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Council Building  
2 High Street  
Perth  
PH1 5PH

14/09/2022

A hybrid meeting of the **Environment, Infrastructure and Economic Development Committee** will be held in **the Council Chamber** on **Wednesday, 21 September 2022** at **10:00**.

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

**THOMAS GLEN**  
Chief Executive

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

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

**Members:**

Councillor Andrew Parrott (Convener)  
Bailie Mike Williamson (Vice-Convener)  
Councillor Keith Allan  
Bailie Alasdair Bailey  
Councillor Steven Carr  
Councillor John Duff  
Councillor Angus Forbes  
Councillor Ken Harvey  
Councillor Noah Khogali  
Bailie Claire McLaren  
Councillor Willie Robertson  
Councillor Frank Smith  
Councillor Colin Stewart  
Councillor Richard Watters  
Councillor Jack Welch





**Environment, Infrastructure and Economic Development Committee**

**Wednesday, 21 September 2022**

**AGENDA**

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

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF MEETING OF ENVIRONMENT, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT COMMITTEE OF 29 JUNE 2022 FOR APPROVAL** 7 - 8  
(copy herewith)
- 4 OUTSTANDING BUSINESS STATEMENTS (OBS)** 9 - 10  
(copy herewith 22/223)
- 5 POLICY AND LEVEL OF SERVICE FOR WINTER 2022/23** 11 - 32  
Report by Head of Environmental and Consumer Services (copy herewith 22/224)
- 6 UPDATE ON PROPOSALS FOR THE SCOTTISH GOVERNMENT PLACE-BASED INVESTMENT PROGRAMME** 33 - 46  
Report by Head of Planning and Development (copy herewith 22/225)
- 7 PERTH AND KINROSS OUTDOOR ACCESS FORUM ANNUAL REPORT 2021-22** 47 - 58  
Report by Head of Environmental and Consumer Services (copy herewith 22/226)

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

- P1 MULTI-USE PATH BETWEEN STANLEY AND LUNCARTY PATH ORDERS**
- Exempt Reason 6 - Information relating to the financial or business affairs of any particular person (other than the authority).

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## ENVIRONMENT, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT COMMITTEE

Minute of hybrid meeting of the Environment, Infrastructure and Economic Development Committee held in the Chambers on 29 June 2022 at 10.00am.

Present: Bailie A Bailey, Councillors K Allan, S Carr, E Drysdale (substituting for Councillor J Welch), J Duff, A Forbes, K Harvey, N Khogali, C McLaren, A Parrott, W Robertson, F Smith, C Stewart, R Watters and M Williamson.

In Attendance: B Renton, Executive Director (Communities); C Mailer, Depute Director (Communities); D Littlejohn, Head of Planning & Development, M Butterworth, Head of Environmental and Consumer Services; F Robertson, Head of Culture & Communities Services, S D'All, B Cargill, R Lyle, C Hendry, N Taylor (Communities); and S Hendry, K Molley, A Brown and M Pasternak, J Guild, B Parker (Corporate and Democratic Services).

Apology: Councillor J Welch

Councillor A Parrott, Convener, Presiding.

### 1. WELCOME AND APOLOGIES

Councillor A Parrott welcomed everyone to the meeting and an apology was noted above.

### 2. DECLARATIONS OF INTEREST

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

### 3. MINUTE OF PREVIOUS MEETING

The minute of the meeting of the Environment and Infrastructure Committee of 14 March 2022 was submitted and approved as a correct record.

### 4. COMMUNITIES JOINT BUSINESS MANAGEMENT AND IMPROVEMENT PLAN 2022/23 AND SERVICE ANNUAL PERFORMANCE REPORT 2021/22

There was submitted a report by Head of Business and Resources (22/149) (1) detailing progress against targets and improvement actions over the last year; and (2) setting out priority focus areas for the coming year to support delivery of the Council's strategic objectives and outcomes.

#### Resolved:

- (i) The Communities Joint Business Management Improvement Plan 2022/23 and Annual Performance Reports 2021/22 for the areas which fall within their remit, be approved.

- (ii) The comments from the Scrutiny and Performance Committee on the format of future Business Management and Improvement Plans and Annual Performance Reports, be noted.

## 5. THE ROYAL NATIONAL MÒD 2022

There was submitted a report by Head of Culture and Communities Service (22/150) updating the Committee on the extensive planning underway for The Royal National Mòd 2022, anticipated outcomes of the event and the financial implications of hosting the event.

**Resolved:**

- (i) The resourcing and delivery arrangements for Mòd Pheairt 2022, be noted
- (ii) It be requested that a further report be brought back to Committee on the impact on Mòd Pheairt in due course.

DRAFT



**ENVIRONMENT, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT COMMITTEE**

**OUTSTANDING BUSINESS STATEMENT (OBS)**

(22/223)

Please note that this statement sets out outstanding decisions of this committee along with an update and estimated completion date. Actions which are overdue are shaded for ease of reference. Where an update reflects that an action is complete then the Committee's agreement will be sought to its removal from the OBS.

<b>No</b>	<b>Minute Reference</b>	<b>Subject Title</b>	<b>Outstanding Action</b>	<b>Update</b>	<b>Lead Officer /Service</b>	<b>Action due</b>	<b>Action Expected</b>
1.	29 June 2022. Item 4.	Communities Joint Business Management and Improvement Plan 2022/23 and Service Annual Performance Report 2021/22	P37- Provide members with data on the usage of free public WIFI in Kinross, Pitlochry and Alyth. Also, to provide members with an update on timescales of installing Town Centre Wi-Fi.	TBC	David Littlejohn	TBC	21 September 2022
2.	29 June 2022 item 4.	Communities Joint Business Management and Improvement Plan 2022/23 and Service Annual Performance Report 2021/22	P23 – Provide members with data on the effectiveness of the noise application.	TBC	Clare Mailer	TBC	21 September 2022
3.	29 June 2022. Item 4.	Communities Joint Business Management and Improvement Plan 2022/23 and Service Annual Performance Report 2021/22	P6 – Provide members with data on the up take and usage of free bus passes.	TBC	Barbara Renton	TBC	21 September 2022

No	Minute Reference	Subject Title	Outstanding Action	Update	Lead Officer /Service	Action due	Action Expected
4.	29 June 2022. Item 5.	The Royal National Mod	Provide members with information on the number of schools which teach Gaelic as a language choice across Perth and Kinross.	TBC	Fiona Robertson	TBC	21 September 2022

**PERTH AND KINROSS COUNCIL**

**Environment, Infrastructure and Economic Development**

**21 September 2022**

**POLICY AND LEVEL OF SERVICE FOR WINTER 2022/2023**

**Report by Head of Environment and Consumer Services**  
(Report No. 22/224)

**1. PURPOSE**

- 1.1 This report describes the winter season experienced in 2021/2022 and proposes a level of service for the 2022/23 winter season period, the aim being to permit winter weather to be treated and assist the safe movement of pedestrians and vehicles across the Council area.
- 1.2 The Winter Maintenance Policy is designed to deal with a typical winter and the level of service complies with the recommendations laid down in Code of Practice 'Well-managed highway infrastructure' (the code). The code refers to practical guidance by the National Winter Service Research Group (NWSRG).
- 1.3 Severe snow events may restrict movement during periods when demand exceeds the available resources. Teams will continue to focus their efforts on priority routes whilst continually reviewing conditions and routes to ensure optimal efficiency. However, often during these severe events the Council can not meet the public's expectations.

