PERTH & KINROSS COUNCIL

Securing the future… • *Improving services* • *Enhancing quality of life* • *Making the best use of public resources*

Council Building
2 High Street
Perth
PH1 5PH

22/03/2023

A hybrid meeting of the **Environment, Infrastructure and Economic Development Committee** will be held in **the Council Chamber** on **Wednesday, 29 March 2023** at **09:30**.

If you have any queries please contact Committee Services on (01738) 475000 or email 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:
Depute Provost 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, 29 March 2023

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 MINUTE OF MEETING OF ENVIRONMENT, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT COMMITTEE OF 16 NOVEMBER 2022 FOR APPROVAL **5 - 8**
(copy herewith)

4 MOTION

4(i) RE-ASSESSMENT OF CONSERVATION AREAS IN PERTH AND KINROSS **9 - 10**
(copy herewith)

Note for Information:
This Motion was agreed at the recent meeting of the Climate Change and Sustainability Committee held on 15 February 2023. The Mover and the Seconder of the Motion agreed to incorporate a suggestion from Councillor Tom McEwan that along with writing to the relevant Scottish Government Minister that both Constituency and List MSPs for the Perth and Kinross area be copied in also.

5 OUTSTANDING BUSINESS STATEMENTS (OBS) **11 - 12**
(copy herewith 23/102)

6 ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER ROUTS (CWRS) PROJECTS 2023/24 **13 - 44**
Report by Head of Service (Environmental and Consumer Services)
(copy herewith 23/103)

7 **GYPSY/TRAVELLER SITES STANDARDS GUIDANCE NOTE** **45 - 66**
Report by Head of Planning and Development (copy herewith 23/104)

8 **MOBILITY STRATEGY MAIN ISSUES REPORT** **67 - 110**
Report by Head of Planning and Development (copy herewith 23/105)

9 **WASTE MANAGEMENT PLAN 2010-2025 - PROGRESS REPORT** **111 - 142**
Report by Head of Environmental and Consumer Services (copy herewith 23/106)

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All Council Services can offer a telephone translation facility.

ENVIRONMENT, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT COMMITTEE

Minute of hybrid meeting of the Environment, Infrastructure and Economic Development Committee held in the Council Chambers on 16 November 2022 at 2.00pm.

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

In Attendance: B Renton, Executive Director (Communities); B Murray, M Butterworth, S Merone and A Clegg (all Communities); G Pinfield, S Hendry, A Taylor, A Brown and M Pasternak (all Corporate and Democratic Services).

Also in Attendance: R MacFarlane (Scottish Futures Trust).

Apology: Councillor C Stewart

Councillor A Parrott, Convener, Presiding.

1. WELCOME AND APOLOGIES

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

Prior to the commencement of business:

A1. FREE BUS TRAVEL ON OFFER IN DECEMBER 2022

The Convener made reference to the Council's previous commitment to offer free parking to support businesses across Perth and Kinross in the lead up to Christmas, highlighting that some elected members had expressed concern about encouraging car use as a result of this approach, particularly in light of the climate emergency. He expressed his delight in being able to announce that the Council, as a result of working with local bus companies, are to offer free bus travel on all local bus services for jouneys undertaken within the Perth and Kinross area on Saturdays 10, 17 and 24 of December. He further explained that as a result of funding being received from Smarter Choices Smarter Place, this comes at no cost to the Council.

2. DECLARATIONS OF INTEREST

In terms of the Councillors' Code of Conduct, Councillors J Duff and R Watters both declared a non-financial interest in Item P1 on the agenda.

3. MINUTE OF PREVIOUS MEETING

The minute of the meeting of the Environment, Infrastructure and Economic Development Committee of 21 September 2022 was submitted and approved as a correct record.

4. OUTSTANDING BUSINESS STATEMENTS (OBS)

Resolved:
The Outstanding Business Statement be noted.

5. PERTH AND KINROSS LOCAL DEVELOPMENT PLAN (LDP3) DEVELOPMENT PLAN SCHEME

There was submitted a report by the Head of Planning and Development (22/278) seeking approval for the update of the statutory Development Plan Scheme (DPS) relating to the preparation of the next Perth and Kinross Local Development Plan (LDP3).

