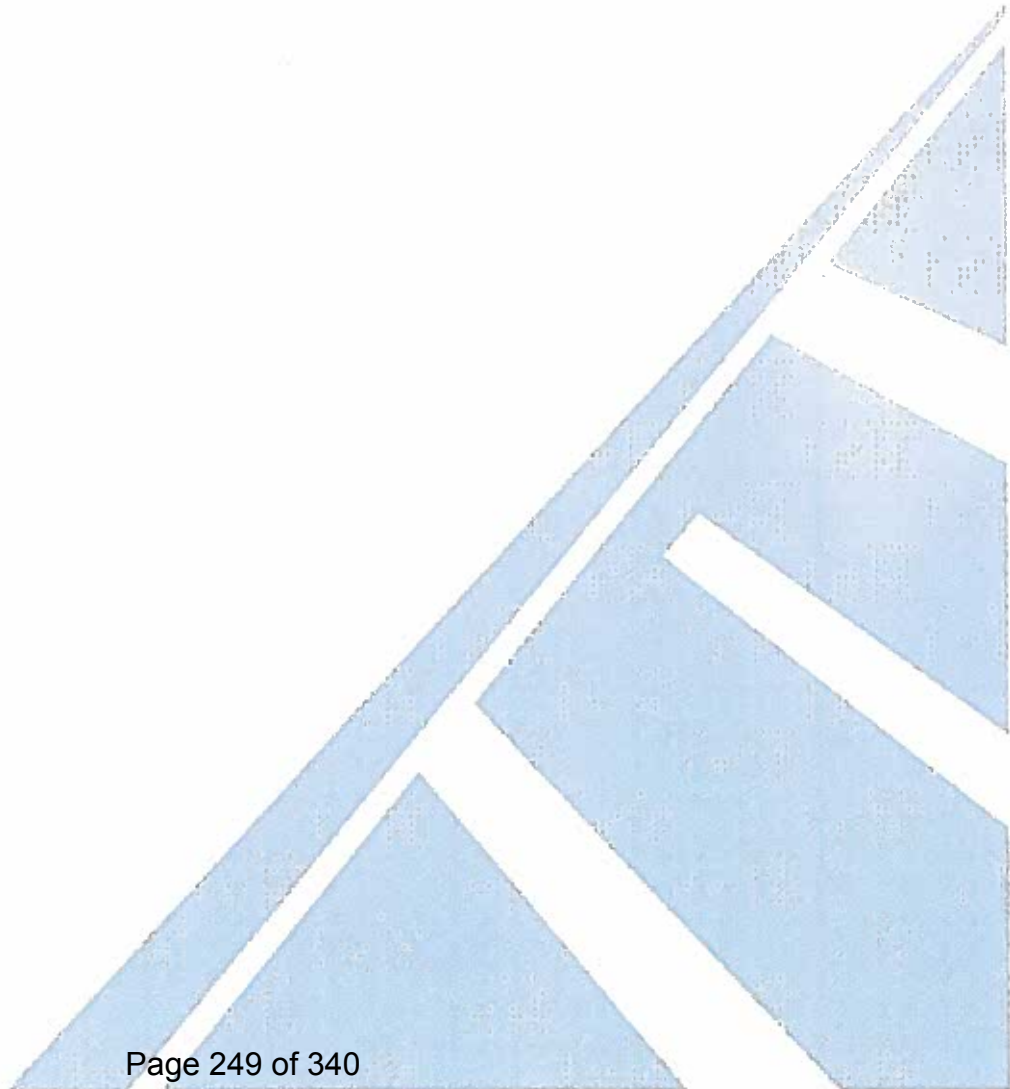
3.1 Appendix 1 – Good Practice Guide





**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

**GOOD PRACTICE GUIDE ON 20 MPH SPEED RESTRICTIONS**  
**June 2016**  
**Version 2**



## Good Practice Guide on 20 mph Speed Restrictions

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### Introduction

1. The Scottish Government is committed to creating a healthier, greener and safer Scotland and believes that the introduction of 20 miles per hour (mph) restrictions can help to contribute to all these objectives. By reducing speed on our roads we can create streets where the space is shared more equally between different road users and create a safer environment, encouraging people to make active travel choices.
2. Together with our road safety partners we are committed to the outcome of providing safer road travel in Scotland for everyone. In 2009 the Scottish Government published Scotland's Road Safety Framework to 2020 - *Go Safe on Scotland's Roads it's Everyone's Responsibility*<sup>1</sup>.
3. The Framework provides strategic direction and has eight national priorities for road safety in Scotland - one of which is speed. The Framework includes a wide range of measures aimed at addressing speed. It sets out a partnership approach to take Scotland towards an ultimate vision of zero fatalities and much reduced serious injuries on our roads.
4. A mid-point Review of the Road Safety Framework was undertaken in 2015 and early 2016 to assess the progress made since the Framework launched in 2009. The Review sought to identify key priority focus areas and agree the approach we will take to ensure continued delivery of road safety outcomes to 2020 and beyond.
5. The Review Report and Strategic Delivery Plan, which was published in March 2016<sup>2</sup> identified three priority focus areas for activity:-
  - Speed and Motorcyclists
  - Pre-drivers, Drivers aged 17 to 25 and Older Drivers
  - Cyclists and Pedestrians
6. The Scottish Government is committed to encourage initiatives that cut speed, particularly near schools, in residential areas and in other areas of our towns and cities where there is a significant volume of pedestrian or cyclist activity. The Scottish Government believe it is right that local authorities should have the power to set appropriate speed limits on local roads in order to meet local circumstances.

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<sup>1</sup> <http://www.scotland.gov.uk/Resource/Doc/274654/0082190.pdf>, June 2009

<sup>2</sup> <http://www.transport.gov.scot/system/files/TS-%20Road%20Safety%20Framework%20-%20mid%20term%20review%20-%20March%202016.pdf>

## Good Practice Guide on 20 mph Speed Restrictions

### Scottish Government Policy

7. The Scottish Government is also keen to see a transformation of our towns and cities to ensure people are prioritised over motor vehicles and increasingly choose to walk or cycle when they make short journeys. In March 2010, the Scottish Government published *Designing Streets: A Policy Statement for Scotland* to provide local authorities with guidance on the design and redesign of new and existing streets, which focuses on the needs of all road users<sup>3</sup>. It encourages the creation of shared spaces and social streets to encourage active travel and create places that people can enjoy and states that “for residential streets, a maximum design speed of 20 mph should normally be an objective”
8. In November 2013 the Scottish Government published its Town Centre Action Plan which recognized the vital role that town centres play as integrated transport hubs and the role that they play in active travel<sup>4</sup>.
9. The Scottish Government also aims to ensure that people improve their health, especially in disadvantaged communities, where circumstances can have a significant impact on a person’s health. There is clear evidence that lower speeds reduce the number of casualties<sup>5</sup>, and there is specific evidence of casualty reduction in 20 mph speed limit zones. It is argued that this is particularly true for disadvantaged areas and communities<sup>6</sup>, and would help to reduce health inequalities.<sup>7</sup>

### Vulnerable Road Users

10. Between 2009 and 2013 almost 90% of pedal cycle casualties and over 95% of pedestrian casualties occurred on roads with a speed limit of 40 mph or less. The number of casualties in each of these years, on average, was 2,842, 22% of the overall Scottish total and on average there were 37 fatalities and 562 serious injuries, each year. These figures clearly demonstrate a real need to focus on the most vulnerable road users.

<sup>3</sup> <http://www.scotland.gov.uk/Publications/2010/03/22120652/0>

<sup>4</sup> <http://www.scotland.gov.uk/Resource/0043/00437686.pdf>

<sup>5</sup> Taylor, M. C., Lynam, D. A. and Baruya, A. (2000) *The effects of drivers’ speed on the frequency of road accidents*.

<sup>6</sup> <http://www.bmj.com/content/339/bmj.b4469>

<sup>7</sup> Professor Danny Dorling (2014) *20mph Speed Limits for Cars in Residential Areas, by Shops and Schools* [http://www.britac.ac.uk/policy/Health\\_Inequalities.cfm](http://www.britac.ac.uk/policy/Health_Inequalities.cfm)

## **Good Practice Guide on 20 mph Speed Restrictions**

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11. The Scottish Government is committed to protecting vulnerable road users such as pedestrians and pedal cyclists on our streets. In June 2010, the Scottish Government launched the country's first Cycling Action Plan for Scotland (CAPS) which aims to get more people cycling more often. The vision is that, by 2020, 10% of all journeys taken in Scotland will be by bicycle. Reducing vehicle speeds is a key part in encouraging people to make the choice of walking or cycling.
12. An updated CAPS 2013<sup>8</sup> was launched in June 2013. This document encourages local authorities to introduce more 20 mph limits across urban areas, as a means of enhancing their strategic approaches to develop a local cycling infrastructure, which will aid increased participation in cycling for everyday travel.
13. In June 2014 the Scottish Government launched the National Walking Strategy which aimed to create a culture of walking where everyone walks more often. A key part in encouraging people to walk is ensuring that it is safe to do so.
14. The Framework mid-point Review has built on these other Scottish Government commitments by identifying speed, cyclists and pedestrians as key focus areas for road safety activity to 2020.

### **Reducing speeds**

15. Introducing such speed restrictions will help us to reduce the number of accidents, casualties and fatalities on Scotland's roads. 20 mph speed restrictions can also help promote active travel choices and can result in improvements to both the local and wider environment.
16. Inappropriate and excessive speed is a significant cause of death and injury on the roads. Travelling too fast for the conditions or excessive speed is reported in 11% of all reported accidents and 18% of fatal accidents.<sup>9</sup>
17. The speed outcome agreed by road safety partners through the Mid-term Review of the Framework is to 'increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers. Transport Scotland and its road safety partners want to see all road users travel at speeds which are in accordance with the stated speed limit of the road and are safe for the road or the driving conditions.

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<sup>8</sup> <http://www.transportscotland.gov.uk/report/j0002-00.htm>

<sup>9</sup> Reported Road Casualties Scotland (2012), <http://www.transport.gov.scot/statistics/j397988-000.htm>



## Good Practice Guide on 20 mph Speed Restrictions

18. There is a strong argument for 20 mph speed restrictions on certain roads in Scotland. Drivers travelling at higher speeds have less time to identify and react to what is happening around them and it takes longer for the vehicle to stop. Any resulting crash is more severe, causing greater injury to the occupants and to any pedestrian, rider or other vehicle involved in the collision.
19. A 2010 Department for Transport (DfT) publication which looked at the relationship between speed and risk of fatal injury found that the risk of fatal injury to pedestrians rose from under 1% at an impact speed of 20 mph to 5.5%, or 1 in 20, at 30 mph. Above 30 mph risk increased very substantially, to over 30% at an impact speed of 40 mph.<sup>10</sup>
20. Another study looking at the effect of speeds on overall accident numbers found a clear relationship. On the types of urban road likely to be considered for a 20 mph speed limit the study found the accidents could be expected to fall by between 4% and 6% for each 1 mph reduction in average speed. The greatest reductions were achievable on “busy main roads in towns with high levels of pedestrian activity”<sup>11</sup>
21. While pedestrians and cyclists are particularly vulnerable to higher-speed impacts, lower speeds do not just have a benefit for vulnerable road users, as car occupants are also likely to suffer greater injuries at higher speeds.<sup>12</sup>

### The Guidance

22. The information in this Good Practice Guide is intended as guidance only. It is not meant to modify or override any of the provisions contained in the relevant road traffic legislation. The guidance should not be used in isolation, but read in conjunction with the more comprehensive advice on these matters set out in the relevant legislation and guidance, including the Traffic Signs Regulations and General Directions 2016 (SI2016/362)<sup>13</sup> (TSRGD), DfT Circular 01/16 on the 2016 TSRGD<sup>14</sup> and the Traffic Signs Manual<sup>15</sup>.

<sup>10</sup> <http://webarchive.nationalarchives.gov.uk/20120606181145/http://assets.dft.gov.uk/publications/pgr-roadsafety-research-rsr-theme5-researchreport16-pdf/rswp116.pdf>

<sup>11</sup> Taylor, M. C., Lynam, D. A. and Baruya, A. (2000) *The effects of drivers' speed on the frequency of road accidents*.

<sup>12</sup> European Road Safety Observatory (2007a) *Speed and accident risk*. European Road Safety Observatory (2007b) *Speed and injury severity*

<sup>13</sup> TSRGD 2016, SI 2016/362,

[http://www.legislation.gov.uk/uksi/2016/362/pdfs/ukxi\\_20160362\\_en.pdf](http://www.legislation.gov.uk/uksi/2016/362/pdfs/ukxi_20160362_en.pdf)

<sup>14</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/520872/DfT-circular-01-2016.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/520872/DfT-circular-01-2016.pdf)

<sup>15</sup> Traffic Signs Manual <https://www.gov.uk/government/publications/traffic-signs-manual>

## **Good Practice Guide on 20 mph Speed Restrictions**

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23. This Guide is intended for use by Scottish Local Authorities and replaces all previous guidance on 20 mph issued by the Scottish Executive including SODD Circular 13/1999; 2001 SEDD Circular No.6/2001; ETLLD Circular No. 1 /2004 (relating to schools) and Section 5.1 of ETLLD Circular No.1/2006.
24. This Guide aims to provide clarity to local authorities on the options available to them and aid greater consistency on the setting of 20 mph speed restrictions throughout Scotland. It also aims to encourage local authorities to set 20 mph speed restrictions, where appropriate.
25. Local authorities have a number of options at their disposal when considering introducing a 20 mph speed restriction, namely:-
- 20 mph speed limit zones
  - 20 mph limits
  - Variable and part time 20 mph limits.
26. The guidance contained in this paper has been written in conjunction with the Society of Chief Officers of Transportation in Scotland (SCOTS) and provides further detail on each of these options.

## Good Practice Guide on 20 mph Speed Restrictions

### Background

27. It is important to distinguish the different characteristics of specific 20 mph speed restriction schemes, in particular the difference between a 20 mph limit and a 20 mph speed limit zone.
28. **20 mph speed limit zones** use traffic calming measures, such as speed humps and road narrowing, to reduce the adverse impact of motor vehicles on built up areas. The 2016 TSRGD changes have extended the definition of traffic calming by permitting the use of repeater signs and road markings as traffic calming features.  
20 mph limits do not require any physical measures other than signage.
29. Scotland's Road Safety Framework to 2020 includes commitments to "*Encourage local authorities to consider 20 mph zones in all residential areas*"<sup>16</sup>, and to "*Encourage and support the use of intelligence-led road safety targeting.*"<sup>17</sup>
30. As a result of these commitments Transport Scotland assisted the City of Edinburgh Council (CEC) with the evaluation of its 20 mph limit pilot scheme in South Central Edinburgh<sup>18</sup> which designated all side streets, and some of the main routes in the area as, 20 mph, without additional traffic calming measures.
31. A number of local authorities in England have also introduced 20 mph limits, without additional traffic calming measures.
32. The Department for Transport (DfT) issued a revised circular 01/2013<sup>19</sup> in January 2013 which actively encourages the wider introduction of 20 mph limits. The 2013 guidance is aimed mainly at local traffic authorities (LTAs) and applies to England only. Previous Scottish guidance on local speed limits had been developed and issued contemporaneously with DfT guidance.