<b>2. RECOMMENDATIONS</b>	
2.1	<p>It is recommended that the Environment, Infrastructure and Economic Development Committee:</p> <p>notes that changes to last year's policy and level of service for winter are shown in italics</p> <p>approves the level of service for the gritting and snow clearing of roads and footways in Perth and Kinross for the forthcoming winter period, using plant and labour resources of Tayside Contracts, other Council Services and private contractors as required.</p>

### 3. STRUCTURE OF REPORT

a. This report is structured over the following sections:

- Section 4: Background
- Section 5: Proposals
- Section 6: Conclusion
- Appendices

### 4. BACKGROUND / MAIN ISSUES

- 4.1 Within Perth and Kinross, there are a number of winter service arrangements for our public roads. Around 910km of the Council's 2,500km road network is designated as a high priority for winter service. These priority routes receive precautionary treatment that aims to keep them generally ice-free, although this can never be guaranteed.
- 4.2 The Council also provides a high level of service on priority footways in busy urban areas. Lower levels of treatment are provided on the remainder of the carriageway and footway network, as and when required, during normal working hours. However, it is not possible to treat every road and footway, particularly during severe weather events. Very low priority carriageways and footways are normally not treated, unless hard packed snow or ice threatens to prevent access for essential services.
- 4.3 In periods of prolonged severe weather, resources are targeted towards keeping the strategic road and footways network open. As a result, it can be a considerable time (in some cases several days) before lower priority routes are reached. The availability of operatives also impacts on the level of cover that can be provided for footway treatment.
- 4.4 The Scottish Government is responsible for the winter service on the 250 km of trunk road network within Perth and Kinross covering the M90 & A90 *which was awarded to Operating Company – Amey, to manage from August 2022.* The A9 and A85 has been managed by the Operating Company - BEAR (Scotland) Ltd for many years *but the section of A9 from Keir Roundabout to Broxden is also now the responsibility of Amey.*
- 4.5 Experience of recent winters has shown that the level of service as set out in this Policy is generally achievable, although public expectation is significantly higher in severe snow and ice events than can reasonably be delivered. This is particularly the case on the lower priority roads and footways.
- 4.6 Winter seasons are always unpredictable. *2021/22 was what can be described as a "typical winter" with regular afternoon/evening treatments to prevent ice forming overnight, followed by morning checks and treatment where wet weather had washed the salt off and thus required retreatment.*

- 4.7 *Planned activity is based on forecast road surface temperatures rather than air temperatures as reported in news forecasts. Operationally, fewer actions were carried out compared to the previous winter and sits around the 6 year average, hence deemed a typical winter. The reduced period of nightshift cover put in place compared to previous seasons still required broadly similar levels of treatment, thus justifying compressing the period the nightshift was available. Table 1 Operational Activity Statistics details activity over last winter compared to previous years, highlighting:*
- *there was only a requirement to plough snow from the network for 8 days (measured as treatment across 50% of the network)*
  - *14,868 tonnes of salt were spread, a decrease of 9,290 tonnes the previous winter.*
- 4.8 *With over 1,600 grit bins, keeping them fully stocked when demand is high is challenging. Last winter, 3<sup>rd</sup> party contractors assisted in stocking grit bins in advance of winter and replenishing during the season. As it was a relatively mild season, self-help was not exhaustive and, as such requests could broadly be kept up with. Moving forward, officers are investigating the introduction of QR codes, which would provide residents with a quick and easy way of informing the Council of the need to re-stock an empty grit bin, although it is unlikely that this new facility will be introduced for the coming winter.*
- 4.9 *Although a typical winter season, £3.810m budget was exceeded, out-turning at £4.035m indicating that the budget is inadequate for the service required. The balance of cost is funded from Council reserves. The budget for the current winter programme (2022/23) has been increased to £3.865m, although it is recognised that, as in previous years, the outturn position will depend on the extent of the winter weather.*
- 4.10 *At the end of each winter, a review of operations is undertaken with stakeholder consultation to identify areas of good practice, challenges faced, capacity and resource issues and improvements or adjustments to future plans. Changing weather patterns, resources and personnel constraints mean that the winter service needs to be agile and flexible to respond effectively.*
- 4.11 *These management reviews seek to provide an acceptable level of service whilst minimising costs, complying with working time directives and managing the work/life balance for personnel. As part of the review all elected members and Community Councils were contacted and invited to provide feedback on the 2021/2022 service to inform improvements or adjustments for the current year. As it was not a severe winter season, minimal feedback was received.*

4.12 The Council have 8 weather stations, 2 carriageway sensors and 9 camera sites (3 sites have dual directional cameras) placed strategically across the network. The station data and images are shared with neighbouring authorities & BEAR Scotland, with their information reciprocally shared with Perth and Kinross. The camera images are also available on the Council website alongside a community camera at Spittal of Glenshee (which the Council helped fund) and Braemar. *The Council would welcome discussions with other community groups around installing additional cameras and sharing the costs/images.* This infrastructure is maintained, and information retrieved / interpolated by Vaisala. *The weather forecast contract for the winter of 2022/23 will again be provided by MetDesk Weather Services.* Both contracts are administered by Tayside Procurement Consortium on behalf of seven councils working collaboratively to achieve economies of scale.

Table 1 – Operational Activity Statistics

Action	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Category 1 pre gritting	46	46	70	33	56	53	47
Category 1 Morning De Ice or Snow Clearing	80	71	108	53	66	66	76
Treatment on night shift routes	82	63	91	55	82	61	58
Number of snow days (>50% of network)	37	29	35	7	10	37	8
Treatment on Cat 2 network	34	24	56	28	20	44	31
Treatment on Cat 3 network	7	5	12	3	1	17	6
Treatment on footway network	23	11	50	19	12	38	25
Salt used (t)	21,300	13,301	30,632	12,191	18,681	24,158	14,868
Grit Sand used (t)	466	965	3,322	675	875	3,412	750
Red/Orange Alert in operation (days)	3	2	19	0	2	35	11

## 5. PROPOSALS

- 5.1 Cover will commence on *17 October 2022 and run until 2 April 2023.* Appendix 1 details the phased resources available and the times that the agreed level of service will be provided, if treatment is required. However, in periods of prolonged severe weather, this level of service is often not achievable due to a requirement to ensure that operatives are given adequate (statutory) rest breaks and do not exceed driver hours.
- 5.2 *Over weekends and public holidays, a driver cohort that can treat only the Category 1 road and footway network is available. This is because we need the entire workforce to widely treat the lower categories, and to do this 7 days a week would prevent road workers getting adequate (statutory) breaks.*

- 5.3 A reduced level of staff and vehicles are available during the lead in and lead out periods *reflecting weather patterns*. In circumstances when unseasonal weather is forecast/experienced, volunteers are sought to support any response and work outwith normal hours. Resourcing reduced staffing/vehicles during these periods assists in containing costs. However, this presents capacity risks when adverse weather is encountered.
- 5.4 In severe weather conditions, the higher priority routes may have to be treated several times before resources can be diverted to lower usage roads. Treatment may be restricted to clearing only the carriageway, or one footway, to ensure resources are utilised as widely as possible across communities.
- 5.5 *Tayside Contracts provide the labour to drive all carriageway gritters. The national shortage of HGV/LGV drivers continues along with general challenges in attracting and retaining staff. This has directly impacted available driver numbers and various initiatives are being pursued, including utilising the sub-contract supply chain, to fill "gaps" in the driver rotas.*
- 5.6 Target Completion Time - during the main cover period the target completion time for routine morning de-icing of Category 1 carriageways is 07:30 (09:00 on Sundays and nationally recognised public holidays). The treatment time in severe weather conditions will be longer. When snow falls it can take twice as long to complete treatment, as vehicles need to travel more slowly and ploughing is required in both directions. With the exception of the four nightshift routes, which operate during the main standby period, no treatment will routinely extend beyond 21:00 (see Appendix 2a):
- Category 1 priority roads will be treated seven days per week as detailed above.
  - Category 2 roads will be treated five days per week (Monday to Friday) as resources permit between 08:00 – 15.00.
  - Category 3 routes comprise of roads which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each treatment route will be arranged so that the most important parts are treated first, whilst taking account of operational efficiency.
- 5.7 Footways receive treatment according to their usage and importance in the public road network (see Appendix 2a). Based on this assessment:
- Category 1 priority footways will be treated seven days per week within the main winter period, with extended hours on weekdays if an alert is called. No footway treatment will be carried out on Christmas Day and New Year's Day as (in general) shops are not open on those days. *However as Christmas Day/New Year's Day both fall on a Sunday, it is intended to use staff rotas for the public holidays of Monday 26<sup>th</sup> and Tuesday 27 December and Monday 2 and Tuesday 3 January 2023 to prevent three consecutive days in each week without footway treatment.*