Resolved:
(i) The proposed Perth and Kinross Council Development Plan Scheme as set out in Appendix 1 of Report 22/278, be approved for submission by the Executive Director (Communities) to Scottish Ministers.
(ii) The Head of Planning & Development be remitted to submit an annual progress report to this Committee, detailing any changes to the Development Plan Scheme.

6. MOBILE TELECOMMUNICATIONS POLICY STATEMENT

There was submitted a report by the Head of Planning and Development (22/279) (1) updating the Committee on the development of mobile phone networks in the UK and the implications for Perth and Kinross, (2) presenting a policy statement on telecommunications which, it is proposed, should be adopted to guide the Council's support for mobile network deployment, in what will be an intensive period of activity over the coming few years.

Resolved:
(i) The Mobile Telecommunications Policy Statement for Perth and Kinross as detailed in Appendix 1 to Report 22/279, be approved.
(ii) It be noted that a Single Point of Contact on telecommunications with the responsibility to liaise with Scottish Government, Scottish Futures Trust, Scotland's 5G Centre and Mobile Network Operators will be identified by the Head of Planning and Development.

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

FOLLOWING A SHORT ADJOURNMENT, THE COMMITTEE RECONVENED

COUNCILLOR J DUFF LEFT THE MEETING AT THIS POINT

P1. MULTI-USE PATH BETWEEN STANLEY AND LUNCARTY PATH ORDERS

There was submitted a report by the Head of Environmental and Consumer Services (22/280) seeking approval for officers to serve Path Orders, if required, to allow the creation of a path linking Stanley with Luncarty, which will be to multi-use standard.

Resolved:

(i) Path Orders and Agreements, as appropriate, be supported to allow the Project Team to progress the development of the Multi-use Path Project.

(ii) It be noted that appropriate formal agreements be put in place with the PKCT project team to underwrite the Council's staff and financial costs, prior to commencing each stage of any Path Orders or Agreements, as without these, further consideration of the Council's continuation with the project would be required.

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MOTION BY COUNCILLORS N KHOGALI AND A FORBES

Re-Assessment of Conservation Areas in Perth and Kinross

To move that the Environment, Infrastructure and Economic Development Committee be asked to consider the issue of Conservation Areas and commit the Council to an ongoing re-assessment of these areas in Perth and Kinross, with a recommendation from this Committee that there be a minimum of 4 reviews per year and using an approach that both protects areas of historical and architectural significance, but is also fit for purpose in line with Council commitments regarding Climate Change and Sustainability.

To acknowledge that local authorities are unable to amend regulations regarding what development is permitted within a Conservation Area without planning permission and ask the Convener of this Committee to write to the relevant Scottish Government minister requesting that a review into permitted development rights within Conservation Areas is undertaken with the utmost urgency.

ENVIRONMENT, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT COMMITTEE

OUTSTANDING BUSINESS STATEMENT (OBS)
(Report No. 23/102)

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.

No	Minute Reference	Subject Title	Outstanding Action	Update	Lead Officer /Service	Action Due / Complete	Action Expected
8.	16 November 2022 Item 6	Mobile Telecommunications Policy Statement	Provide a briefing note on what a 'Prior Notification' is with relation to Mobile Transmitter Masts and what this allows Telecommunication Companies to do.	Information circulated to Members via Elected Member Briefing Note 065-22 on 19 December 2022	Graham Pinfield	**COMPLETE**	29 March 2023

PERTH & KINROSS COUNCIL

Environment Infrastructure & Economic Development Committee

29 March 2023

ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2023/24

Report by Head of Service (Environmental & Consumer Services)
(Report No. 23/103)

1. PURPOSE

1.1 This report details the Cycling, Walking and Safer Routes (CWSR) projects implemented in 2022/23. It also seeks Committee approval of the proposed list of Cycling, Walking and Safer Routes projects for 2023/24.

2. RECOMMENDATIONS

2.1 It is recommended that the Committee:

- notes the schemes implemented from the Cycling, Walking and Safer Routes Grant Funding in 2022/23 as detailed at Appendix 1.
- approves the list of works for Cycling, Walking and Safer Routes projects for the financial year 2023/24 as detailed in Appendix 2.