<sup>16</sup> Scotland's Road safety Framework to 2020 "Go Safe on Scotland's Roads it's Everyone's Responsibility", 2009, page 106. <http://www.scotland.gov.uk/Resource/Doc/274654/0082190.pdf>.

<sup>17</sup> Ibid, page 105.

<sup>18</sup> South Central Edinburgh 20 mph Limit Pilot Evaluation, Reports, Item 7.3, City of Edinburgh Council, 27 August 2013.

[http://www.edinburgh.gov.uk/meetings/meeting/3067/transport\\_and\\_environment\\_committee](http://www.edinburgh.gov.uk/meetings/meeting/3067/transport_and_environment_committee)

<sup>19</sup> "Setting local speed limits" guidance, the Department for Transport, 18 January 2013  
<https://www.gov.uk/government/publications/setting-local-speed-limits>

## Good Practice Guide on 20 mph Speed Restrictions

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33. A previous version of this Good Practice Guide was published in January 2015. Prior to that the last authoritative Scottish guidance produced for local authorities on 20 mph speed restrictions was in 2001.<sup>20</sup> This was supplemented by guidance on 20 mph around schools in 2004<sup>21</sup> and some revisions were made to the 2001 guidance within the document 'Setting Local Speed Limits: Guidance for Local Authorities' in 2006.<sup>22</sup>
34. There have also been changes to the Traffic Signs Regulations and General Directions (TSRGD) since 2001, including a substantial overhaul in 2016. This guidance is designed to take account of TSRGD changes that concern 20 mph limits or speed limit zones. It remains the responsibility of local authorities to follow the regulations and directions laid down in the TSRGD.

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<sup>20</sup> SEDD Circular No. 6/2001 <http://www.scotland.gov.uk/Resource/Doc/159194/0043312.pdf>

<sup>21</sup> ETLCD Circular No. 1 /2004 <http://www.scotland.gov.uk/Resource/Doc/149133/0039639.pdf>

<sup>22</sup> ETLCD Circular No. 1 /2006 <http://www.scotland.gov.uk/Publications/2006/08/14134225/0>

## Good Practice Guide on 20 mph Speed Restrictions

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### Guidelines

#### Factors to be considered when setting 20 mph speed restrictions

35. When considering the introduction of a 20 mph speed restriction there should be an awareness that these are only one element of speed management. They should not be set in isolation, but should be considered as part of a range of other measures to manage speeds, improve safety, and meet other objectives, including the encouragement of active travel.
36. Such measures include engineering and landscaping standards that seek to protect vulnerable road users, and are designed to raise drivers' awareness of their environment, as well as education through driver information, training and publicity.
37. A number of factors should be taken into account when making an assessment about whether to introduce a 20 mph speed limit, which include - but are not restricted to - the following:-
- **road/street functions** –including whether streets contain shops or are mainly residential, volumes of traffic, bus services, local access, formal walking and cycling routes, etc. As outlined in *Designing Streets*<sup>23</sup> street design must consider 'place' before 'movement'.
  - **composition of road users** - including existing and potential levels of vulnerable road users
  - **existing traffic speed**; and
  - **accident data** - including frequency, severity, types and causes;
  - **road environment** - including width of road and footway, sightlines, bends, junctions, pedestrian crossings, etc;
  - **local community** - including consultation with police, other emergency services, public transport providers and impact on residents and local businesses (e.g. usage of road, parking facilities, noise and air quality).

#### Speed Measurement

38. Mean speed and 85<sup>th</sup> percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Local authorities should collect and assess both when considering introducing a 20 mph speed limit and in the monitoring of an initiative. However, mean speeds should be used as the basis for determining whether to introduce 20 mph speed restrictions.

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<sup>23</sup> <http://www.scotland.gov.uk/Resource/Doc/307126/0096540.pdf>

## Good Practice Guide on 20 mph Speed Restrictions

39. For the majority of existing roads there is a consistent relationship between mean speed and 85<sup>th</sup> percentile speed. Where the variation between mean speed and 85<sup>th</sup> percentile speed exists there is a clear indication that a more suitable match between road design and speed limit is required. Furthermore, if the desire remains to reduce the speed on the road to 20 mph or below, then additional engineering or traffic calming measures may be required in order to achieve appropriate traffic speed.<sup>24</sup>

### Enforcement

40. Any decision to lower the speed limit to 20 mph should seek to avoid the need for extensive police enforcement, as 20 mph limits will not be routinely enforced, unless it is absolutely necessary and in the interest of casualty reduction. The only exception to this is the enforcement of 20 mph speed limits outside schools, which takes place on a regular basis.

41. A range of other measures should be employed. These might include marketing and behaviour change initiatives, vehicle activated signs and traffic management and other traffic calming measures.

42. Any changes should be monitored, and where compliance levels are not at an acceptable level, consideration should be given to the addition of traffic calming measures or reverting to a 30 mph limit, if necessary.

### Legislative Requirements

43. In order to ensure compliance with a new lower limit, it is important the limit is signed correctly and consistently. Local authorities must ensure speed limits meet the legislative process and the requirements of the TSRGD. Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without such measures, the new limit is unlikely to achieve full compliance.

44. The TSRGD should be used by local authorities to determine the use, placing and positioning of signs. The TSRGD provides flexibility to local authorities about how they choose to implement 20 mph speed limit zones and limits. In certain circumstances and where it is considered appropriate for an individual scheme, it may be possible for the Scottish Ministers to authorise signage not prescribed in the TSRGD. Scottish Ministers may also authorise direct minor amendments to the requirements for placing signs set out in the TSRGD General Directions. In such cases, each proposal will be considered on its own merits. However, in most cases we would expect that the TSRGD will provide sufficient flexibility and should therefore be complied with.

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<sup>24</sup> Page 32 *Designing Streets* <http://www.scotland.gov.uk/resource/doc/307126/0096540.pdf>

## **Good Practice Guide on 20 mph Speed Restrictions**

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45. In order to ensure that 20 mph limits and speed limit zones are legally implemented and enforceable, a speed limit order must be made. In Scotland, local authorities should use the Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999<sup>25</sup> (hereafter the “1999 Regulations”). These 1999 Regulations prescribe the procedure to be followed by local traffic authorities (LTAs) for making the main types of traffic and parking orders under the Road Traffic Regulation Act (RTRA) 1984. The 1999 Regulations set out the procedure to be carried out prior to making an order; as well as how to make the order and the procedure subsequent to the order being made.

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<sup>25</sup> <http://www.legislation.gov.uk/uksi/1999/614/contents/made>



## Good Practice Guide on 20 mph Speed Restrictions

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### 20 mph speed restrictions options

#### 20 mph speed limit zones

46. In Scotland, to date most 20 mph speed limit zones have been introduced to reduce casualties in residential areas, with a particular emphasis on child pedestrian accidents around schools. However, it is no longer the case that 20 mph speed limit zones need to be confined to residential areas.
47. The Scottish Government wants to see the full spectrum of vulnerable road users protected. In addition, we want to encourage the take up of walking and cycling and we believe that 20 mph speed limit zones can help encourage this and limit the impact of motor vehicles in the area.
48. The key to a successful 20 mph speed limit zone is to have in place speed reducing features in sufficient numbers and of appropriate design to reduce traffic speeds without the need for enforcement.

#### 20 mph speed limit zones – TSRGD requirements

49. The TSRGD 2016 dictates that a 20 mph speed limit zone can only be established, in conjunction with the usage of the prescribed entry and exit signs. 20 mph speed limit zones require that no point in the "zone" is further than 50 metres from a traffic calming feature, unless the road is a cul-de-sac of less than 80 metres in length.
50. The TSRGD rules on spacing of traffic calming mean that, in practice, features can be up to 100 metres apart. However, it may be appropriate to provide more regular features to ensure that traffic speed reduces to 20 mph or less.
51. The 2016 TSRGD adds a repeater speed sign (diagram 670) and a speed roundel road marking (diagram 1065) to the list of prescribed traffic calming features that can be used within a 20 mph speed limit zone.
52. DfT Circular 01/2016<sup>26</sup>, which explains the 2016 TSRGD changes, sets out that 'where vehicle speeds are already around 20 mph due to the nature of the road' the use of repeater signs and speed roundels may reduce the need for other self-enforcing traffic calming features.
53. The 2016 TSRGD does not however dispense with the need for physical traffic calming features altogether. The Schedule 10 General Directions require that at least one physical traffic calming feature (as opposed to a repeater sign or road marking) be placed within a 20 mph speed limit zone.

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<sup>26</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/523916/DfT-circular-01-2016.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/523916/DfT-circular-01-2016.pdf)



## **Good Practice Guide on 20 mph Speed Restrictions**

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54. It is generally recommended that a 20 mph speed limit zone is situated over an area which has several roads. The full requirements for the establishment of a 20 mph speed limit zone are set out in detail in the TSRGD.
55. Road humps have been the most common speed reducing feature used in 20 mph speed limit zones but other traffic calming features can be used in combination with these, or instead, to ensure reductions in speed. The design of a scheme should ensure, as far as possible, that engineering measures take account of all road users, ensuring hazards are not created for vulnerable road users, in particular those people with a visual or mobility impairment. Further details on traffic calming measures are contained in Annex B of ETLCD Circular No.1/2006 'Setting Local Speed Limits: Guidance for Local Authorities'<sup>27</sup>

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<sup>27</sup> <http://www.scotland.gov.uk/Publications/2006/08/14134225/11>

## Good Practice Guide on 20 mph Speed Restrictions

### Case study - Fife Council - 20 mph speed limit zones

Since 2003, Fife have been delivering mandatory 20mph zones throughout all residential areas covering a much wider area than just outside schools. This is now substantially complete with 499 zones introduced. Over 95% of residential areas are now within a zone, at a cumulative cost of approximately £8.7 million.

It was always the intention that these lower limits should be reasonably self-enforcing. Physical traffic calming features were, therefore, seen as essential, consisting of speed cushions, humps, speed tables, raised crossings, raised junctions, kerb build-outs and give-and-take chicanes.

Before and after traffic speed surveys show significant reductions. Typically before the introduction of a zone, only 50% of traffic travelled below 25 mph whereas now the zones are in place, it is 83%. Comparing the before and after number of road casualties in the areas now within zones shows a 20.3% reduction overall and a 27.9% reduction in child casualties.

A public consultation confirmed that the introduction of 20mph zones has resulted in a perceived increase in quality of life by making residential areas feel safer and more pleasant to walk and cycle. The majority also agreed that the zones have increased the quality of the environment, particularly for children.

The regular surveys undertaken on the method of travel that children use for their journey to and from school shows Fife having a higher level of walking and cycling than nationally together with a declining percentage of children being driven to school by car.

In terms of cycling, overall the surveys show a positive trend of increasing usage with trips up by 20% at some locations.

This has been a transformational project, delivering stronger communities by making our streets safer and more pleasant to live and travel within.

## Good Practice Guide on 20 mph Speed Restrictions

### 20 mph limits

56. Local authorities can also consider the introduction of mandatory 20 mph limits indicated by speed limit signs only and with no supporting speed reducing features.
57. Local authorities should not introduce such limits on roads where there is no realistic expectation they will achieve decreases in traffic speeds. Schemes should aim for compliance with the new speed limit and speeds should be monitored after introduction, especially on streets where higher speeds might be expected.
58. Clearly, one of the main advantages of introducing a 20 mph limit, rather than a 20 mph speed limit zone, is cost. However, without additional traffic calming, it is recommended that 20 mph limits should primarily be considered where existing mean speeds are no greater than 24 mph.
59. Where mean speeds are greater than 20 mph, prior to the introduction of the limit, consideration should be given to whether it is appropriate to install additional engineering features, variable message signs or traffic calming measures to support the lower limit.

#### Case Study - City of Edinburgh Council (CEC) - 20 mph limit pilot

The pilot was launched on 23 March 2012, and the concluding report was published on 27 August 2013. CEC measured changes to vehicle speeds and volumes, road traffic incidents, and the attitudes of residents to walking, cycling, and the local environment.

The benefits evidenced from the pilot include lower vehicle speeds in 85% of the 28 streets that were monitored, perceived improvements in the safety of streets for children, a perception of improved conditions for walking and cycling and strong support from residents of the area for the 20 mph limit. CEC anticipates a decrease in road casualties due to the reduction in mean and 85<sup>th</sup> percentile vehicle speeds. See Appendix A for more information.

The Speed Limit Order to support 20 mph speed limits was approved by CEC's Transport and Environment Committee on 12 January 2016. The roll out of 20 mph limits will commence from summer 2016 over an 18 month period to all residential, main shopping and city centre streets, and streets with high levels of pedestrian and / or cyclist activity. CEC will maintain a strategic 30 mph network.



## **Good Practice Guide on 20 mph Speed Restrictions**

60. The City of Edinburgh Council pilot showed that locations with an initial mean speed higher than 24 mph generally experienced the highest drops in speeds. It can therefore be appropriate to impose 20 mph limits on some streets with a mean speed of higher than 24 mph, in a context of other nearby streets with lower existing averages. This can have the benefit of avoiding a piecemeal speed network in a predominantly 20 mph limit area.
61. In adopting this approach, Local Authorities should carefully consider the factors set out in paragraph 37 of this Guide and ensure that monitoring of traffic speeds takes place, after implementation. They should be prepared to either to install physical traffic calming or to revert to a 30 mph limit if need be in order to achieve the desired reductions in mean speeds.
62. Early evidence from Portsmouth City Council, the first local authority in England to implement an extensive area-wide 20 mph limit scheme, without additional traffic calming, has shown a drop in accident and casualty numbers, in addition to a drop in traffic speeds.<sup>28</sup>

### **20 mph limits – TSRGD requirements**

63. Within a 20 mph limit - designated by diagram 670 - road humps or areas with road humps would need to be signed, and appropriately lit. Whether other traffic calming measures need to be signed will depend on the circumstances, but diagram 670 cannot be relied upon to warn of their presence.
64. TSRGD 2016 removes the requirement for a minimum of one repeater sign to be placed within a 20 mph limit. It is for local authorities to decide how many repeater signs are needed and where they should be placed, taking cognisance of Chapter 3 of the Traffic Signs Manual ensuring there are sufficient repeater signs placed to inform road users of the speed limit in force.<sup>29</sup>
65. The full requirements for the establishment of a 20 mph limit are set out in the TSRGD.
66. If a local authority intend to introduce 20 mph limits, without traffic calming, an application to Scottish Ministers will not usually be required.
67. To ensure that an application to Scottish Ministers is not required diagram 670 (rather than diagram 674) should be used and the local authority should adhere to the TSRGD requirements relating to 20 mph limits.