- In periods of daily repeat treatment officer discretion will be applied to treating the side of a footway “not normally treated”. Consideration will also be given to rotation of treatment across settlements to ensure fair coverage. This flexibility will widen route coverage whilst not compromising category 1 route safety.
  - Category 2 footway routes will be treated five days per week (Monday to Friday) as resources permit between 08:00 – 15.00.
  - Category 3 routes comprise of footways which are not normally treated, except in prolonged ice or snow conditions and only when resources become available.
- 5.8 Situations occur which need restrictions on hours, routes, and the employment of contractors etc. to be relaxed, to deal more effectively with the emergency. This is allowed for and controlled by a system of ‘Alerts’. In serious situations, either an Orange or Red Alert can be authorised by the Road Maintenance Partnership Manager, to allow working arrangements out with the ‘normal’ policy such as employing 3<sup>rd</sup> parties to work on clearing/lifting snow or exceeding driver hours to deal with un-forecast situations.
- 5.9 *Last winter season saw 14,868 tonnes of salt spread, leaving a holding in the salt domes of ~6000 tonne. As the price for marine salt has again increased considerably this year (on top of increases for winter 2021/22) due to shipping costs, we are using an increased quantity of rock salt this season. Marine salt will still be used in footway ploughs. It is anticipated that the move to rock salt will result in a net saving to the Council, however this will be dependent on weather conditions and the number of any resulting re-applications.*
- 5.10 The Council currently provides in excess of 1,600 grit bins, reflecting our approach to encourage self-help and the policy not to treat some minor roads routinely. Any request for additional grit bins may require relocation of grit bins with minimal usage. Grit bins are generally only provided on steep gradients, tight bends, and steps or in some special cases where there is a specific community need. *The routinely available resources to service and replenish these containers is at capacity and 3<sup>rd</sup> party contractors will again be used to assist replenishing these. Additionally bulk bags of salt are available should communities request a quick supplementary supply. Additional push along barrows are also available for community groups/individuals to assist in treating areas the Council does not routinely get to.*
- 5.11 *Discussions have taken place with residents in Glen Quaich who have indicated a willingness to plough and grit part of the road from Amulree to The Garrows (last property before going over the hill). The Council will, via Tayside Contracts, provide snow plough blades, a trailing gritting attachment and salt to enable them to achieve this. Council officers will, in conjunction with residents, monitor effectiveness so this can be rolled out further, if interested parties come forward.*
- 5.12 Voluntary arrangements are in place with 68 farmers to whom the Council supplies snow ploughs, which they fit to their own vehicles to clear snow on specified lengths of public road, and their own private roads. Farmers provide



an invaluable additional resource and *following a reduction in 2020/21, additional efforts were made by officers to support and encourage farmers to complete the application process for 2021/22 resulting in around 20 coming back on board supported by 6 new ones.* The farmers included on this agreement cover around 300km of road, just under 8% of the overall Council road network.

5.13 In addition, 32 of these farmers have indicated that they are available to be employed in severe conditions to undertake snow clearing of additional lengths of road. These farmers are called on for Orange Alerts. Again, these farmers provide a much appreciated and important service.

5.14 *There is a national desire to move people away from cars to other forms of active travel such as buses, bicycles and walking. The Council's approach and programme to achieve this will impact on winter service delivery as different types and numbers of vehicles/drivers will be required. The approach will also likely be different across urban and rural locations. Consideration of requirements and funding implications for winter service should be included when developing these active travel plans.*

## 6. CONCLUSION

6.1 *Based on previous successful service delivery, it is concluded that the winter maintenance service should be delivered as outlined in this report.*

6.2 The Executive Director (Communities) is authorised to make arrangements out with the policy and level of service in exceptional conditions such as snow and flooding emergencies

6.3 The winter maintenance budget, (£3.865m) is also used to fund other weather-related emergencies, such as works to mitigate immediate risk of flooding to properties/roads and wind damage, directly affecting free movement across the network.

### Author

Name	Designation	Contact Details
Stuart D'All	Road Maintenance Partnership Manager	(01738) 475000 <a href="mailto:ComCommitteeReports@pkc.gov.uk">ComCommitteeReports@pkc.gov.uk</a>

### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	12 September 2022

## APPENDICES

- Appendix 1 – Period of Cover
- Appendix 2a – Level of Service & Priority Systems (Carriageways)
- Appendix 2b - Level of Service & Priority Systems (Footways)
- Appendix 3 – Category 1A Carriageway Snow Routes

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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>Yes</b>
Legal and Governance	<b>None</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

#### Community Plan / Single Outcome Agreement

- 1.1 The winter maintenance service is provided to ensure that transport links essential to economic and social activity can continue to be used safely throughout most of the winter. However, it is not the intention and is not possible to keep all roads free from ice and snow at all times.
- 1.2 The Council's policy is set out in Report 96/180 "Summary of Council Policies for Roads and Transport" approved by the Roads and Transport Committee on 24 April 1996: (Art. 63/96). It is deemed that this policy is still relevant.
- 1.3 Policy 5 of the above report - The Council will operate a priority system of winter maintenance which will, as far as reasonably practicable, permit the safe movement of vehicular and pedestrian traffic on the more important parts of the road and footway network, taking into account the finance which has been made available. The priority system will be applied uniformly and will, as far as possible, contain costs to an acceptable level.
- 1.4 The objective of this policy is to enable the Council to comply with its statutory duty as set out in Section 34 of the Roads (Scotland) Act 1984 which states: "A roads authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads." The policy allows the Council to meet its statutory obligations by providing the most effective winter maintenance service it can

within the constraints of its finite resources. During severe weather, the Council will endeavour to keep delays to a reasonable minimum.

### Corporate Plan

1.5 The Council's Corporate Plan for Securing the Future 2018 and Beyond lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:-

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

## **2. Resource Implications**

### Financial

2.1 The following table illustrates the pattern of expenditure in recent years.

Year	Budget	Standing Charges	Operating Costs	Outturn Cost
2015/16	£3.617m	£2.088m	£1.568m	£3.656m
2016/17	£3.617m	£2.148	£1.223	£3.371m
2017/18	£3.717m	£2.185m	£2.857m	£5.042m
2018/19	£3.714m	£1.738m	£1.833m	£3.571m
2019/20	£3.714m	£1.436m	£2.885m	£4.321m
2020/21	£3.714m	£1.683m	£3.091m	£4.774m
2021/22	£3.810m	£1.600m	£2.435m	£4.035m
Mean				£4.110m

2.2 The actual expenditure on the Winter Service will be dependent upon the severity of the weather throughout the winter and other emergencies throughout the year and will be closely monitored and reported regularly to the Strategic Policy & Resources Committee.

2.3 The costs of providing a winter service is split into two distinct areas:

- Standing Charges – these are the costs involved in having specialised plant, depots, hired plant and standby personnel etc in place to provide the service. These are effectively “up front” costs incurred irrespective of weather conditions.
- Operating costs – cover the cost of fuel, routine repairs, salt, grit sand and the actual cost of paying staff and operatives to provide the service.

2.4 As detailed in the table in paragraph 2.1 the average outturn cost over the past seven years is £4.110M which exceeds the budget figure. Last winter, which is considered to have been a typical winter is still fifth highest cost in last 10 years. Six of the last ten years out-turn costs exceed the current

budget and the Council will undoubtedly need to continue to utilise reserve funds to meet the full cost of the Winter Service.

- 2.5 The Council have this year set a budget for £3.865m for winter 2022– 2023 and this report is brought it to committee to enable preparations to begin for the winter season. It is recognised that in these continuing unprecedented times the Council financial position may change requiring a subsequent alteration in the levels of service delivery to match the available budget.
- 2.6 The Council will continue to implement operational and efficiencies savings to mitigate costs but as winter is unpredictable the cost will vary.

### Workforce

- 2.7 The staff and the operatives of Tayside Contracts and the Council Services who provide the service, have demonstrated over the life of the Council, that they have the experience, flexibility and expertise to effectively tackle the worst of winter weather, although public expectation will exceed the ambitions of what officers can realistically achieve. *As stated in the report market forces for HGV/LGV drivers and staff in general, present a challenge in attracting and retaining staff. Rotas will be populated with employed staff and measures taken to fill required roles.*

## **3. Assessments**

### Equality Impact Assessment

- 3.1 An equality impact assessment has been completed with the following outcomes for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.
- 3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as relevant and actions taken to reduce or remove the following negative impacts:
    - There are finite resources which limit the amount of treatment which can be carried out.
  - (ii) Assessed as relevant and the following positive outcomes expected following implementation.
  - (iii) The Winter Manual will have a list of priorities for snow clearing. It will include also include giving priority to clearing bus stops disabled parking bays and pedestrian crossing points (both designated pedestrian facilities, and at road junctions) to assist pedestrians, to complete the link between cleared footways and carriageways.

- (iv) Publicity information on the Winter Service via, local media and [www.pkc.gov.uk](http://www.pkc.gov.uk) will recommend that members of the community should look out for vulnerable community members and see if they can provide any assistance to them. It will also emphasise that the Council needs the assistance and support of as many members of the community as possible in order to restore the roads and footways to a safe condition.

### Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).
- 3.4 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and pre-screening has identified that the PPS will have no or minimal environmental effects. It is therefore exempt and the SEA Gateway has been notified.
- 3.5 The reasons for concluding that the PPS will have no or minimal environmental effects is that over the years the roadside verges have already been impacted and have adapted, resulting in vegetation, particularly grass, which is tolerant to the salt. It is not anticipated that there will be any long-term, frequent, permanent or cumulative environmental effects, or impacts on areas of high biodiversity or cultural heritage value, as a result of the policy.