3. STRUCTURE OF REPORT

3.1 This report is structured over the following sections:

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

4. BACKGROUND

4.1 In 2022/23, Perth and Kinross Council received a capital grant of £973,000 for Cycling, Walking and Safer Routes (CWSR) projects. In 2023/24, the Council has been awarded a further capital grant of £672,000 for Cycling, Walking and Safer Routes (CWSR) projects. As usual, this is to be used for the purpose of undertaking a programme of works for local cycling, walking and safer routes projects.

4.2 Included in the terms and conditions of the grant is a provision that local authorities shall consider a minimum spend of 36% (and preferably above 50%) on works and promotion relating to cycling. This approach was agreed by the COSLA Regeneration and Sustainable Development Executive Group on 5 February 2010.

4.3 Transport Scotland's long-term vision for active travel in Scotland 2030 is to make walking or cycling the most popular choice for shorter everyday journeys, by making it safer, easier and available to everyone. It is intended to achieve many outcomes, including better health, having attractive, safe communities and increased economic activity.

Cycling, Walking and Safer Routes 2022/23

4.4 At its meeting on 14 March 2022 (Report No. 22/54 refers), the then Environment and Infrastructure Committee approved a list of works to be funded from the anticipated 2022/23 Scottish Government grant of £665,000 for CWSR projects. However, the actual grant received was significantly higher (£973,000). Details of the various schemes approved, and how the funding was spent in 2022/23, are listed in Appendix 1.

4.5 In total, £1,012,000 of actual works was funded in 2022/23 from the CWSR grant and other external funding grants. Through the CWSR grant £81,000 was claimed for officer time in Engineering Admin. In addition, the Scottish Government awarded Perth and Kinross Council a direct resource grant of £66,000. In total, £147,000 was claimed to cover officer time for the CWSR programme.

4.6 As approximately 52% of the 2022/23 grant funding was spent on cycling related works, the terms and conditions of the grant were met.

4.7 Funding of £65,000 from Tayside and Central Transport Partnership (TACTRAN) was secured in order to deliver the Pittenzie Road, Crieff project. A further £55,000 from Tayside and Central Transport Partnership (TACTRAN) was secured in order to deliver the Primrose Crescent, Perth project (£30,000) and the Station Road, Errol project (£25,000).

4.8 The projects delivered during 2022/23 have provided improvements for the most vulnerable road users in our communities. The measures include the provision of dropped kerbs and build outs to assist pedestrians to cross the road safely. Missing footpaths and shared use links have also been provided that will assist and encourage pedestrians and cyclists in local communities to use more active forms of travel. A number of projects have been provided in the vicinity of schools including improvements to infrastructure that will encourage active travel for children going to and from school. In addition, improvements were also made to encourage the use of public transport.

4.9 Walking and cycling benefits the individual with not just physical health benefits, but also provides benefits for mental health, the environment and keeping people's transport costs down. Perth and Kinross Council is committed to making it easier for everyone to incorporate active travel choices into their daily routines.

4.10 The schemes which have been identified for implementation in 2023/24 are listed in Appendix 2. The associated plans for the proposed works during 2023/24 are shown in Appendix 3.

4.11 The proposals for 2023/24 listed in Appendix 2 numbered 1 to 7 were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross), along with consultation with the respective local elected members and community councils. The projects 7 through to 15 for 2023/24 listed in Appendix 2 have been identified through working with the local communities, schools and elected members.

4.12 An application to Sustrans for match funding for projects 8 and 11 listed in Appendix 2 will be submitted in May 2023.

4.13 An application to Tactran for match funding for project 12 and 14 listed in Appendix 2 will be submitted in May 2023.

4.14 Delivering a number of the projects, listed in Appendix 2, will support meeting the targets of the Cycle Action Plan for Scotland. A number of these projects will improve and expand the cycling network infrastructure in Perth & Kinross.

4.15 All schemes listed in Appendix 2 will be implemented within the financial year if match funding applications are successful. If any applications are unsuccessful then, as usual, those projects with successful match funding bids will be prioritised. Design briefs have been allocated and some works are already provisionally programmed. The schemes identified will ensure that approximately 55% of the Grant funding is spent on cycling works in order to meet the requirements on spend on cycle related projects during 2023/24.

5. CONCLUSIONS

5.1 This report provides an update on the projects implemented through the Scottish Government Grant for Cycling, Walking and Safer Routes in 2022/23. It also details the schemes which it is proposed to fund from the grant in 2023/24.