<sup>28</sup> <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme4/interimeval20mphspeedlimits.pdf>

<sup>29</sup> Traffic Signs Manual <https://www.gov.uk/government/publications/traffic-signs-manual>

## Good Practice Guide on 20 mph Speed Restrictions

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### Variable/Part Time Limits

68. Variable speed limits are those which lower the limit to 20 mph according to the time of day as specified in the speed limit order.
69. 20 mph should be the standard speed limit in the vicinity of schools. At schools where a 20 mph limit or zone is not already in place a part-time speed limit can be used.
70. The length of road on which a 20 mph limit should apply at individual schools will be determined by a number of factors including the exact location and access point of the school in relation to adjoining roads; severance from the community; and the actual routes taken by pupils. As an example, it may be that the position of existing school warning signs would provide suitable starting / finishing points for the 20 mph limit.
71. When implementing 20 mph schemes outside schools, particularly those on roads with limits higher than 30 mph, it will be important to raise public awareness of the schemes. The aim would be to achieve an understanding that the schemes are being introduced to make the areas around schools safer for children as well as alerting drivers to the likelihood they will encounter a 20 mph limit outside schools in what could be unexpected circumstances. Local authorities should consider how best to generate awareness when implementing such initiatives in their areas.
72. It is recognised that local authorities have already ensured that speeds are restricted to 20 mph around the vast majority of existing schools in Scotland, with the help of specially authorised signs.

### Variable/Part time limits – TSRGD requirements

73. The requirements for variable message signage are outlined in the TSRGD. Diagrams 545, 670, and light signal 4004 can be used to designate variable 20 mph speed limits.
74. It may be possible in certain circumstances, for the Scottish Ministers to give permission for specific alterations to the signage requirements of the TSRGD, where this is considered appropriate, and each case will be considered on its own merits. However, in most cases we would expect that the TSRGD will provide sufficient flexibility and should therefore be complied with.

## **Good Practice Guide on 20 mph Speed Restrictions**

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### **Advisory 20 mph limits**

75. SEDD Circular No. 6/2001 gave guidance on the situations in which it was appropriate to implement an advisory 20 mph maximum speed.
76. Advisory maximum speeds were originally designed to be used in self-enclosed residential areas with little or no through traffic. Where local authorities have a desire to reduce speeds they should now be implementing mandatory limits or speed limit zones, as appropriate, in these areas rather than advisory ones.
77. Local authorities who have previously introduced advisory limits can still use these where they have already been implemented.

## Good Practice Guide on 20 mph Speed Restrictions

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### Appendix A

#### City of Edinburgh Council 20 mph pilot

1. The City of Edinburgh Council 20 mph pilot scheme reduced the speed limit from 30 mph to 20 mph on 38 km of streets. A further 34 km of streets in the area were already included in 20 mph speed limit zones.
2. Speeds were monitored at 28 locations on the streets with newly reduced speed limits and no traffic calming. At these locations, the average speed reduced by 1.9 mph from 22.8 mph to 20.9 mph. 85<sup>th</sup> percentile speeds fell by 2.9 mph to 25.1 mph.
3. In the 12 locations where the mean speed prior to the introduction of the pilot scheme exceeded 24 mph, there was an average drop of 3.3 mph to 22.4 mph (the 85<sup>th</sup> percentile speed on these streets fell by 3.9 mph to 26.0 mph).
4. There were four locations monitored across the City of Edinburgh Council pilot area where mean speeds continued to be in excess of 24 mph, though all four saw a fall in mean vehicle speeds. Permanent engineering changes are planned to reduce speed on these streets.
5. Up to January 2014 there was a 20 per cent casualty reduction within the pilot area, though this is not statistically significant given the relatively low number of casualties involved. In addition, the monitoring of casualty data would normally take place over a three year period.





## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

## Proposed 30mph Speed Limit at The Hosh, Crieff and Tullibardine

## Report by Director (Environment)

This report details proposal to introduce 30mph speed limits at The Hosh, Crieff and at Tullibardine as a result of requests from the local communities with the support of the local elected members. The report recommends the start of varying the Traffic Regulation Order for the 30mph Speed Limits.

**1. BACKGROUND****30mph at the U1 The Hosh, Crieff and C458, U20/21 Tullibardine**

- 1.1 There is a history of road safety concerns that have been raised by local elected members, the community council, parents of children, and local residents.
- 1.2 At The Hosh, discussion has taken place between council officers, East Strathearn Community Council and Glenturret Distillery about a reduced speed limit due to concerns about vehicle speeds and increased pedestrian activity both to the distillery and the rural path network. At Tullibardine, the request for a lower speed limit has come from local residents, following the completion of housing development within the settlement.
- 1.3 As a result of these concerns, it is now proposed to introduce a 30mph speed limit on a section of the U1 at the settlement of The Hosh, Crieff and a 30mph speed limit on a section of the C458 and the U20/21 through the settlement of Tullibardine.

1.4 It was agreed to carry out local consultations to gauge opinion. The results of the consultation for each area are shown below:

**THE HOSH**

| Name on file | Comment or Objection                                                                                                                                                                                                     | Response                                                                                                        |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
|              | Thinks that 30mph is too fast and suggests 20mph.                                                                                                                                                                        | Proposed 30mph speed limit assessed and agreed with local elected members, community council and residents.     |
|              | Supports but feels 30mph is still too fast. Would be in favour of a 20mph limit starting at the Distillery and extending as far as the Hosh Farm.                                                                        | As above                                                                                                        |
|              | Supports, suggests a section of 20mph limit could be introduced alongside these proposals.                                                                                                                               | As above                                                                                                        |
|              | This section of road can be challenging road to drive, (lying, as it does, between two A roads (A85 and A822). Feels that a speed restriction to 30 mph would, where observed, reduce many of the dangers of this route. | Additional signage and lining has been agreed with the local elected members, community councils and residents. |
|              | Supports, and suggests a section of 20mph limit could be introduced alongside these proposals. Also suggests additional signs and lines should be introduced.                                                            | As above                                                                                                        |
|              | Supports                                                                                                                                                                                                                 |                                                                                                                 |
|              | Supports                                                                                                                                                                                                                 |                                                                                                                 |

## TULLIBARDINE

| Name on file | Comment or Objection                                                                                                                                                                                                             | Response                                                                                                       |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
|              | To confirm support for the above proposal. However, it would be better if the speed restriction on the road marked U20 in the plan started/stopped prior to the severe bend in the road where the old railway bridge used to be. | Speed limits have been requested by the local community. Speed limit signs will be sited at village nameplates |
|              | Does not think a 30mph limit is necessary.                                                                                                                                                                                       | Speed limits have been requested by the local community.                                                       |
|              | Supports                                                                                                                                                                                                                         |                                                                                                                |
|              | Supports and suggests raised lining on approach                                                                                                                                                                                  | If approved, speed limit will be maintained and further measures considered if required.                       |
|              | Do not agree to the proposed 30mph limit, but if it was to be enforced then would recommend 40 mph.                                                                                                                              | Speed limits have been requested by the local community.                                                       |
|              | Supports, suggests an extended area of 40mph on adjoining B and C class roads.                                                                                                                                                   | Area has been assessed and the length of restrictions has been agreed by the local community                   |

## 2. PROPOSALS

- 2.1 It is proposed to introduce 30mph speed limits on the U1 at The Hosh, and the C458 and the U20/21 at Tullibardine. The routes have been identified and shown in Appendices 1 and 2.

## 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report details the locations where it is proposed to introduce two 30mph speed limits.

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

3.3 It is recommended that the Committee approve:

- (i) the promotion of a variation to the relevant Traffic Regulation Order (TRO) for the introduction of 30mph speed limits at the locations shown in Appendices 1 and 2 to the report.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>     | <b>Date</b>       |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 23 September 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

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

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage healthy sustainable travel.

## **2. Resource Implications**

### Capital

- 2.1 There are no Capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2 There will be costs involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met from the Road Safety and Design Budget in 2016/17.
- 2.3 The estimated costs of £2,000 for the new posts and signs will be met from the Road Safety and Design Budget in 2016/17.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, local elected members and Community Council for the area have been consulted and support the proposals.

## **5. Communication**

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

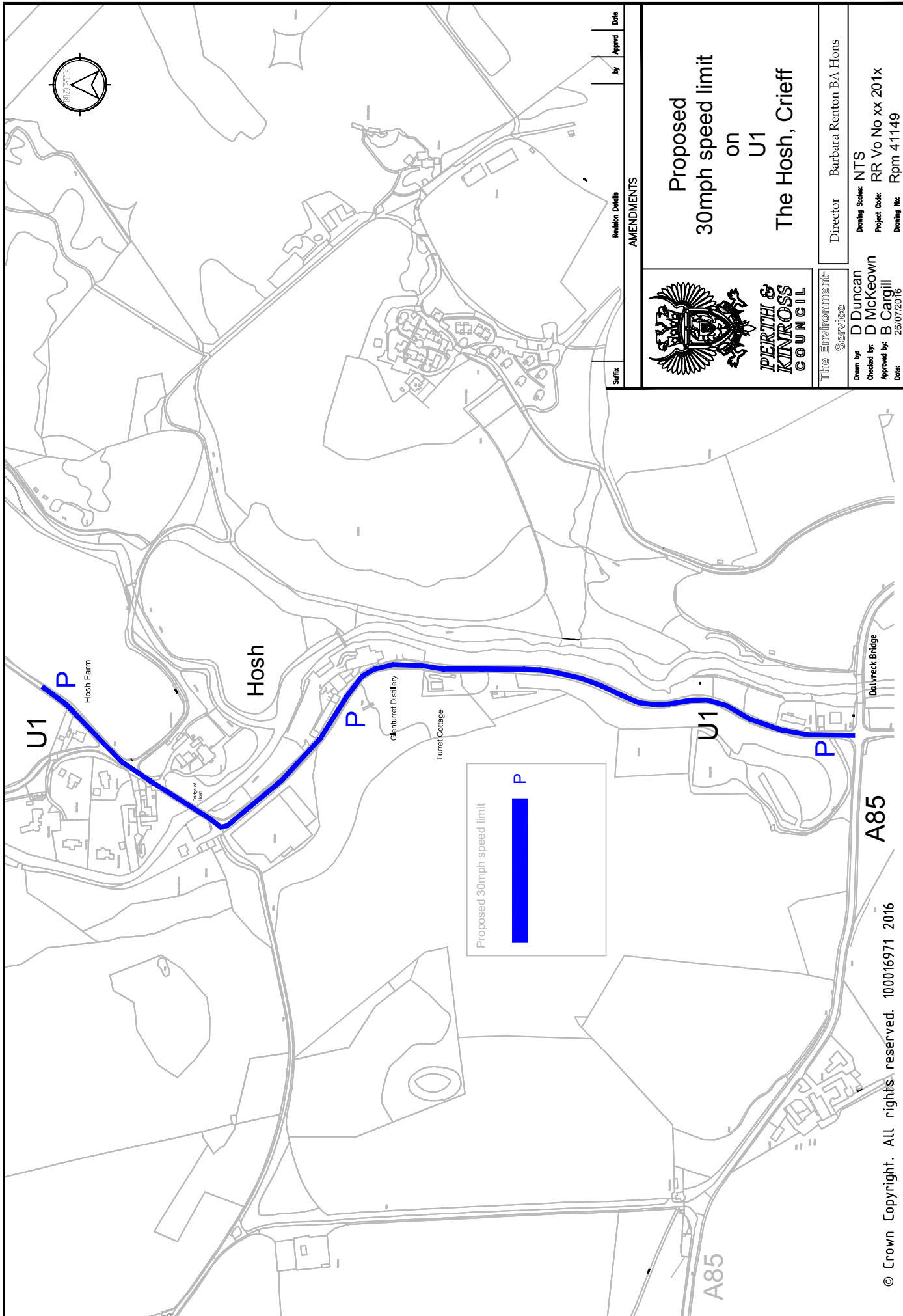
## **2. BACKGROUND PAPERS**

- 2.1 None.