### Sustainability

- 3.6 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.7 Perth and Kinross Council also has the following mitigation measures in place to ensure there is minimal environmental effect as a result of the Winter Service Policy including:
- Salt Management – gritters are calibrated and data from IEWS system and the specialist weather forecast enables treatment to be targeted at the areas that require it.
  - The majority of the salt storage is in buildings or covered in tarpaulins in locations which have been approved by SEPA, thus helping to prevent leaching into the ground.
  - Discharge of surface water from new developments addresses the potential environmental effects to prevent pollution.
  - The Winter Service is reviewed on an annual basis to take account of changing climatic factors and planning for extreme weather events.

## Risk

- 3.8 The Council as Roads Authority have a statutory duty as set out in Section 34 of the Roads (Scotland) Act 1984 which states: "A roads authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads."
- 3.9 This policy allows the Council to meet its statutory obligations and minimise exposure to risk by providing the most effective winter maintenance service it can within the constraints of its finite resources. During severe weather, the Council will endeavour to keep delays to a reasonable minimum.

## **4. Consultation**

### Internal

- 4.1 As in previous years Elected Members are given the opportunity throughout the winter and in April 2022 to become involved in agreeing the route categories with the Roads Maintenance Partnership. The policy also allows unadopted roads with an important community use to be included within the categorisation and is not restricted to adopted roads.
- 4.2 As local circumstances, and travel patterns change, winter maintenance categories are subject to change and Elected Members have a role in identifying and agreeing such changes. However the resources available to carry out winter maintenance are finite, so if the relative priority of a road or footway is to be raised then that of another road or footway within a particular Ward must be reduced.
- 4.3 The Council will always receive complaints about the winter maintenance service due to high public expectations, limited available resources and the vagaries of the weather. A distinction has to be made between complaints related to proven failures to meet the approved level of service and complaints regarding the actual level of service.
- 4.4 At the end of the 2021 - 2022 winter comments on the winter service provision were invited from Elected Members and from Community Councils. *Very few responses were received, due to the relatively benign winter weather not impacting travel.* Those responses that were received were generally complimentary comments.

## **5. Communication**

- 5.1 Communication will take place in due course and the policy and level of service, along with specific detail on gritting routes and times will be made available on the Council website. Ongoing winter action and road conditions will be made available via Council facebook and twitter.

## **2. BACKGROUND PAPERS**

2.1 Well Managed Highway Infrastructure 2016

2.2 Road (Scotland) Act 1984



**Appendix 1**

**PERIODS OF COVER 2022 - 2023**

Instructions on reporting times for Nightshift crews Sunday to Friday, early start crews Monday to Friday and standby crews 7 days per week, will be issued by Roads Maintenance Partnership Staff the previous day.

Period	Standby vehicles available						Total	
(All changes take place at 12 noon)	South			North				
	Perth	Kinross	Crieff	Blairgowrie	Aberfeldy			
<b>17</b> October – <b>30</b> October 2022	3	1	1	3	3		11	Lead in period – limited vehicles on reduced cover
<b>31 Oct</b> <b>2022</b> – <b>5</b> March 2023	6	2	3	6	5		22	Main standby period – full cover
<b>25 Nov</b> 2022 – <b>24 Feb</b> 2023	5 plus 1n/shift	1 plus 1 n/shift	2 plus 1 n/shift	5 plus 1 n/shift	5		22	Main standby period – full cover incl. nightshifts
<b>25 Feb</b> 2023 – <b>5</b> March 2023	6	2	3	6	5		22	Main standby period – full cover
<b>6 March</b> 2023 – <b>26 March</b> 2023	3	1	1	3	3		11	Lead out period - limited vehicles on reduced cover
<b>27 March</b> 2023 – <b>16 April</b> 2023	0	1	1	1	1		4	Required roads treated

During all periods the road condition weather forecast is monitored and daily action plan devised. During lead in/lead out periods it is not possible to treat all parts of the network and so available resources will be deployed to best effect in relation to weather conditions being experienced



**WINTER MAINTENANCE- LEVEL OF SERVICE & PRIORITY SYSTEMS 2022 – 2023  
(CARRIAGEWAYS)**

Category	Definition	Routes (examples)	Length (km) Indicative Only	Hours of Cover	Service Provided
Nightshift routes	The most important strategic routes. City routes plus early morning bus service routes in the Perth area. The A93 South of Blairgowrie, the A94 between Meigle and Perth and the A923 between Blairgowrie and Tullybaccart. Kinross area A class road and Crieff / Auchterarder areas A class roads.	A class roads network and early morning bus routes in the Perth area Important road links in Kinross, Crieff, Blairgowrie and Highland Perthshire areas	320 estimate	Commence Friday night 23:30 - 08:00 through December, January and February. As per category 1a route cover times outwith this period	In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.
1a	Other strategic routes carrying large volumes of traffic and connecting main centres of population outwith the Perth area	A977, A91, A913, A926, A827 Aberfeldy – Ballinluig A822 Crieff – Greenloaning A924 through Pitlochry	220	Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays)	In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.
1b	Other strategic routes connecting larger communities and other main rural roads. Roads leading to important or sensitive locations such as hospitals or fire stations.*	A93 Blairgowrie – Glenshee A923 Blairgowrie - Dunkeld A827 Aberfeldy - Killin A822 Crieff - Dunkeld A823 (part), A824 (part), A912 B996, B9097, B9099, B996 etc.	370 estimate	Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays) **	In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.  In severe snow conditions, Category 1b routes will be treated after Category 1a
2	More minor rural roads serving small settlements or a significant number of rural properties. Secondary distributor/local roads in settlements. Other urban or rural roads with special difficulties such as steep gradients.*		1310	08:00-15:00 Monday –Friday <b>Excluding public holidays</b>	In ice and snow conditions only, no <u>pre-salting</u>
3	Rural roads serving no or small numbers of isolated properties. Local access roads in settlements within easy reach of local distributor roads.	This will include most residential streets with only local traffic	210	Not applicable	<b>Not normally treated</b> unless there is hard, packed rutted snow on these roads with road surface temperatures below zero and treatment of all other categories has been completed
4	Rural public roads serving no habitation which because of their altitude, alignment and width cannot reasonably and safely be treated using normal winter maintenance plant. Private (unadopted) roads which is not the responsibility of a Council service and which are not considered to have a wider community use.	U159 Kenmore – Garrows (Kenmore Hill). U161 Bridge of Balgie – A827 at Loch Tay.	8  14	Not treated	Not treated.

Service Bus routes have been included as far as practicable with available resources in categories 1a , 1b & 2 to ensure their comprehensive coverage.

Coverage through to 21:00 not always possible due to operational driver hours requiring to be contained within a 11 hour statutory maximum



## APPENDIX 2b

## WINTER MAINTENANCE - LEVEL OF SERVICE &amp; PRIORITY SYSTEMS 2022– 2023 (FOOTWAYS)

Category	Descriptions	Examples	Length (km)	Hours of Cover	Service Provided	Response Time	Target Treatment Times (Priority Routes)	Target Post Gritting / Snow Clearance Time
1	Main shopping areas, main arterial footways, busy feeder footways and footways leading to community centres and centres of employment.	Perth, Aberfeldy, Auchterarder, Blairgowrie, Crieff, Kinross, Pitlochry, Alyth, Bridge of Earn, Coupar Angus, Dunked, Luncarty, Milnathort and Scone.	N/A	0630-1500 Mon-Sat 0800-1500 Sun and nationally recognised public holidays	In snow and ice conditions	1 hour	N/A	6 hours
2	As above plus Other footways with significant usage.	As above plus Abernethy, Aberuthven, Almondbank, Balbeggie, Bankfoot, Blackford, Braco, Burrelton, Caputh, Comrie, Glencarse, Glenfarg, Inchture, Longforgan, Methven, Muthill, Powmill, Meigle, Stanley	N/A	08:00-15:00 Monday -Friday	In snow and ice conditions	As soon as possible after Cat 1 routes have been completed	N/A	N/A

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise. No footway treatment on either 25<sup>th</sup> December or 1<sup>st</sup> January .

Footway cover is only provided out of normal hours during the main winter period. During lead in/lead out periods it is not possible to treat any footway out of hours and so available resources will be deployed during the working day to best effect in relation to weather conditions being experienced

**WINTER MAINTENANCE - LEVEL OF SERVICE & PRIORITY SYSTEMS 2022 – 2023 (FOOTWAYS)**

Category	Descriptions	Examples	Length (km)	Hours of Cover	Service Provided	Response Time	Target Treatment Times (Priority Routes)	Target Post Gritting / Snow Clearance Time
3	Less well used footways and footways where a feasible alternative route exists		N/A	08:00-15:00 Monday - Friday	Not normally treated. Only treated in prolonged snow and ice conditions if time and resources permit, and after successful treatment of higher priorities	N/A	N/A	N/A
4	Footways which are not the responsibility of a Council Service, which are not considered to be important in the footway network, or have a suitable alternative route treated		N/A	N/A	Not treated	N/A	N/A	N/A

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise. No footway treatment on either 25<sup>th</sup> December or 1<sup>st</sup> January .