Author

Name	Designation	Contact Details
Brian Cargill	**Traffic and Network Service**	**01738 475000 ComCommitteeReports@pkc.go**

Approved

Name	Designation	Date
Barbara Renton	**Executive Director (Communities)**	**17 March 2023**

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ANNEX

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

Community Plan / Single Outcome Agreement

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

(i) Reducing Poverty
(ii) Physical and Mental Wellbeing
(iii) Digital Participation
(iv) Learning and Development
(v) Employability

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

Corporate Plan

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

report primarily contribute to objectives iv) and v). set out at 1.2 above.

(i) Children and young people grow up safe, respected, well-educated, and confident in their ability to realise their full potential;
(ii) People and businesses are increasingly able to prosper in a local economy which support low carbon ambitions and offers opportunities for all;
(iii) People can achieve their best physical and mental health and have access to quality care and support when they need it;
(iv) Communities are resilient and physically, digital and socially connected;
(v) Perth and Kinross is a safe and vibrant place, mitigating the impact of climate and environmental change for this and future generations.

2. Resource Implications

Financial

Capital

2.1 The Scottish Government has made available a grant of £672,000 to the Council for CWSR projects for 2023/24. The list of works recommended in this report will fully utilise this grant. Applications for grant funding from Sustrans are to be submitted in May 2023 for projects 8 and 11 in Appendix 2, with a total estimated value of £100,000. Applications for grant funding from Tactran are to be submitted in May 2023 for projects 12 and 14, in Appendix 2, with a total estimated value of £150,000.

Revenue

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

Workforce

2.3 There are no workforce implications arising from this report.

Asset Management (land, property, IT)

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

3. Assessments

Equality Impact Assessment

3.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.

3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

- The measures, for example improved crossing facilities, footways and traffic calming features, will provide improved access for communities, and will particularly improve travel opportunities for disabled people with mobility issues, sight or hearing impairment, children, elderly people & parent/carers walking with children in pushchairs/buggies.

- The measures will provide improvements for road users of all ages, but particularly for children and elderly people. This will include facilities to enable them to cross roads safely.

- The measures will also encourage children to walk or cycle to school, thus bringing health benefits.

- The measures will provide opportunities for increased travel by foot and cycle for all age groups.

Strategic Environmental Assessment

3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).

3.4 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

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

Legal and Governance

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

Risk

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

4. Consultation

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

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

5. Communication

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

2. BACKGROUND PAPERS

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

- Report to Enterprise and Infrastructure Committee 8 June 2011, Cycling, Walking and Safer Streets (CWSS) Projects 2011/12 (11/290)
- Report to Enterprise and Infrastructure Committee 23 November 2011, Cycling, Walking and Safer Streets Projects 2011/12 Update and Sustrans Community Links Programme 2011/12 (11/580)
- Report to Enterprise and Infrastructure Committee 5 June 2013, Cycling, Walking and Safer Streets (CWSS) Projects 2013/14 (13/276)
- Report to Enterprise and Infrastructure Committee 4 June 2014, Cycling, Walking and Safer Streets (CWSS) Projects 2014/15 (14/238)
- Report to Enterprise and Infrastructure Committee 3 June 2015, Cycling, Walking and Safer Streets (CWSS) Projects 2015/16 (15/230)
- Report to Enterprise and Infrastructure Committee 1 June 2016, Cycling, Walking and Safer Streets (CWSS) Projects 2016/17 (16/244)
- Report to Enterprise and Infrastructure Committee 14 June 2017, Cycling, Walking and Safer Streets (CWSS) Projects 2017/18 (17/209)

- Report to Enterprise and Infrastructure Committee 23 May 2018, Cycling, Walking and Safer Streets (CWSS) Projects 2018/19 (18/175)
- Report to Enterprise and Infrastructure Committee 15 May 2019, Cycling, Walking and Safer Streets (CWSS) Projects 2019/20 (19/135)
- Report to Environment and Infrastructure Committee 19 May 2021, Cycling, Walking and Safer Routes (CWSR) Projects 2021/22 (21/61)
- Report to Environment and Infrastructure Committee 14 March 2022, Cycling, Walking and Safer Routes (CWSR) Projects 2022/23 (22/54)