### **3. APPENDICES**

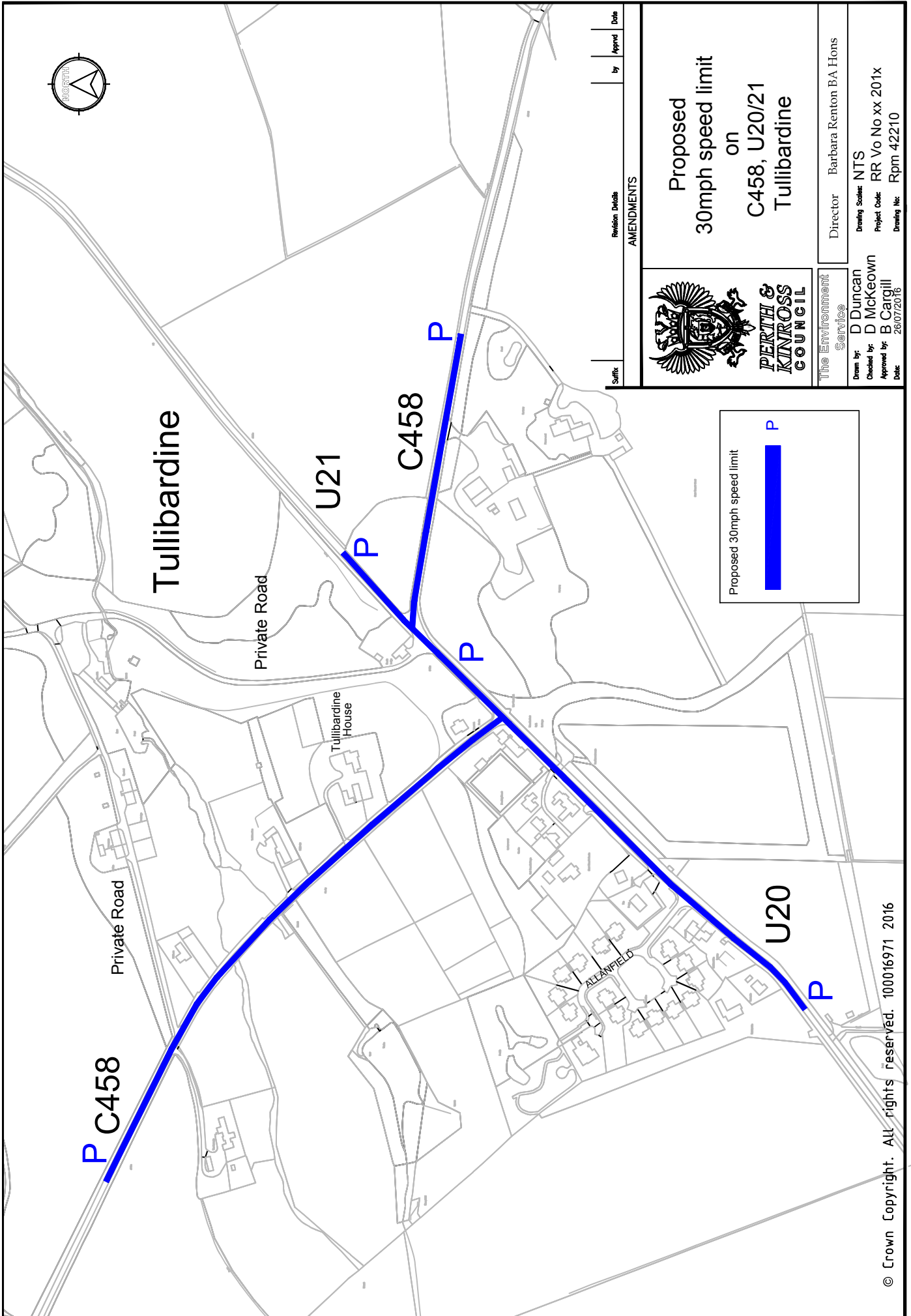
3.1 The proposals are as shown in Appendices 1 and 2.





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| Revision                                                              | Details | By                     | Date |
|-----------------------------------------------------------------------|---------|------------------------|------|
| AMENDMENTS                                                            |         |                        |      |
| <p><b>Proposed 30mph speed limit on C458, U20/21 Tullibardine</b></p> |         |                        |      |
| Director                                                              |         | Barbara Renton BA Hons |      |
| Drawing Scale:                                                        |         | NTS                    |      |
| Project Code:                                                         |         | RR Vo No xx 201x       |      |
| Drawing No:                                                           |         | Rpm 42210              |      |



The Environment Service  
 Drawn by: D Duncan  
 Checked by: D McKeown  
 Approved by: B Cargill  
 Date: 28/07/2016

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## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

**Proposed 40mph Speed Limits at Balvarran, Carnbo, Glendevon, Enochdhu, Perth and Wester Balgedie****Report by Director (Environment)**

This report details proposal to introduce, or extend, existing 40mph speed limits at Balvarran, Carnbo, Glendevon, Enochdhu, Perth and Wester Balgedie as a result of requests from the local communities with the support of the local elected members. The report recommends the start of varying the Traffic Regulation Orders for the 40mph speed limits.

**1. BACKGROUND****40mph at the A924 Balvarran & Enochdhu, the U221 Carnbo, the A823 Glendevon, the C404 Perth and the A911 Wester Balgedie.**

- 1.1 There is a history of road safety concerns which have been raised by local elected members, the Community Council, parents of children, and local residents.
- 1.2 As a result of these concerns, it is now proposed to introduce a 40mph speed limit on a section of the A924 at Balvarran & Enochdhu. At both settlements, the request for a lower speed limit has come from local residents following the completion of housing development.
- 1.3 It is now proposed to extend the 40mph speed limit on a section of the U221 Gelvan Moor Road at Carnbo following complaints from local residents, and a report from the Structures & Flooding Team, about vehicle speeds and damage to the Pow Burn Bridge.
- 1.4 It is proposed to introduce a 40mph speed limit on a section of the A823 at Glendevon to accommodate the sporadic development north of the village, including the church and the holiday park. The request has come from Auchterarder & District Community Council, as well as local residents in response to increased vehicular and pedestrian traffic.
- 1.5 It is proposed to introduce a 40mph speed limit on a section of the C404 at Muirhall Road, Perth to accommodate the increasing numbers of pedestrians and cyclists using the facilities at Kinnoull Hill and Deuchny Wood.

- 1.6 It is proposed to extend the existing 40mph speed limit on a section of the A911 at Wester Balgedie. The request for a lower speed limit has come from the local elected members and Portmoak Community Council in response to increased commercial, recreational and domestic traffic on this section of the A911.
- 1.7 It was agreed to carry out local consultations to gauge opinion, the results of the consultation for each area is shown below:
- 1.8 Where an area received full support or where no comments were received, no table is shown.

### **BALVARRAN**

| Name on file | Comment or Objection                                                                                                                                                   | Response                                                                             |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|              | Support                                                                                                                                                                |                                                                                      |
|              | Suggests that it would make more sense to continue the 40mph limit until the 30mph limit of Kirkmichael, as this would help slow the traffic as it enters the village. | Speed limit and distances were all agreed through consultation with local residents. |
|              | Supports but would suggest 30mph.                                                                                                                                      |                                                                                      |

### **GLENDIVON**

| Name on File | Comment or Objection                                                                                                           | Response                                                                                                                         |
|--------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
|              | Supports (10 replies)                                                                                                          |                                                                                                                                  |
|              | Doubts if a lower speed limit will work. Suggests double white lines on most of the bad corners.                               | Limit assessed and agreed with Local Community group                                                                             |
|              | Supports, would like additional signing for concealed entrance, and pedestrians crossing. 30mph should also be considered. (4) | Limit assessed and agreed with Local Community group. No requests for signage, however this will be considered at a future date. |

## WESTER BALGEDIE

| Name on file | Comment or Objection                                                                                                                            | Response                                                                                                                    |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
|              | Very much welcomes the proposal and would like to support the proposed extension of the speed limit as detailed in the drawing of the proposal. |                                                                                                                             |
|              | Of the view that the speed limit for the entire stretch from existing to proposed should be 30 mph rather than 40 mph.                          | Speed limit and distances were all agreed through consultation with local elected members, community council and residents. |

| Name on file | Comment or Objection                                                                                                                                                                                                                                     | Response                                                                                                                     |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
|              | Traffic travelling from Kinnesswood towards Milnathort comes over a crest onto what is effectively a staggered junction with traffic turning into or out of Loch Leven's Larder adding to the risk of accident even if vehicles are travelling at 40mph. | Speed limit and distances were all agreed through consultation with local elected members, community councils and residents. |
|              | 2 Supports                                                                                                                                                                                                                                               |                                                                                                                              |

## 2. PROPOSALS

- 2.1 It is proposed to introduce /extend 40mph speed limits on the A924 Balvarran & Enochdhu, U221 Glaven Moor Road, A823 Glendevon, C404 Muirhall Road, Perth and the A911 at Wester Balgedie. The routes have been identified and shown in Appendices 1 to 6.

## 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report details the location where it is proposed to introduce/extend 40mph speed limits.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the TROs. This procedure will involve statutory consultation, preparation of draft TROs and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

3.3 It is recommended that the Committee approves:

- (i) The promotion of a variation to the relevant Traffic Regulation Order (TRO) to allow the introduction/extension of 40mph speed limits in the locations detailed in Appendices 1 to 6 to the report and allow their implementation.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>     | <b>Date</b>     |
|----------------|------------------------|-----------------|
| Barbara Renton | Director (Environment) | 21 October 2016 |

|                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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| <p>You can also send us a text message on 07824 498145.</p>                                                                                                                                                                                                        |
| <p>All Council Services can offer a telephone translation facility.</p>                                                                                                                                                                                            |



## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage healthy sustainable travel.

## **2. Resource Implications**

### Capital

- 2.1 There are no Capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2 There will be costs involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met from the Road Safety and Design Budget in 2016/17.
- 2.3 The estimated costs of £4,000 for the new posts and signs will be met from the Road Safety and Design Budget in 2016/17.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, local elected members and community council for the area have been consulted and support the proposals.

## **5. Communication**

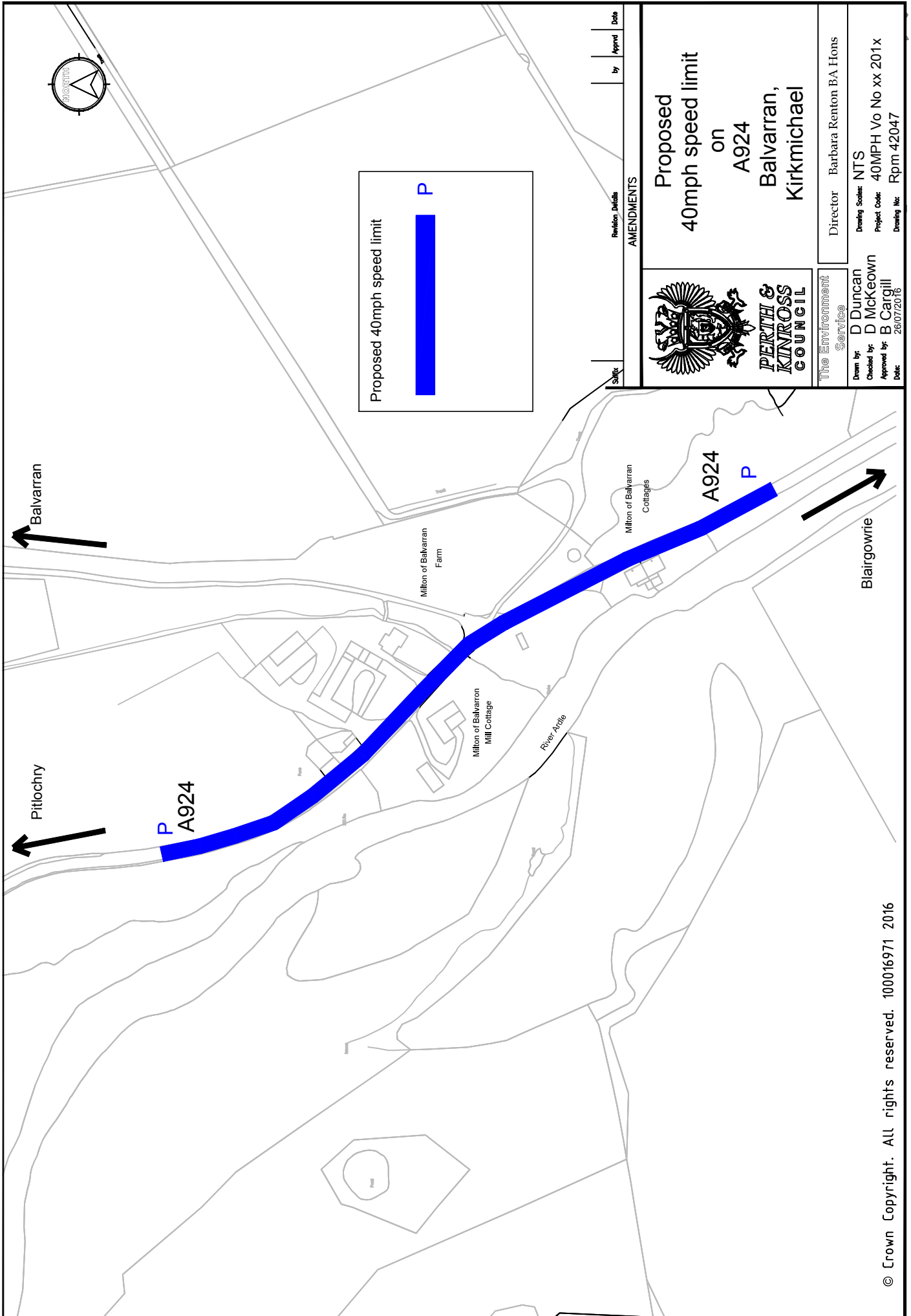
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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

## **2. BACKGROUND PAPERS**

- 2.1 None.

### **3. APPENDICES**

3.1 The proposals are as shown in Appendices 1 to 6.



Proposed 40mph speed limit

P

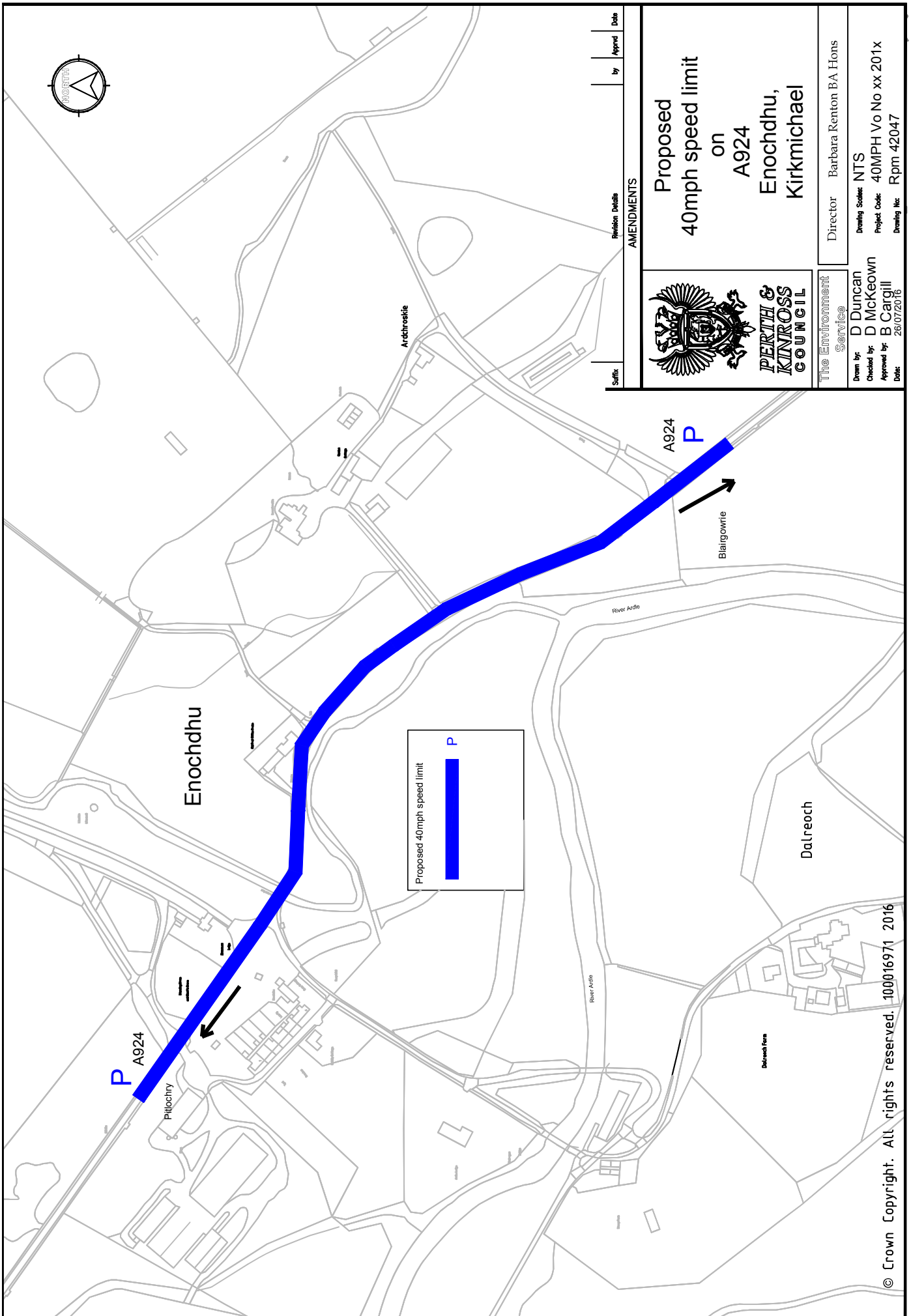
| Revision | Details | by | Apprd | Date |
|----------|---------|----|-------|------|
|          |         |    |       |      |