Footway cover is only provided out of normal hours during the main winter period. During lead in/lead out periods it is not possible to treat any footway out of hours and so available resources will be deployed during the working day to best effect in relation to weather conditions being experienced

## APPENDIX 3

**CATEGORY 1A CARRIAGEWAY SNOW ROUTES FOR PERIODS OF SEVERE WEATHER**

Route	Description
A822	Crieff to Greenloaning
A823	Auchterarder to Junction with A822
A824	Auchterarder to Aberuthven
A827	Aberfeldy to Ballinluig
A91	Yetts o' Muckart to Strathmiglo (through Kinross)
A911	Kinross to Fife Boundary at Auchmuirbridge
A912	Edinburgh Road, Perth to Fife Boundary
A913	Aberargie to Newburgh
A923	Blairgowrie to Angus Boundary near Lundie
A924	Through centre of Pitlochry
A926	Blairgowrie to Angus Boundary near Craigton
A93	From A94 junction in Perth to Blairgowrie
A94	Perth Bridge to Angus Boundary near Meigle
A977	Kinross to Blairingone
B954	Alyth to Angus Boundary near Newtyle
B996	Kinross to Fife Boundary

The following roads in Perth City - A93 Glasgow Road - Broxden to Caledonian Road York Place, County Place, South Street, Queens Bridge. A85 Dundee Road - from Toll House, Dundee Road, Gowrie Street, Perth Bridge to Charlotte Street A85 Barrack St and Dunkeld Road to Crieff Road A85 Crieff Road - Dunkeld Road to Newhouse Road Roundabout. A912 Dunkeld Road - Crieff Road to Inveralmond Roundabout A989 Tay Street, Marshall Place, Kings Place, Leonard Street, Caledonian Road, Atholl Street, Charlotte Street Newhouse Road, Burghmuir Road, Jeanfield Road, Long Causeway Manse Road, Hatton Road, Corsie Hill Road, Muirhall Road, Lochie Brae





## PERTH AND KINROSS COUNCIL

### Environment, Infrastructure & Economic Development Committee

21 September 2022

### UPDATE AND PROPOSALS FOR THE SCOTTISH GOVERNMENT PLACE BASED INVESTMENT PROGRAMME

Report by Head of Planning and Development  
(Report No. 22/225)

#### 1. PURPOSE

- 1.1 This report provides an update on progress with projects allocated funding from the Place Based Investment Programme and recommends further projects to receive funding from the Programme allocation.

<b>2. RECOMMENDATIONS</b>	
2.1	<p>It is recommended that Council:</p> <ol style="list-style-type: none"> <li>I. notes the progress being made on delivery of the already approved Place Based Investment Programme funded projects allocated funding during 2021/22.</li> <li>II. approves the allocation of funding available via the Place Based Investment Programme 2022/23 to the following projects:               <ol style="list-style-type: none"> <li>a. Rannoch Hub. Kinloch Rannoch</li> <li>b. Aberfeldy Tourism Infrastructure</li> <li>c. Self-Catering Accommodation, Cultybraggan Camp, Comrie</li> <li>d. PLUS Perth, Civic Space, Ropemakers Close, Perth</li> <li>e. Clachan and Quality Café, Perth</li> </ol> </li> <li>III. notes the proposal to introduce an open application process for future years allocation of Place Based Investment Programme funding. This is to link with other national and local funding to maximise efficient use of resources and investment support.</li> </ol>

#### 3. STRUCTURE OF REPORT

- 3.1 This report is structured over the following sections:

- Section 4: Background/Main Issues
- Section 5: Proposals
- Section 6: Conclusion
- Appendices

#### 4. BACKGROUND / MAIN ISSUES

4.1 Prior to its replacement by the Place Based Investment Fund Programme, the Scottish Government allocated Perth and Kinross Council £2.697M from the Town Centre Fund. Following discussion by members, the Strategic Policy and Resources Committee initially awarded funding to 5 projects in June 2019 (Report No 19/127 refers):

- Strathmore Community Hub (£150K)
- Coupar Angus Cycle Hub (£50K)
- Connecting Loch Leven with Kinross Town Centre (£800K)
- Drummond Arms, Crieff (£600K)
- Events Space, Pitlochry (£383K).

4.2 An Executive Sub-Committee of the Strategic Policy and Resources Committee on 23 October 2020 (Report No 20/204 refers) subsequently agreed to:

- de-commit funding from the Coupar Angus Cycling Hub due to the project not proceeding
- provide an additional allocation of £487K to the Strathmore Community Hub
- provide an additional £20K to the Kinross/Loch Leven project
- allocate £25K to the YMCA Perth Y Centre project
- allocate £200K to the Local Full Fibre Network project
- make further efforts to bring forward a viable project in Pitlochry as the original idea did not generate widespread community support.

4.3 Despite efforts to progress a project in Pitlochry, a further report was brought back to the Strategic Policy and Resource Committee on 25 November 2020 (Report No 20/227 refers) to re-allocate resources from Pitlochry with additional, and remaining, Town Centre Fund funding to the following projects:

- Crieff Hotel arts hub (£100K)
- Strathearn Hotel demolition and site clearance (£265K)
- Town Wi-Fi Schemes (£50K)

4.4 Meantime, the Place Based Investment Fund Programme (PBIP) was launched in September 2020 as a replacement of the Town Centre Fund, with the grant offer and objectives received on 10 May 2021. The main objectives of the PBIP are to:

- align place-based initiatives and establish a coherent local framework to implement the Place Principle
- support place policy ambitions such as town centre revitalisation, community led regeneration, 20-minute neighbourhoods and Community Wealth Building
- ensure that all place-based investments are shaped by the needs and aspirations of local communities

- accelerate ambitions for net zero carbon, wellbeing, and inclusive economic development, tackling inequality and disadvantage, and community involvement.

4.5 These criteria align with the Council's own priorities to reduce poverty and inequality, promote sustainable growth and development collaboratively, consistent with the principles of the Perth and Kinross Offer.

4.6 The Programme is to be achieved by investing in projects focussed on:

- rural places with smaller populations, dependent on larger geographical areas for support, for example:
  - small towns with a limited range of non-specialised facilities
  - villages with very limited, or non-existent, access to facilities.
- urban places with sizeable populations, for example:
  - regional centres with extensive provision supporting a wide geographical area
  - larger towns with a comprehensive range of dedicated services and facilities
  - individual neighbourhoods with limited access to relevant local provision.

4.7 The available funds to Perth and Kinross were allocated as follows:

Year	LA Allocation £M	Perth & Kinross Share £M
2021/22	38	1.265
2022/23	33	1.098
2023/24	23	0.766
2024/25	23	0.766
2025/26	23	0.766
TOTALS	£140M	Est £4.661M

4.8 The PBIP grant can be claimed for eligible capital expenditure incurred by local authorities or third parties. The grant is for expenditure additional to that which is already, or would otherwise, be allocated to the budget of each financial year and should not substitute for existing spend. The grant may also be used to fund third party capital expenditure either directly, or through the provision of grants to third parties (public sector bodies, private sector bodies or individuals). The grant must be committed in the financial year it applies to. For the financial year of 2022/23, it is expected that expenditure will be undertaken or at least work, or contracts signed or commenced, by 31 March 2023. This is a challenging timescale for capital projects.

4.9 Following discussion by members, the Strategic Policy and Resources Committee of 1 September 2021 (Report No 21/149 refers) awarded £1.265m PBIP funding to five existing Town Centre Funded projects which had identified additional funding needs to ensure they could be fully completed. In addition, they also allocated funding to the Council supported Letham Hub

project which had identified a funding gap, but which was due to start on site in December 2021.

- Strathmore Community Hub - £125,000
- Town Wi-Fi - £30,000
- Kinross Loch Leven Car Park - £35,000
- Drummond Arms - £140,000
- Crieff Hotel Community Arts Space - £200,000
- Letham Hub - £735,000

4.10 Due to the risk of having to return unspent money to the Scottish Government because of planning and procurement issues, it was agreed during March 2022 to decommit the funding to the Crieff Hotel. This was undertaken following consultation with the three Strathearn Ward Elected Members, with agreement for the funding already committed to a project in the ward to be re-allocated to the Drummond Arms project, which was able to commit further essential works before the end of March.