Proposed  
40mph speed limit  
on  
A924  
Balvarran,  
Kirkmichael

|                                  |                                   |
|----------------------------------|-----------------------------------|
| The Environment Service          |                                   |
| Director: Barbara Renton BA Hons |                                   |
| Drawn by: D Duncan               | Drawing Scale: NTS                |
| Checked by: D McKeown            | Project Code: 40MPH Vo No xx 201x |
| Approved by: B Cargill           | Drawing No: Rpm 42047             |
| Date: 28/07/2016                 |                                   |





| Staff: | Revision Details | by | Apprd | Date |
|--------|------------------|----|-------|------|
|        | AMENDMENTS       |    |       |      |



**PERTH & KINROSS COUNCIL**  
The Environment Service

Drawn by: D Duncan  
Checked by: D McKeown  
Approved by: B Cargill  
Date: 26/07/2016

**Proposed 40mph speed limit on A924 Enochdhu, Kirkmichael**

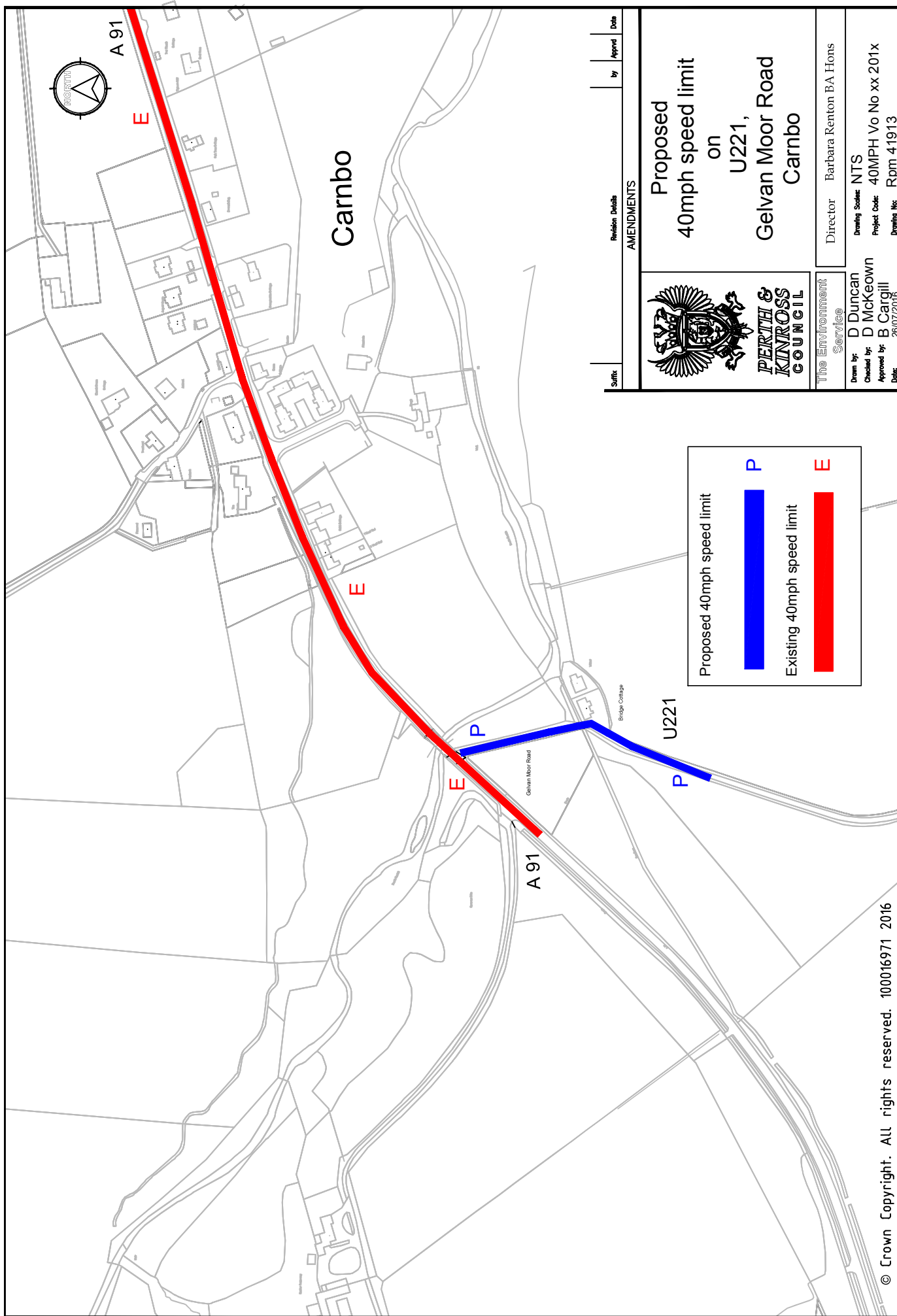
Director: Barbara Renton BA Hons

Drawing Scale: NTS  
Project Code: 40MPH Vo No xx 201x  
Drawing No: Rpm 42047

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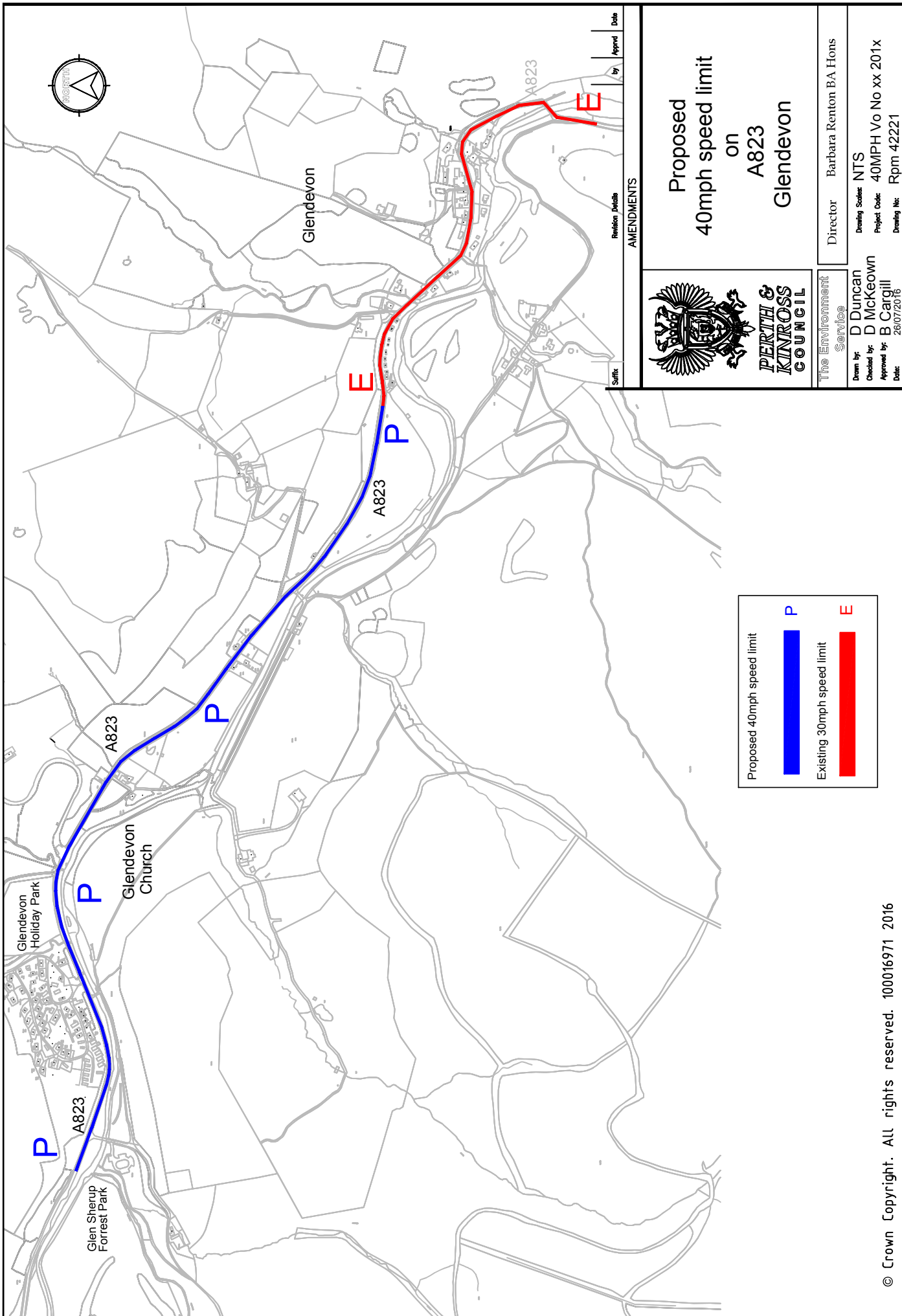






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The Environment  
Service  
Drawn by: D Duncan  
Checked by: D McKeown  
Approved by: B Cargill  
Date: 26/07/2016

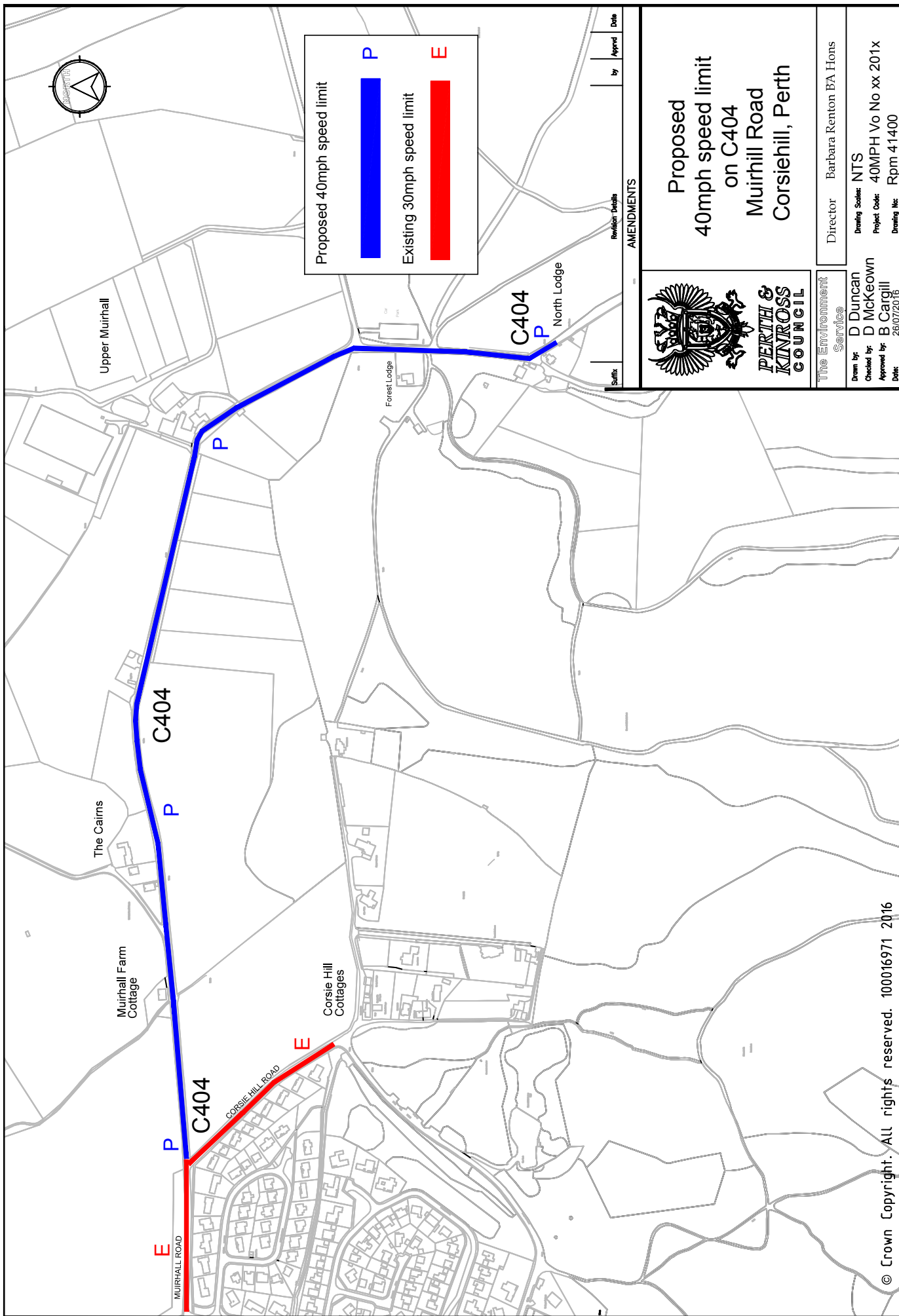
Proposed  
40mph speed limit  
on  
A823  
Glendevon

Director: Barbara Renton BA Hons  
Drawing Status: NTS  
Project Code: 40MPH Vo No xx 201X  
Drawing No: Rpm 42221