4.11 Following the replacement of the Town Centre Fund, the Scottish Government currently operates four funds that support place-based regeneration and economic development:

- The long-established Regeneration Capital Grant Fund is a competitive fund that provides significant funding for capital projects led or sponsored by local authorities and targeted at the most deprived urban and rural areas across Scotland.
- The Vacant and Derelict Land Investment Programme is a competitive fund that operates from 2021-26. It provides significant funding for capital projects which seek to tackle persistent vacant and derelict land through low carbon, community-led, place-based approaches.
- The third fund is the Place Based Investment Fund Programme which operates from 2021-2026, replacing the one off 2018 Town Centre Fund.
- The fourth fund is Rural Community Led Local Development Fund which builds on the legacy of LEADER. This fund aims to test new approaches to delivering community-led local development through place-based partnerships. Projects supported by this funding must advance equality, inclusion, and diversity.

4.12 There are further opportunities to align funding and maximise resource support for projects with:

- National Lottery Fund
- Tay Cities
- Capital programme
- Revenue capital grant support for property via Vacant Property/ Adapt Your Property/Open for Business/ Housing Grants
- Environmental Challenge Fund
- Community Investment Fund, Participatory Budgeting
- City Heritage Fund.

- 4.13 There are potentially some opportunities for further alignment of funding to projects between these Scottish Government, national charities, and local grant schemes with UK Government grant schemes:
- The UK Shared Prosperity Fund provides revenue and capital funding and is available from 2022-2025. During the 3-year period, Perth and Kinross has an allocation of £4.736m. The primary aim of the fund is to empower local leaders and communities to deliver locally identified priorities across 3 themes: Community and Place; Supporting Local Business; and People and Skills. Additional resources of £988k are allocated to support numeracy training via the Multiply programme. Agreement on priorities for initial, high level allocations and capacity to align with other funding through an open challenge fund applications process have been agreed and is awaiting a response from UK Government.
  - The UK Government also operates the competitive Levelling Up Fund (LUF). This is a capital fund which aims to tackle economic differences and drive prosperity through town centre and high street regeneration, local transport projects, and cultural and heritage assets. A bid of 10M has been submitted for Perth West. The UK LUF runs for four years from 2020-2025 with no commitment to continue beyond this period.
- 4.14 A workshop for all elected members was held on 12 January 2022 to advise on key criteria in relation to the allocation of funding based on previous awards for the use of the remaining Place Based Investment Programme funding. It was advised that critical issues to consider in the allocation of resources for future years to meet core criteria and objectives:
- alignment with community needs and priorities
  - geographical spread
  - deliverability
  - previous support
  - scale of projects and social, economic, and environmental benefits
  - targeting resources to assist investment in areas of greatest socio-economic need
  - maximising funding support and leverage through match funding from other national and local place-based investment and grants
- 4.15 It was noted that community and business engagement along with the co-design of outcome focussed projects, in line with the principles of the Perth & Kinross Offer, were being progressed in a variety of ways. These include the Economic Wellbeing Plan, Tourism Infrastructure Strategy and Action Plan, Locality Outcome and Action Plans, Community Action Plans, area housing and greenspace participation frameworks.
- 4.16 Five projects have now been assessed and identified as priorities for investment against key criteria and are proposed for Place Based Investment Fund Programme 2022/23 funding. These priorities are primarily because of community and business support, immediate need for funding to augment other funding and deliverability within the timescale.

## 5. PROPOSALS

- 5.1 The table below provides an update on progress and spend relating to previously approved Town Centre Fund and PBIP funded projects indicating positive progress in all projects. The Drummond Arms is awaiting drawdown of funding for completed works. The Letham Hub has to date utilised previous resource allocations via RCGF (Regeneration Capital Grant Fund) funding, but it is anticipated the Place Based Investment Fund Programme allocation for 2021/2022 will be drawn down in October 2022.
- 5.2 Allocations from UK SPF for 2022/23 and future years are being decided by a political process with the UK Government. The projects which have potential alignment with the fund have submitted Expressions of Interest to be included in the funding ask of UKSPF (UK Shared Prosperity Fund) for 2022/23. In both cases noted below, it would be preferable to fund solely from PBIF to enable the projects to commence with certainty, securing their overall funding packages. This would also extend the potential leverage of UKSPF and other funds to maximise the potential economic, social, and environmental impact.

**Town Centre Fund & PBIF Approved Projects - Spend to date**

	Total Grant Award	TCF grant	Total TCF spend	% TCF spend to date	PBIF grant	Total PBIF spend	% PBIF spend to date
<b>Drummond Arms, Crieff</b>	940,000	600,000	600,000	100	340,000	163,192	48
<b>Strathmore Community Hub</b>	762,000	637,000	637,000	100	125,000	125,000	100
<b>Loch Leven Car Park</b>	855,000	820,000	820,000	100	35,000	34,291	98
<b>Perth Y Centre</b>	25,000	25,000	25,000	100			
<b>Crieff Hotel/Creative Crieff</b>	100,000	100,000	100,000	100			
<b>WiFi projects - Comrie, Scone, Kinross, Alyth, Coupar Angus</b>	80,000	50,000	50,000	100	30,000	27,988	93
<b>Strathearn Hotel, Crieff</b>	265,000	265,000	252,000	95	0		
<b>LFFN broadband project</b>	200,000	200,000	200,000	100	0		
<b>Letham Hub, Perth</b>	735,000				735,000	0	0
<b>TOTAL</b>	<b>3,962,000</b>	<b>2,697,000</b>	<b>2,684,000</b>		<b>1,265,000</b>	<b>350,471</b>	

- 5.3 The table below proposes projects where this year's PBIP funding could be allocated and notes opportunities for potential alignment with UKSPF funding on the basis of current needs and requests for assistance:

<b>PROJECT</b>	<b>PBIP FUNDING</b>	<b>UKSPF potential alignment</b>
Rannoch Hub	£308k	Yes
Aberfeldy Tourism Infrastructure	£275k	Yes
Self-Catering Accommodation, Cultybraggan Camp	£25k	
PLUS, Perth Civic Space, Ropemakers Close	£20k	
Clachan and Quality Café	£470k	
<b>TOTAL</b>	<b>1,098</b>	

#### **Rannoch Hub, Kinloch Rannoch**

- 5.4 Rannoch Community Trust are transforming the former Outdoor Centre in Kinloch Rannoch into an exciting multi-use venue to serve at the heart of the Rannoch Community. The building will be turned into a Community Hub and social enterprise café/bar to provide free business and leisure facilities to the socially isolated, remote community. It will be a self-sustaining community owned initiative developing community wealth through creating local employment and volunteering opportunities, whilst catering to the needs of locals and visitors to the area.
- 5.5 Estimated project costs are £830k. The project has secured funding from the Scottish Land Fund and UK Community Ownership Fund as well as several other external grant funders. The project requires funding of £308k to enable project commencement in 2022/23.

#### **Aberfeldy Tourism Infrastructure, Aberfeldy**

- 5.6 Perth & Kinross Council, in partnership with Perth & Kinross Countryside Trust, are creating the first in a series of low carbon, active travel and outdoors leisure hubs created to support the River Tay Way. The hubs will be accessible by all abilities and are designed to improve overall visitor experience for residents, communities & leisure visitors. The first Hub will be at Aberfeldy and will include the development of new toilet facilities open year-round for the benefit and comfort of walking, cycling, wheeling, horse riding and water sports visitors on the long-distance active travel route. The Aberfeldy hub will also include waste disposal facilities for motorhome users touring the area. The facility will be managed daily by the onsite outdoor provider, creating local jobs, and supporting an established local business. Through providing nodal facilities on the long-distance route, the project seeks to ensure that the local community feels the economic benefits of tourism whilst the impacts are mitigated.



- 5.7 Estimated project costs are £512k. The project has already secured £235k through the Rural Tourism Infrastructure Fund. The project requires funding of £275k to enable the project to commence in 2022/23.

### **Self-Catering Accommodation, Cultybraggan Camp, Comrie**

- 5.8 Comrie Development Trust's project to develop four former POW Nissan huts will create four additional self-catering visitor accommodation units at the community owned Cultybraggan Camp. The project will enable more visitors to stay in the Comrie area. This will support the local economy and build community wealth through contributing to the financial sustainability of Comrie Development Trust to undertake local initiatives.
- 5.9 Project estimated costs are £50,000 with £25,000 already secured from the Trust core funds. A contribution from PBIP of £25,000 would allow project commencement and completion during 2022/23.

### **PLUS Perth, Civic Space, Ropemakers Close, Perth**

- 5.10 Local mental health and wellbeing charity PLUS Perth are creating an indoor Civic Space within the city centre which will be open daily for local people interested in art, film, music, dance, and other sociable pursuits. They have recently taken ownership of the disused public toilet building in Ropemakers Close and propose to renovate it. This will bring the building back into use and improve the immediate surroundings - aligning with and delivering positive impact towards the broader vennel improvement proposals throughout the city. The project will tackle inequalities through creating cultural opportunities and indirectly address antisocial behaviour, which will support the immediate economy.
- 5.11 Project estimated costs are £40,000 with £20,000 already secured from the charity's core funding. A contribution from PBIP of £20,000 would allow project commencement and completion in 2022/23.

### **Clachan and Quality Café, Perth**

- 5.12 Dangerous buildings notices have been issued for the Clachan and Quality Café in Perth, which require the owners to begin demolition by October 2022. If this work is not done by the owners, statutory demolition and acquisition powers are proposed to be used to ensure the essential works are undertaken and a charging order placed on the properties.
- 5.13 The initial estimated demolition and acquisition costs were £350k but these are likely to increase, due to construction inflation and additional landscaping costs, to around £500k.

- 5.14 The eyesore building is having a damaging effect to the economic wellbeing of surrounding businesses and creates a negative perception of the City Centre. The site has limited development potential and assessment suggests there is no commercially viable solution and public intervention is required. Estimated costs and values also suggest that cost recovery will be challenging but may assist negotiations on acquisition. The medium-term aspiration for the cleared site will be to deliver public benefit through creation of greenspace or potentially a mobility hub.
- 5.15 Should the owners begin demolition by October 2022, the Council will not be required to undertake the work. In this instance, reallocation of the proposed funding to a project which meets the grant criteria of PBIP and can commence in 2022/23 would be required.

### **Future Years**

- 5.16 It is our intention to create a single application process which will be developed to simplify the funding application process for community organisations to apply for PBIP funding along with other national and local Council funding. This will bring together both revenue funding for project development and project funding for viable projects. This will create a more robust project pipeline and maximising use of resources to support project delivery. This will bring together both revenue funding for project development and project funding for viable projects creating a more robust project pipeline and maximise use of resources to support project delivery. This single application process will be in place from April 2023.
- 5.17 In some instances, it may be more appropriate for the Council itself to develop and deliver capital projects supported by the wider community. For example, the Council has given a commitment to deliver a project in Pitlochry at Atholl Road in future years. Revenue support is required in the first instance to develop designs and fully define project costs and funding requirements, through collaboration with both the community and private landowners in line with the Pitlochry Community Action Plan.
- 5.18 The proposed process is aligned with the Perth & Kinross Offer to encourage co-creation and co-design with communities to support project feasibility and the development of a project pipeline.

## **6. CONCLUSIONS**

- 6.1 The report summarises the satisfactory progress being made in the delivery of previous Town Centre Fund / Place Based Investment Programme funded projects and proposes five new projects to be funded from the Place Based Investment Programme 2022/23 allocation. Each of the five new projects has community support, has been identified as a priority for investment, meets the criteria of the Place Based Investment Programme and can be progressed in the current financial year should funding be allocated.

**Author**

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Barbara Renton	Executive Director (Communities)	12 September 2022

**APPENDICES**

None

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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>N/A</b>
Asset Management (land, property, IST)	<b>Yes</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>Yes</b>
Strategic Environmental Assessment	<b>Yes</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>Yes</b>
Risk	<b>Yes</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>N/A</b>
<b>Communication</b>	
Communications Plan	<b>Yes</b>

### 1. Strategic Implications

#### Community Plan/Single Outcome Agreement

1.1 The proposals within the report will support the delivery of the Perth and Kinross Community Plan in terms of the following priorities: -

- (iii) Promoting a prosperous, inclusive, and sustainable economy
- (v) Creating a safe and sustainable place for future generations.

#### Corporate Plan

1.2 The proposals within the report will support the delivery of the following Council's Corporate Plan priorities: -

- (iii) Promoting a prosperous, inclusive, and sustainable economy.
- (v) Creating a safe and sustainable place for future generations.

### 2. Resource Implications

#### Financial

2.1 The Head of Finance has been consulted on the proposals and has indicated agreement with the proposals.

- 2.2 These proposals will be funded from a grant received from the Scottish Government and as such should have no direct impact on our existing Capital or Revenue budgets.

#### Workforce

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

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

- 2.4 N/A.

### **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.
- 3.2 The proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as not relevant for the purposes of EqIA.

#### Strategic Environmental Assessment

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

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

3.6 The proposals have been assessed against the Council's Principles for Sustainable Development and it is considered that all the proposals outlined would support the achievement of sustainable development.

#### Legal and Governance

3.7 The Head of Legal and Governance Services has been consulted on the report and has indicated agreement with the proposals.

#### Risk

3.8 The key risks associated with the proposals presented in the report relate to our, and our delivery partners, abilities to implement approved projects within the timescales required. If we are unable to do this, our grant funding will have to be returned to the Scottish Government under the conditions of the grant offer.

### **4. Consultation**

#### Internal

4.1 The Chief Operating Officer, the Head of Finance, and the Head of Legal and Governance have been consulted in the preparation of this report.

#### External

4.2 No external parties have been consulted in the preparation of this report.

### **5. Communication**

5.1 The agreed proposals will be communicated to all appropriate parties including external organisations receiving Place Based Investment Programme grant awards.

## **2. BACKGROUND PAPERS**

Report No. 19/127

Report No. 20/204

Report No. 20/227

Report No. 21/149

**PERTH AND KINROSS COUNCIL**

**Environment Infrastructure and Economic Development Committee**

**21 September 2022**

**PERTH AND KINROSS OUTDOOR ACCESS FORUM  
ANNUAL REPORT 2021-22**

**Report by Head of Environmental & Consumer Services**  
(Report No. 22/226)

**1. PURPOSE**

1.1 This report summarises the activities and progress of the Perth and Kinross Outdoor Access Forum over the last year and recommends the appointment of three new members to the Forum.

<b>2. RECOMMENDATIONS</b>	
2.1	<p>It is recommended that the Committee:</p> <ul style="list-style-type: none"> <li>(i) confirms <ul style="list-style-type: none"> <li>• the appointment of three new members onto the Forum for a period of four years</li> <li>• the re-appointment of two existing members for a period of four years (having already served a previous term of four years)</li> <li>• to confirm that the remaining members are retained in their appointments for at least a further year as recommended in Appendix 1.</li> </ul> </li> <li>(ii) delegates to the Executive Director (Communities) the fulfilment of any casual vacancy arising in this period through recruitment by Forum members, as detailed within the Forum’s Term of Reference.</li> <li>(iii) notes the activities and progress of the Perth and Kinross Outdoor Access Forum from October 2021 along with the ongoing commitment to maximise effective partnership working to make the best of the exceptional landscapes, paths networks and access rights for all within Perth &amp; Kinross.</li> </ul>

**3. STRUCTURE OF REPORT**

3.1 This report is structured over the following sections:

- Section 4: Background
- Section 5: Proposals
- Section 6: Conclusion
- Appendices

#### **4. BACKGROUND / MAIN ISSUES**

- 4.1 This report follows on from the previous report (Report No. 21/197 refers) to the Environment and Infrastructure Committee on 27 October 2021.
- 4.2 Part 1 of the Land Reform (Scotland) Act 2003 requires local authorities to set up at least one local Access Forum and to appoint members to it. The Act states that the functions of a Forum are to advise the local authority and any other person or body consulting the forum on matters having to do with:
- the exercise of access rights
  - the existence and delineation of rights of way
  - the drawing up and adoption of a plan for a system of core paths.
  - the offer of assistance in disputes about access rights etc.
- 4.3 In their statutory role as advisors to the Council, the Forum act as a “critical friend” on public access matters. As such, there are occasionally issues the Council may not be able to agree with the Forum on or fully meet their expectations.
- 4.4 The Perth and Kinross Outdoor Access Forum (the Forum) has sixteen members. Twelve members are voluntary and represent the interests of landowners/managers, the community and recreation equally. These members are elected at an open meeting and their appointments confirmed by the Environment, Infrastructure and Economic Development Committee. The remaining members represent agencies and other bodies and are invited onto the Forum and appointed by the Committee. The list of members and prospective members is shown in Appendix 1.
- 4.5 At its meeting on 11 November 2021, Nick Cole was re-elected in the role of convenor. Four ordinary meetings took place, and the Exemptions and Obstructions Subgroup met on 3 occasions to assist officers to prioritise and resolve obstructions to public access. One meeting took place, hosted by a local elected member, to explore the merits of setting up a Highland Perthshire Working Group under the umbrella of the Forum. Additionally, members attended presentations on the wider remit of Community Greenspace and revised criteria for prioritising obstructions to access. Whilst broadly welcomed, further work on those criteria is ongoing, with Greenspace officers with a view to reaching an agreed position.
- 4.6 In addition to obstructions, the Forum have raised concerns about the processes used to divert paths through or around development sites. The mechanisms provided through the Planning and Land Reform Acts, in terms of some public access issues, are not especially clear or complimentary. A working group from Development Management, Legal Services and Community Greenspace within the Council has been set up to try to address this as best we can and we will keep the Forum updated on progress.