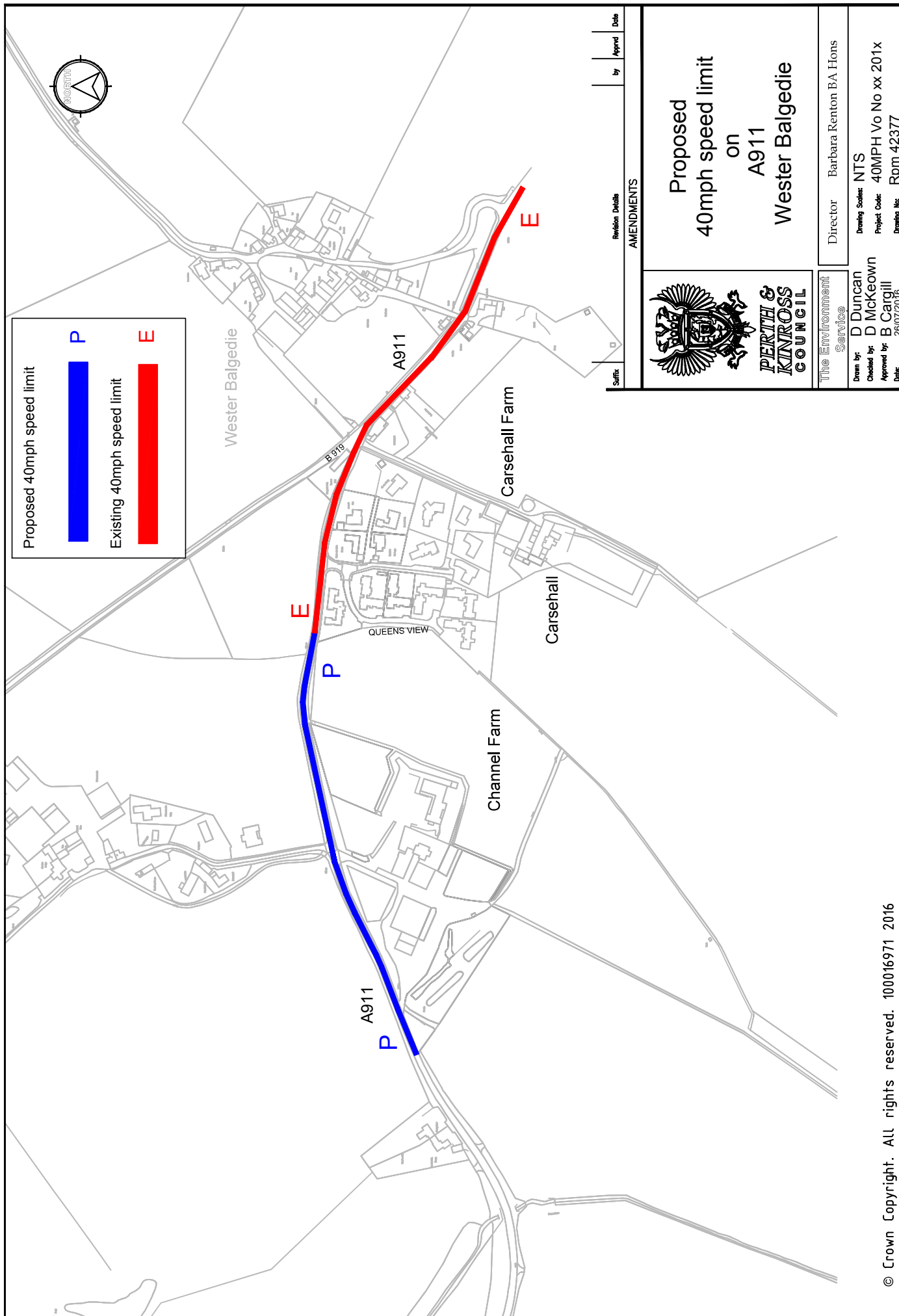
AMENDMENTS

| Surf | Revision | Details | by | Date |
|------|----------|---------|----|------|
|      |          |         |    |      |









| AMENDMENTS                                                                                          |                                                                                            |
|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| Revision Details                                                                                    | By / Approved / Date                                                                       |
| <p><b>Proposed 40mph speed limit on A911 Wester Balgedie</b></p>                                    |                                                                                            |
| <p><b>Perth &amp; Kinross Council</b><br/>The Environment Service</p>                               | <p>Director: Barbara Renton BA Hons</p>                                                    |
| <p>Drawn by: D Duncan<br/>Checked by: D McKeown<br/>Approved by: B Cargill<br/>Date: 26/07/2016</p> | <p>Drawing Status: NTS<br/>Project Code: 40MPH Vo No xx 201x<br/>Drawing No: Rpm 42377</p> |





## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

**Proposed Changes to King Street/Galvelmore Street  
Car Park, Crieff Off-Street Car Park Order****Report by Director (Environment)**

This report recommends a variation to the Off Street Car Park Traffic Regulation Order (TRO) to enable the time limits and ticketing systems to be amended for King Street/Galvelmore Street Car Park in Crieff.

**1. BACKGROUND**

- 1.1 At its meeting on 30 January 2013, the Committee agreed to introduce On Street Parking charges in Crieff (Report No.13/37 refers).
- 1.2 Prior to the introduction of On Street Parking Charges, several consultations with all interested parties had taken place over a period of many years. This was to discuss and agree the best options on the times and charges that should be adopted in the car parks in Crieff. Those agreements formed the basis of the report presented to Committee in January 2013.
- 1.3 As part of that report, the charges in King Street/Galvelmore Street were removed making it a free car park with a maximum stay of 2 hours. The period of 2 hours was introduced to encourage a turnover of vehicles using the car park.
- 1.4 Once in operation, it was noted that several vehicles were parking for longer than the 2 hour maximum period. In an effort to prevent vehicles parking longer than the permitted time, the Parking Operations Manager made a decision to install two ticket issuing machines. The machines were calibrated to issue free tickets for the public to obtain and display on their vehicle, indicating the registration number and their time of arrival/expiry time.
- 1.5 However, two businesses have raised concerns regarding the 2 hour limit that has been applied and have suggested that this be increased by 1 hour to a 3 hour maximum stay.
- 1.6 In addition, although the ticket machines have been installed in the car park for some time, the issuing and enforcement of the free ticket process has never been included into the Off Street Order. This report rectifies this.

## 2. PROPOSALS

2.1 It is now proposed to vary the Off Street Car Park Order to amend the time limit and to formalise the ticketing system, allowing enforcement by adding in a reference to the Off Street Order.

2.2 The proposals are shown on the drawing at Appendix 1.

## 3. CONCLUSION AND RECOMMENDATION

3.1 This report details the request to vary the times and formalise the free ticket issue for the King Street/Galvelmore Street Car Park into the Off Street Car Park TRO.

3.2 It is recommended that the Committee :

- (i) approves the promotion of a variation to the relevant TRO to amend the times and formalise the free ticket issue for the King Street/Galvelmore Street Car Park into the Off Street Car Park TRO.

### Author

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

### Approved

| Name           | Designation            | Date              |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 23 September 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

#### Revenue

- 2.2 There will be costs involved in advertising the variation to the Traffic Regulation Order. The indicative cost of £300 for this will be met from the Parking Services Budget in 2016/17.
- 2.3 The estimated costs of £100 for the new signs will be met from the Parking Services Budget in 2016/17.

#### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and the local elected members for the area have been consulted and support the proposals.

## **5. Communication**

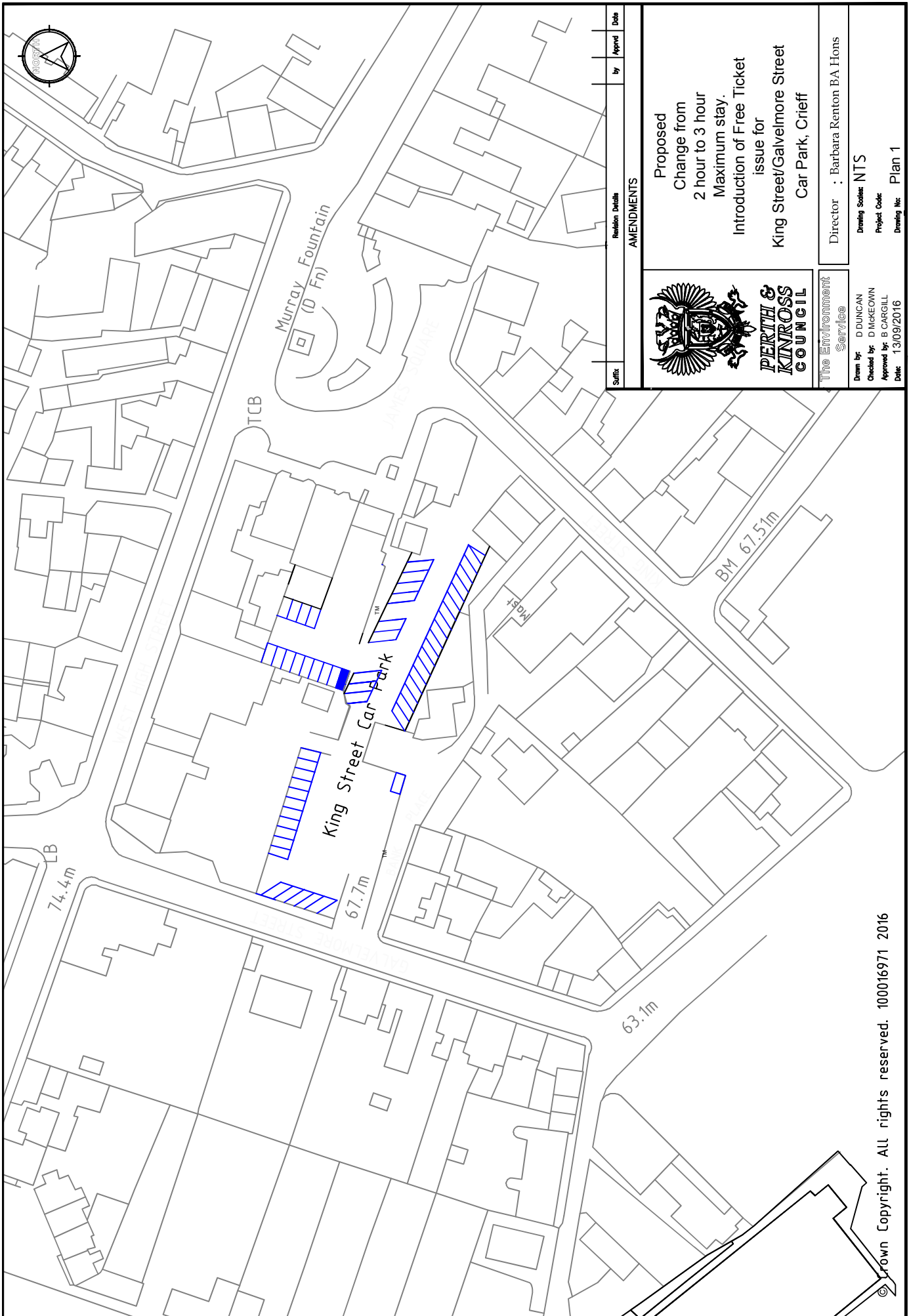
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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


## **2. BACKGROUND PAPERS**

- 2.1 None.

### **3. APPENDICES**

3.1 The proposals are shown at Appendix 1



| Surfix                                                                                                                                                    | Revision Details | By                                                                                                                                                                          | Approve | Date |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------|
| <b>AMENDMENTS</b>                                                                                                                                         |                  |                                                                                                                                                                             |         |      |
|  <p><b>PERTH &amp; KINROSS COUNCIL</b><br/>The Environment Service</p> |                  | <p>Proposed<br/>Change from<br/>2 hour to 3 hour<br/>Maximum stay.<br/>Introduction of Free Ticket<br/>issue for<br/>King Street/Galvelmore Street<br/>Car Park, Crieff</p> |         |      |
| <p>Drawn by: D DUNCAN<br/>Checked by: D McKEOWN<br/>Approved by: B CARGILL<br/>Date: 13/09/2016</p>                                                       |                  | <p>Director : Barbara Renton BA Hons<br/>Drawing Scale: NTS<br/>Project Code:<br/>Drawing No: Plan 1</p>                                                                    |         |      |

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**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Proposed Changes to the 20/30/40mph Speed Limits at Glenlomond/Wester Balgedie****Report by Director (Environment)**

This report details proposals to rescind the existing 40mph speed limit, and introduce various 20/30mph speed limits at the U243 Dryside Road, Glenlomond/Wester Balgedie. The report recommends the start of varying the various Traffic Regulation Orders for the 20/30/40mph speed limits.

**1. BACKGROUND****20/30mph at the U243 Glenlomond/Wester Balgedie**

- 1.1 At its meetings on 11 November 2015 and 23 March 2016, the Committee agreed to promote Traffic Regulation Orders (TROs) to introduce 40mph and 20mph speed limits on U243 Dryside Road, Glenlomond/Wester Balgedie (Report Nos. 15/527 and 16/139 refer.)
- 1.2 The proposals for the introduction of a 40mph Green Route was supported and appropriate signage was installed during 2016.
- 1.3 However, during the consultation on the proposals for the 20mph, there were conflicting views expressed on the implementation of a 20mph speed limit on the remaining length of road. As a result of the views expressed, the residents and the Community Council, with the support of the local elected members, are now in agreement and have requested that alternative speed limits should be provided.
- 1.4 The local elected members have suggested that rather than one continual length of 20mph, a series of 20mph and 30mph limits should be introduced.
- 1.5 It is now proposed to remove the 40mph green route signing and replace this with a 30mph speed limit. The proposals also include two areas of 20mph which incorporate the hamlets of Glenlomond and Wester Balgedie. The remaining section between the hamlets would also have a 30mph speed limit introduced.

- 1.6 It was agreed to carry out a 2<sup>nd</sup> local consultation to gauge opinion. The results of which are shown below:

| Name on file | Comment                                                       | Response                                                                          |
|--------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------|
|              | Supports but suggests 20mph throughout is more appropriate.   | Proposals were suggested by Community Council and supported by the Local Members. |
|              | 20mph should be imposed the entire length.                    | As above                                                                          |
|              | Supports (2)                                                  |                                                                                   |
|              | Several requests supporting but asking for additional signage | Additional signage has been agreed between Road Safety and the CC.                |

## 2. PROPOSALS

- 2.1 It is now proposed to rescind the existing 40mph speed limit from the U243 Dryside Road. It is also proposed to introduce two sections of 30mph and two sections of 20mph speed limits. The routes have been identified and are shown in Appendix 1.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the location where it is proposed to introduce two 20mph speed limits and two 30mph speed limits.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the TROs. This procedure will involve statutory consultation, preparation of draft TROs and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee:
- (i) approves the promotion of a variation to the relevant Traffic Regulation Orders (TROs) to allow the removal of the existing 40mph speed limit, and the introduction of 20mph and 30mph speed limits, as detailed in Appendix 1, and allow its implementation.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>     | <b>Date</b>    |
|----------------|------------------------|----------------|
| Barbara Renton | Director (Environment) | 6 October 2016 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety and encourage healthy sustainable travel.