4.7 The Annual General Meeting (AGM) and open meeting was held on 9 June 2022 at the North Inch Community Campus and online. In each group category, members stood down to vacate seats for the election. The proposed changes set out below are those which are subject to approval of the Environment, Infrastructure and Economic Development Committee:

- In the **Recreation Group**, Mary Conacher was re-elected.
- In the **Communities Group**, Annie Benson stood down and Joyce Carnegie was elected in her place.
- In the **Land Manager's Group**, Andrew Thompson stood down, Mark Thomson was elected in his place, and Councillor Hugh Anderson was re-elected.
- In terms of the **Agencies and Other Bodies**, Councillor Frank Smith stood down as the Council's representative, to be replaced by Councillor John Duff.

4.8 The Forum will fill any casual vacancies which may arise as per their [Terms of Reference](#).

4.9 The contribution of members who are stepping down should be noted. This was expressed as thanks to Councillor Frank Smith and special thanks extended to Andrew Thompson and Annie Benson who have served on the Forum for a number of years.

4.10 The Forum maintained its objection, along with others, to one of the core path diversion orders required for the Cross Tay Link Road (CTLR). Those objections were aired at the Hearing 26-27 April and are still under consideration by the Scottish Government.

4.11 In 2021, the Forum established a new subgroup to respond to consultations on forestry proposals. New forestry, associated deer fencing and timber operations can have significant impacts on public access. The Forum have responded to a number of these during the year and raised more general issues arising from this casework with the National Access Forum and through Scottish Forestry.

4.12 The Visitor Management Group consulted the Forum on the roads orders made for the rural clearways now in force in Highland Perthshire and other visitor hotspots. Whilst not objecting to the clearways, the Forum asked that further work is done with landowners to provide adequate off-road parking to accommodate demand in these areas.

## 5. PROPOSALS

5.1 It is proposed that the appointments of new and existing members are confirmed as members of the Forum (Appendix 1) and that any casual vacancy arising is filled by the Forum as detailed in its Terms of Reference.

5.2 It is also proposed to continue to seek ways to work with the Forum to maximise the effective use of our collective resources. This is to make the best of the exceptional landscapes, paths networks and access rights for all within Perth & Kinross.

## 6. CONCLUSION

6.1 The Council's Community Greenspace team manages the statutory functions in relation to the Land Reform (Scotland) Act 2003 and values the partnership relationship with the Forum and the advice it has to offer. There is a wide range of activities undertaken in relation to the management of core paths and access rights more generally. Opportunities to involve the Forum in these, with their agreement, will continue to be sought.

### Author

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### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	12 September 2022

## APPENDICES

- Appendix 1 – Candidates for Appointment and Reappointment to the Forum

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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>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>Yes</b>
Legal and Governance	<b>No</b>
Risk	<b>No</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 proposals in this report align primarily with the delivery of the Perth and Kinross Community Plan/Single Outcome Agreement in terms of the following priorities:

- (iv) Supporting people to lead independent, healthy and active lives
- (v) Creating a safe and sustainable place for future generations

#### Corporate Plan

- 1.2 The proposals in this report align primarily with the achievement of the following Council Corporate Plan Priorities:

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

### 2. Resource Implications

#### Financial

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

### Workforce

- 2.2 There are no workforce implications arising directly from the recommendations in this report.

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

- 2.3 There are no direct asset management issues with this report although the Forum is a key organisation in assisting the Council with the management of Core Paths and Rights of Way networks.
- 2.4 There are no information technology implications arising from this report.

## **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. The Equality Impact Assessment undertaken in relation to this report can be viewed clicking [here](#). 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 Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals. The proposals have been considered under the 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

- 3.3 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:
- in the way best calculated to delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programmes; and
  - in a way that it considers most sustainable.

- 3.4 There are no direct impacts on sustainable development as a result of these proposals but securing the public access to the great outdoors contributes to the economic, social and environmental well-being of the area.

#### Legal and Governance

- 3.5 There are no legal implications from this report.

#### Risk

- 3.6 There are no risks arising from this report as the subject matter and procedures referred to are well established and on-going.

### **4. Consultation**

#### Internal

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

#### External

- 4.2 The Perth and Kinross Outdoor Access Forum has been consulted on the proposals and in the preparation of the report.

### **5. Communication**

- 5.1 There are established regular meetings and communications between the Council and Perth and Kinross Outdoor Access Forum.

### **2. BACKGROUND PAPERS**

- 2.1 No background papers have been relied on in preparing the report, other than those committee reports already referenced within the main body of the report.



## APPENDIX 1

**CANDIDATES FOR APPOINTMENT OR REAPPOINTMENT TO THE FORUM**

New members elected 9<sup>th</sup> June recommended for immediate appointment. Existing members who are recommended for reappointment for at least a further year

**Recreation Group**

<b>Name</b>	<b>Organisation/ Interest</b>	<b>Geographical knowledge/ home area</b>	<b>Notes/ profession</b>
Mary Conacher Member since 2004 Re-elected 2022 <b>(subject to confirmation)</b>	Scottish Canoe Association (SCA), Women's Rural Institute, Royal Tay Yacht Club	Highland/Alyth	Former SCA Access volunteer/retired watersports instructor
Karen Inkster Member since 2017 Re-elected 2021	British Horse Society, Scottish Rights of Way and Access Society (Scotways)	Perth Area	20 + years in the outdoor industry. Hillwalker, climber, horserider and mountain biker.
John Andrews Member since 2009 Re-elected 2021	Ramblers, Scotways, Scottish Wildlife Trust, Luncarty Redgorton & Moneydie Community Council, National Trust Scotland	Perth Area/Luncarty	Former member of County Access Liaison Committee – retired.
Anne Macintyre Co-opted 2019	Portmoak Paths Group	Kinross-shire	Broad outdoor interests. Practical involvement through Portmoak Paths Group.

## Community Group

Name	Organisation/ Interest	Geographical Knowledge/ home area	Notes/Profession
Nick Cole Member since 2004 Re-elected 2021	Strathmore and the Glens Rural Partnership. Meigle Community Trust. Next Steps & Stride for Life Walking Groups.	Highland & Lowlands/ Meigle	Electronic Systems Engineer, is now a private consultant & runs an outdoor training business. Involved in local groups inc. BRAN & the Blairgowrie & District Next Steps walking group. He also represents Local Access Forums on the National Access Forum.
Jennifer Herd Elected 2019	Member of British Horse Society, Strathearn Rural + Riders Access Group	Highland and East Perthshire. Perth area	Broad experience particularly in negotiating equestrian access and representing the interests of horse riders. She is also a keen mountain biker and walker.
Joyce Carnegie Elected 2022 <b>(subject to confirmation)</b>	Comrie Millennium Footpath Association	Strathearn	Wide range of community interests inc SWI. Farming background
Sarah Walker Co-opted 2021	Kinglands Hall, Soroptimist International, Cornhill MacMillan, British Horse Society & ByCycle	Perth area	25 years local knowledge through work with a variety of voluntary organisations.



## Landowner/Manager Group

Name	Organisation/ Interest	Geographical Knowledge/ home area	Notes/Profession
Councillor Hugh Anderson Member since 2004 Re-elected 2022 <b>(subject to confirmation)</b>	Scottish Rights of Way & Access Society.	Perth & Surrounding area/Scone	Land & River Management. Retired Estate Factor. Newly elected Councillor (2022)
Sandy Simpson Member since 2005 Re-elected 2017	Royal Highland Educational Trust, Rural Services Scotland, Perth and Kinross Agricultural Forum	Perth Area	Farm Manager Interested in all environmental issues.
Mark Thomson Elected 2022 <b>(subject to confirmation)</b>	National Farmer's Union, Scotland (former chair West Fife & Kinross)	Kinross	Farmer Woodland, arable & livestock
Vacant			

## Agencies & Other Bodies

These members are not elected but have been invited to sit on the Forum by the Council.

<b>Member</b>	<b>Represents</b>	<b>Job Title</b>	<b>Office Base/other interests</b>
Councillor John Duff <b>(to be appointed 2022)</b>	Perth & Kinross Council	Councillor Ward 4 Highland	Ward Councillor. Leader of the opposition. Retired Police Superintendent.
Mike Strachan Member since 2007	Scottish Forestry	Operations & Development Officer	Scottish Forestry, Upper Battleby. Extensive forestry experience and involvement in Big Tree Country
Keith Robertson Member since 2021	Centre for Inclusive Living Perth and Kinross	Member	Auchterarder. Extensive experience of inclusive access design
Vacant			