## **2. Resource Implications**

### Capital

- 2.1 There are no Capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2 There will be costs involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met from the Road Safety and Design Budget in 2016/17.
- 2.3 The estimated costs of £2,000 for the new posts and signs will be met from the Road Safety and Design Budget in 2016/17.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, local elected members and Community Council for the area have been consulted and support the proposals.

## **5. Communication**

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

## **2. BACKGROUND PAPERS**

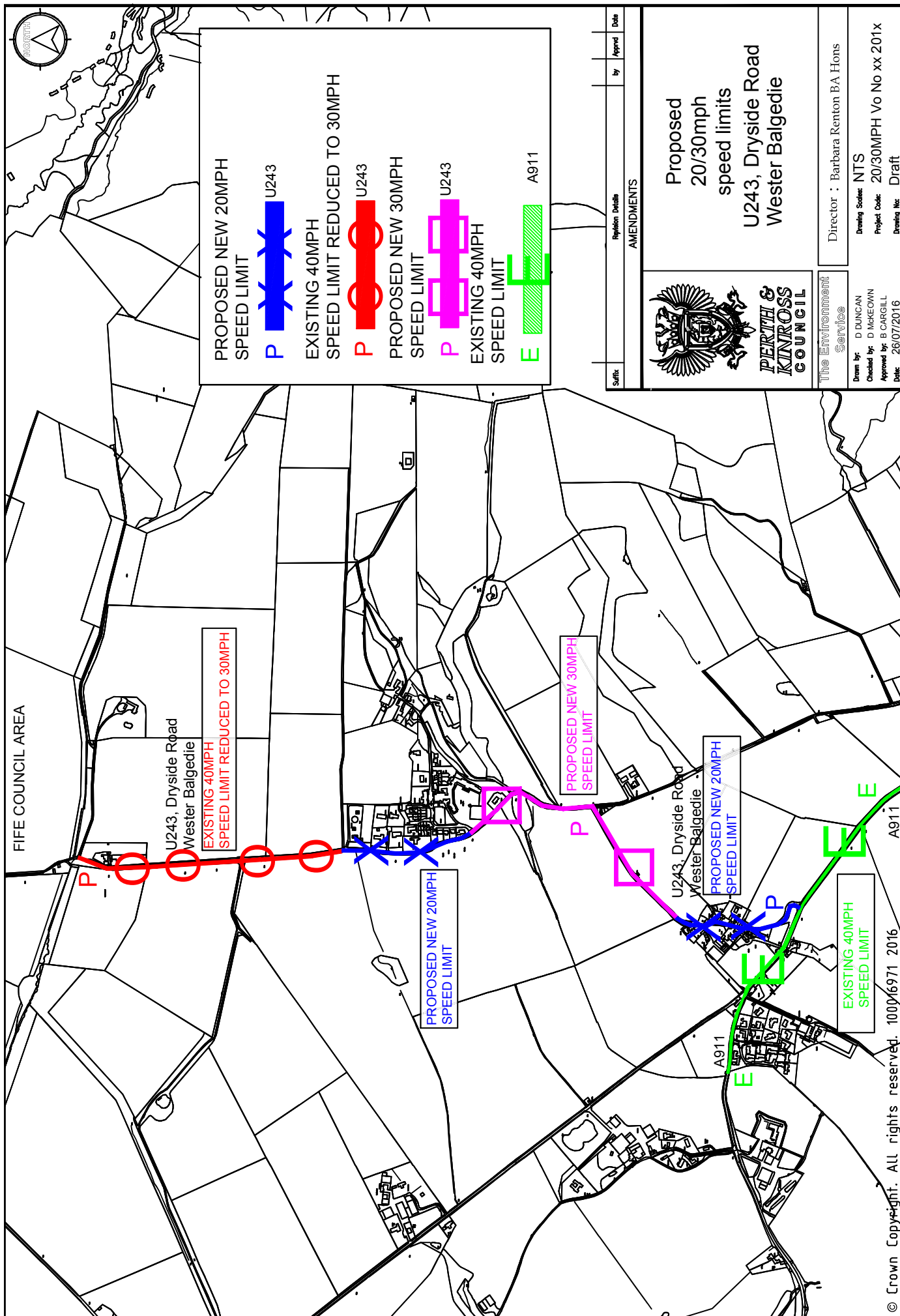
- 2.1 Enterprise and Infrastructure Committee 11 November 2015 Provision of Green Routes in Perth and Kinross (No 8 15/527) and 23rd March 2016. PROPOSED 20MPH SPEED LIMIT AT GLENLOMOND/ WESTER BALGEDIE (16 16/139)

## **3. APPENDICES**

- 3.1 The proposals are as shown in Appendix 1.









**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Proposed Variation to Waiting Restrictions, Lawgrove Place, Ruthvenfield Place, Perth****Report by Director (Environment)**

This report outlines the problems experienced by walkers, cyclists and businesses of Lawgrove Place and Ruthvenfield Place, Perth due to indiscriminate parking. The report recommends a variation to the Perth Traffic Management Order to introduce waiting restrictions on Lawgrove Place and Ruthvenfield Place, Perth.

**1. BACKGROUND****LAWGROVE PLACE/RUTHVENFIELD PLACE**

- 1.1 Both of these streets are culs-de-sac and are situated on the western periphery of the city, within the Inveralmond Industrial Estate. Both are heavily used for parking by staff working at various businesses within the estate.
- 1.2 Both streets have a connection link to the round Perth cycle route at their turning circles at the end of each cul-de-sac. These turning heads regularly have vehicles parked within them.
- 1.3 In addition, local businesses have raised concerns regarding the volume of vehicles parking across their accesses. The indiscriminate parking has increased to a point where they are now causing concerns. Due to these concerns, the local business community have requested the introduction of waiting restrictions to alleviate indiscriminate parking.
- 1.4 In order to alleviate the problems of indiscriminate parking, it is proposed to vary the Traffic Management Order to introduce No Waiting at Any Time waiting restrictions on Lawgrove Place and Ruthvenfield Place into the Perth Traffic Management Order. These are shown in Appendices 1 and 2.
- 1.5 It was agreed to carry out a consultation with the local businesses to gauge opinion, the results of which are shown below:

## LAWGROVE PLACE

| Name on file    | Comment or objection                    | Response |
|-----------------|-----------------------------------------|----------|
|                 | All responses received were supportive. |          |
| Elected Members | All supportive                          |          |

## RUTHVENFIELD PLACE

| Name on file    | Comment or objection                                                                        | Response                                           |
|-----------------|---------------------------------------------------------------------------------------------|----------------------------------------------------|
|                 | Suggests entire length of Ruthvenfield Place should have No Waiting at Any Time introduced. | The proposed restrictions are considered adequate. |
| Elected Members | All supportive                                                                              |                                                    |

## 2. PROPOSALS

- 2.1 As a result of the above requests from local businesses and with the support of the local elected members, it is now proposed to introduce No Waiting at Any Time waiting restrictions on Lawgrove Place and Ruthvenfield Place, Perth.
- 2.2 The proposals are shown on the plans at Appendices 1 and 2.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the difficulties local businesses are experiencing within the Inveralmond Industrial Estate.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Orders. This procedure will involve statutory consultation, preparation of a Draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee:
- (i) approves the promotion of a variation to the relevant TRO to introduce additional No Waiting at Any Time waiting restrictions on Lawgrove Place and Ruthvenfield Place, Perth, as shown in Appendices 1 and 2.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>     | <b>Date</b>       |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 23 September 2016 |

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All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 There are no Capital resource implications arising directly from the recommendations in this report.

#### Revenue

- 2.2 There will be costs involved in promoting the variation to the Traffic Regulation Orders and providing the road markings. The indicative cost of £300 for advertising the TRO will be met from the Car Parking Account in 2016/17. The estimated cost of £400 for the road markings will be funded from the Car Parking Account in 2016/17.

#### 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 sustainable modes of travel.

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and local elected members for the area have also been consulted and support the proposals.

## **5. Communication**

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



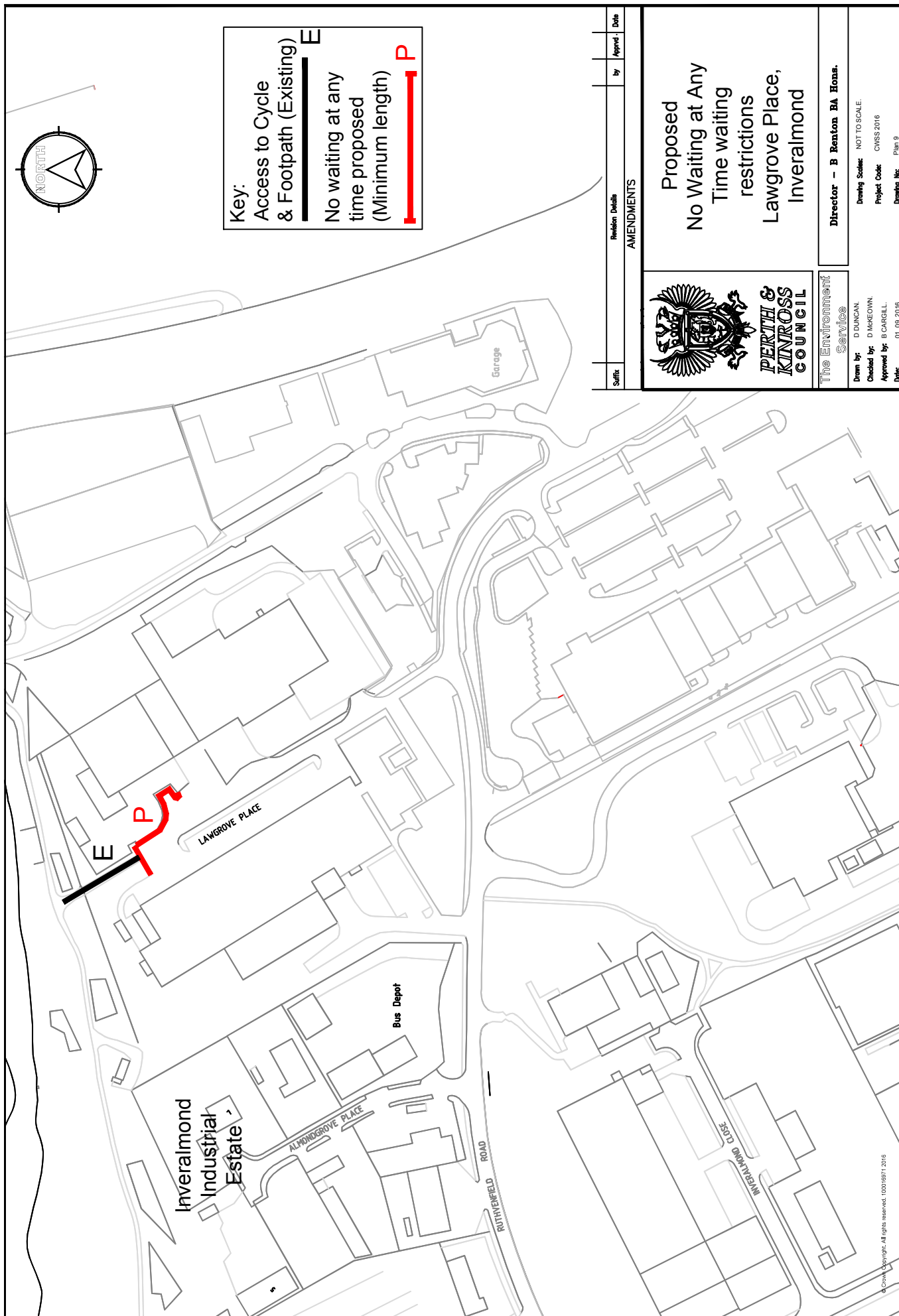
## **2. BACKGROUND PAPERS**

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

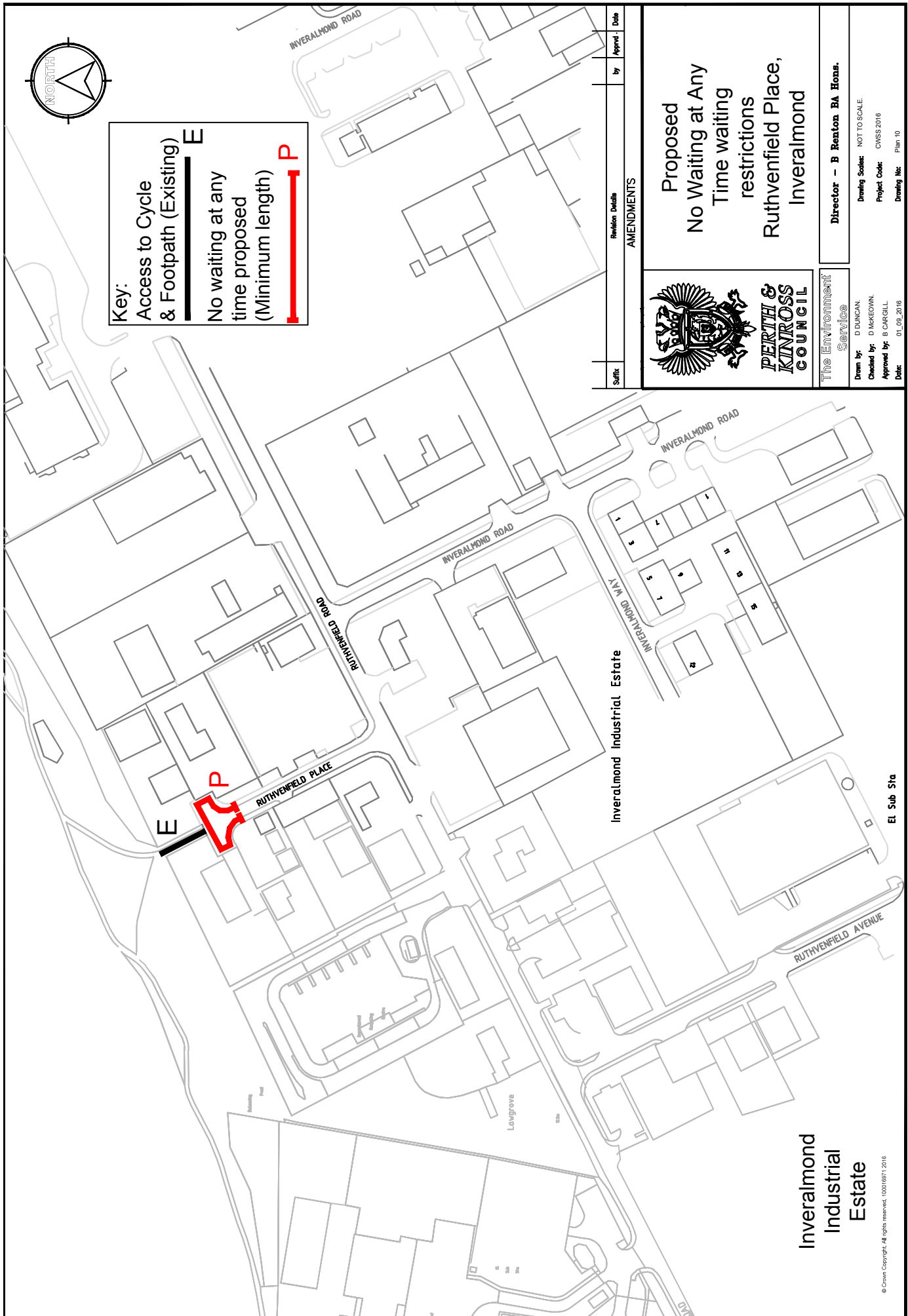
## **3. APPENDICES**

- 3.1 The proposals are as shown on the drawings in Appendices 1-2.

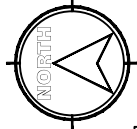








**Key:**  
 Access to Cycle & Footpath (Existing) **E**  
 No waiting at any time proposed (Minimum length) **P**



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



**Proposed No Waiting at Any Time waiting restrictions**  
 Ruthvenfield Place,  
 Inverlmond

**The Environment Service**  
 Drawn by: D DUNCAN  
 Checked by: D MCKEOWN  
 Approved by: B CARGILL  
 Date: 01\_02\_2016

**Director - B Renton BA Hons.**  
 Drawing Scale: NOT TO SCALE  
 Project Code: CWS2 2016  
 Drawing No: Plan 10

**Inverlmond Industrial Estate**

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## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

## Proposed Variation to Waiting Restrictions, Perth

## Report by Director (Environment)

This report summarises the objections received on the proposal to introduce waiting restrictions on Duncansby Way and various streets in the Muirton area, Perth. It recommends that the Committee set aside the objections and that the Order is made as advertised.

**1. BACKGROUND**

- 1.1 At its meeting on 1 June 2016, the Committee agreed to promote a Traffic Regulation Order (TRO) to introduce No Waiting at Any Time restrictions on Duncansby Way and various streets in the Muirton area of Perth. (Report No 16/251 refers.)
- 1.2 The report detailed the proposal to introduce waiting restrictions on Duncansby Way and various streets in the Muirton area of Perth.
- 1.3 Two formal objections have been received to the proposals.

| Name on file | Reason for objection                                                                                                                                                                                                                                                                                             | Response                                                                                                                                                                                                                                                                                         |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (1)          | Worker parks at this location as there are no facilities at their workplace. The objector claims that the parking causes no disruption to residential properties or any access issues. If these restrictions proceed, many workers will be forced to find alternative parking which could create further issues. | The restrictions are considered necessary to maintain clear site lines at junctions, and allow easy access for residents. Many residents have complained to the local members regarding the volume of non-residential workers using the area to park their vehicles, resulting in access issues. |
| (2)          | The introduction of waiting restrictions across their garage front will prevent them making use of the on street parking. The objector has suggested that there have never been issues recorded when they have parked at this location.                                                                          | The restrictions are considered necessary to maintain clear site lines. Motorists should not park with 15 metres of a junction. The access is in the centre of a junction, therefore should not be considered as a parking space with regards to the guidelines in the Highway Code.             |

## 2. PROPOSALS

- 2.1 The Committee is recommended to set aside the objections received and to proceed to make the TRO to introduce waiting restrictions on Duncansby Way and various streets in the Muirton area of Perth, as shown in Appendix 1 and 2.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report outlines the objections received during the advertising of the proposal to introduce waiting restrictions on various streets in Duncansby Way and in the Muirton area of Perth.
- 3.2 It is recommended that the Committee
- (i) sets aside the objections received and to proceed to make the TRO to introduce waiting restrictions on various streets in Duncansby Way and in the Muirton area of Perth, as shown in Appendix 1 and 2.

### Author

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

### Approved

| Name           | Designation            | Date              |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 23 September 2016 |

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

All Council Services can offer a telephone translation facility.



## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

#### Revenue

- 2.2 There are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the waiting restriction changes were provided in the previous report. (Report No 15 16/251 refers).

#### 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 lower traffic speeds.

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and the elected members have also been consulted and support the proposals.

## **5. Communication**

- 5.1 None.

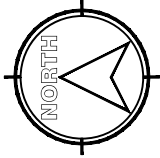
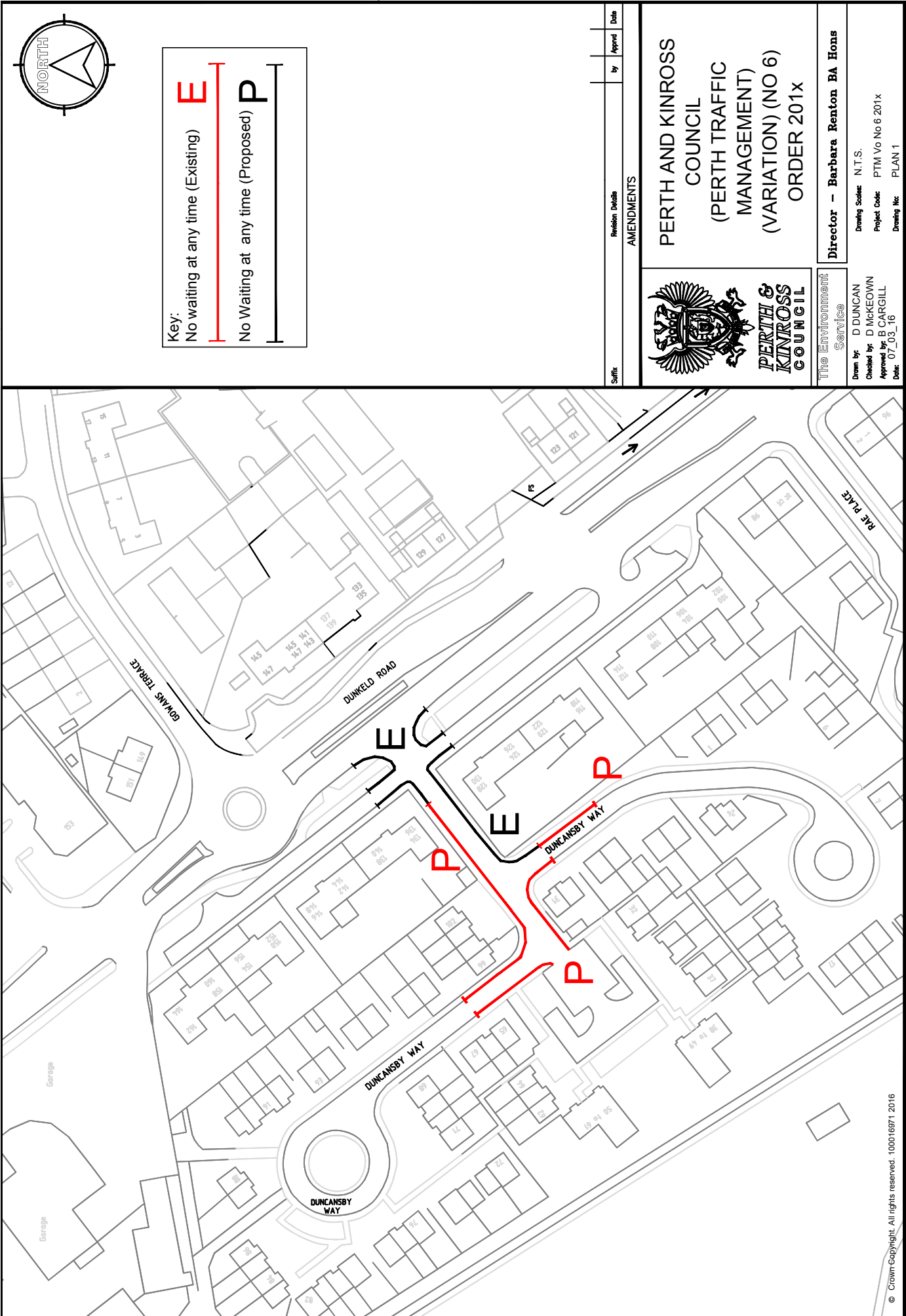
## **2. BACKGROUND PAPERS**

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

- Enterprise and Infrastructure Committee 1st June 2016 proposed Variation To Waiting Restrictions On Almondgrove Place, Auld Bond Road, Duncansby Way, Muirton area Perth. (15 16/251)

## **3. APPENDICES**

3.1 The proposals are shown at Appendices 1 & 2.



**Key:**  
 No waiting at any time (Existing) **E**  
 No Waiting at any time (Proposed) **P**

| Surfix | Revision Details | by | Approved | Date |
|--------|------------------|----|----------|------|
|        | AMENDMENTS       |    |          |      |



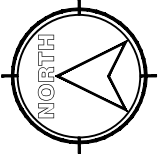
**PERTH AND KINROSS COUNCIL**  
 (PERTH TRAFFIC MANAGEMENT)  
 (VARIATION) (NO 6)  
 ORDER 201X

The Environment  
 Service  
 Drawn by: D DUNCAN  
 Checked by: D McKEOWN  
 Approved by: B CARGILL  
 Date: 07\_03\_16

Director - Barbara Renton BA Hons  
 Drawing Scale: N.T.S.  
 Project Code: PTM Vo No 6 201x  
 Drawing No: PLAN 1

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Key:

No waiting at any time (Existing) **E**

No waiting at any time (Proposed) **P**

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



**PERTH & KINROSS COUNCIL**  
(PERTH TRAFFIC MANAGEMENT)  
(VARIATION) (NO 6)  
ORDER 201X

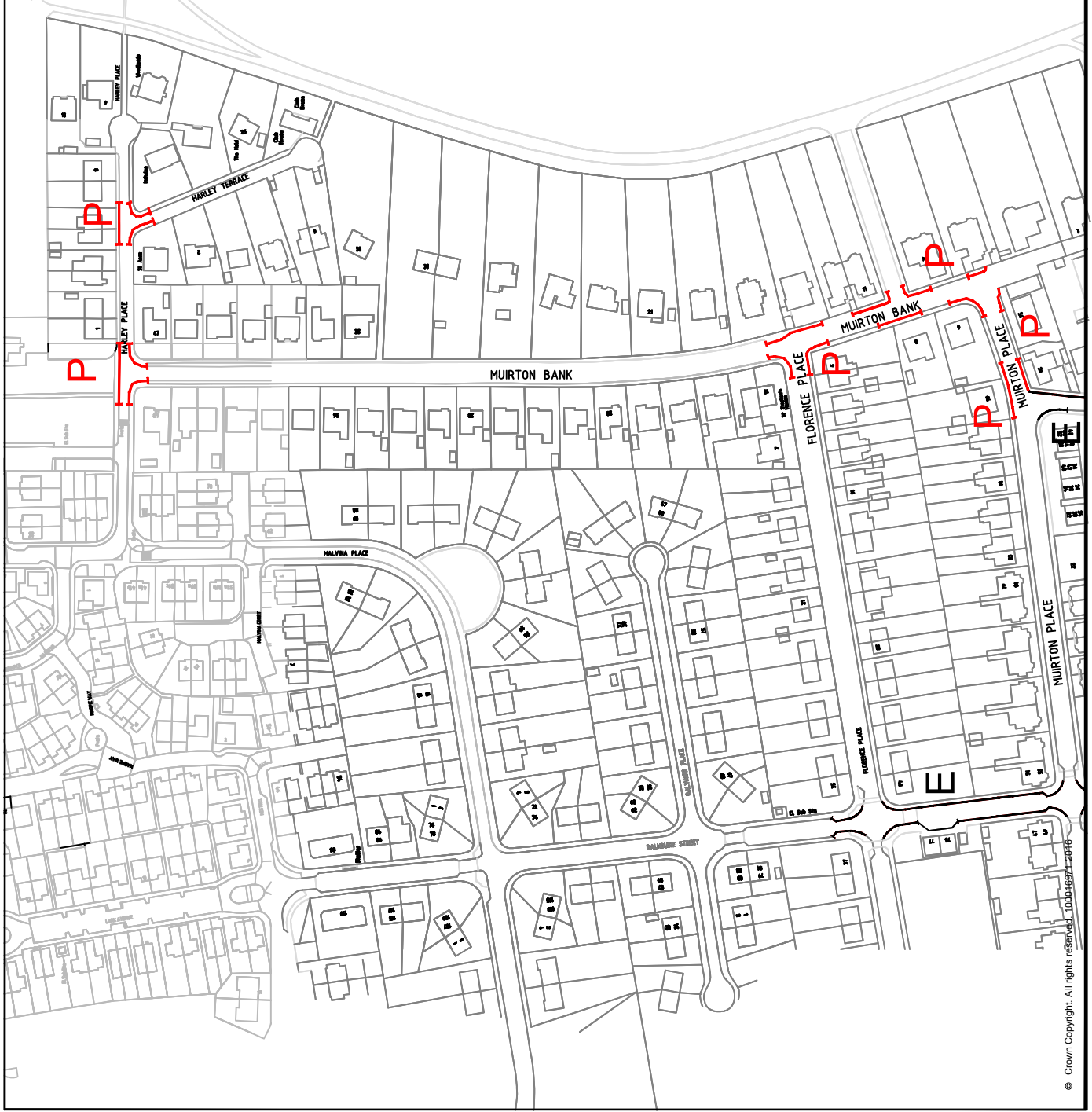
**PERTH AND KINROSS COUNCIL**  
(PERTH TRAFFIC MANAGEMENT)  
(VARIATION) (NO 6)  
ORDER 201X

**The Environment Service**

Director - **Barbara Renton B A Hous**

Drawn by: **D DUNCAN** N.T.S.  
 Checked by: **D McKEOWN**  
 Approved by: **B CARGILL**  
 Date: **02\_02\_16**

Project Code: **PTM Vg No 6**  
 Drawing No: **PLAN 2**



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