3. APPENDICES

3.1 Appendix 1 - Cycling, Walking and Safer Streets (CWSR) Projects 2022/23.
3.2 Appendix 2 - Cycling, Walking and Safer Streets (CWSR) Projects 2023/24.
3.3 Appendix 3 - Plans 1- 14

APPENDIX 1

Cycling, Walking and Safer Routes Projects 2022/23

G	Green – Works completed in 2022/23
A	Amber - Works delayed and not completed in 2022/23
R	Red – Works did not proceed in 2022/23

	Shared Use Paths / Community Schemes / Safer Routes to Schools		
1	**Perth City**	CWSR £106,000.00	G
	Provision of minor measures such as dropped kerbs and tactile paving to improve the city centre for pedestrians with visual and mobility impairment. Wards 10, 11, 12.		
2	**Town Centre, Auchterarder**	CWSR £20,000	G
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 6.		
3	**Town Centre, Blairgowrie/Rattray**	CWSR £31,000	G
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 3.		
4	**Town Centre, Dunkeld**	CWSR £0,000	R
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 5.		
5	**Town Centre, Scone**	CWSR £0,000	R
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 7.		
6	**Public Transport Infrastructure Improvements**	CWSR £6,000	G
	Provision of hard standings and other measures to improve public transport links for rural communities including school transportation.		

7	**Primrose Crescent, Perth (Phase 1)**	CWSR £90,000 Tactran £30,000	G
	Provision of a 2.5m wide shared use path to connect Lade Cycle Path to Gillespie Crescent and Tulloch Primary School. Ward 11.		
8	**Tulloch Road, Perth**	CWSR £0	R
	Provision of footway for pedestrians between Wallace Crescent and Tulloch Terrace to connect residential area with shopping centre and community facilities. Ward 11.		
9	**Coupar Angus Primary School**	CWSR £51,000	G
	Provision of 2.5m wide shared use path to connect main road to Primary school. Ward 2.		
10	**C484 St Madoes**	CWSR £0	R
	Provision of Shared-use path to link Primary School to Maddoch Centre. Ward 1		
11	**A912 Baiglie Straight**	CWSR £30,000	G
	Contribution towards the provision of shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Project being carried out in partnership with P&K Countryside Trust. Ward 9.		
12	**King Street/Commissioner Street, Crieff**	CWSR £0	R
	Provision of build-out around King Street/Commissioner Street junction to improve pedestrian crossing facilities. Ward 6.		
13	**Wade's Bridge Improvements**	CWSR £52,000	G
	Improvements to pedestrian facilities on Wade's Bridge, Aberfeldy Ward 4		
14	**Spoutwells Place, Scone**	CWSR £0	R
	Provision of 2.5m wide shared use path to connect residential area to Primary school. Ward 2.		

15	**Stormont Road, Scone**	CWSR £0	A
	Provision of 2.5m wide shared use path to connect residential area to Primary school. Ward 2.		
16	**Grandtully Primary School**	CWSR £0	R
	Provision of 2.5m wide shared use path through park to connect main road to Primary school. Ward 4.		
17	**C484 Station Road Errol**	CWSR £17,000 Tactran £25,000	G
	Strip widening of footway along Station Road from Preston Watson Street and Thieves Walk core path to provide shared use path for cyclists and pedestrians. Ward 1.		
18	**Pittenzie Road, Crieff**	CWSR £183,000 Tactran £65,000	G
	Provision of Shared use path linking Broich Road to Community Campus and school. Ward 6		
19	**C484 Grange**	CWSR £70,000	G
	Provision of footpath to connect residential area to other areas of the village. Ward 1.		
20	**A94 at Woodside (Phase 1)**	CWSR £130,000	G
	Provision of shared use path to connect Woodside to Coupar Angus. Ward 2.		
21	**Murray Place/Murray Crescent, Perth**	CWSR £106,000	G
	Provision of signalized junction to provide safe crossing facilities to connect residential areas to Primary and Secondary schools. Ward 10.		

	Engineering Administration	CWSR £81,000.00 CWSR Direct Resource Grant £66,000
	TOTALS	**CWSR (Works) £892,000** **CWSR (Eng Admin) £147,000** **Tactran £120,000** **Total £1,159,000**

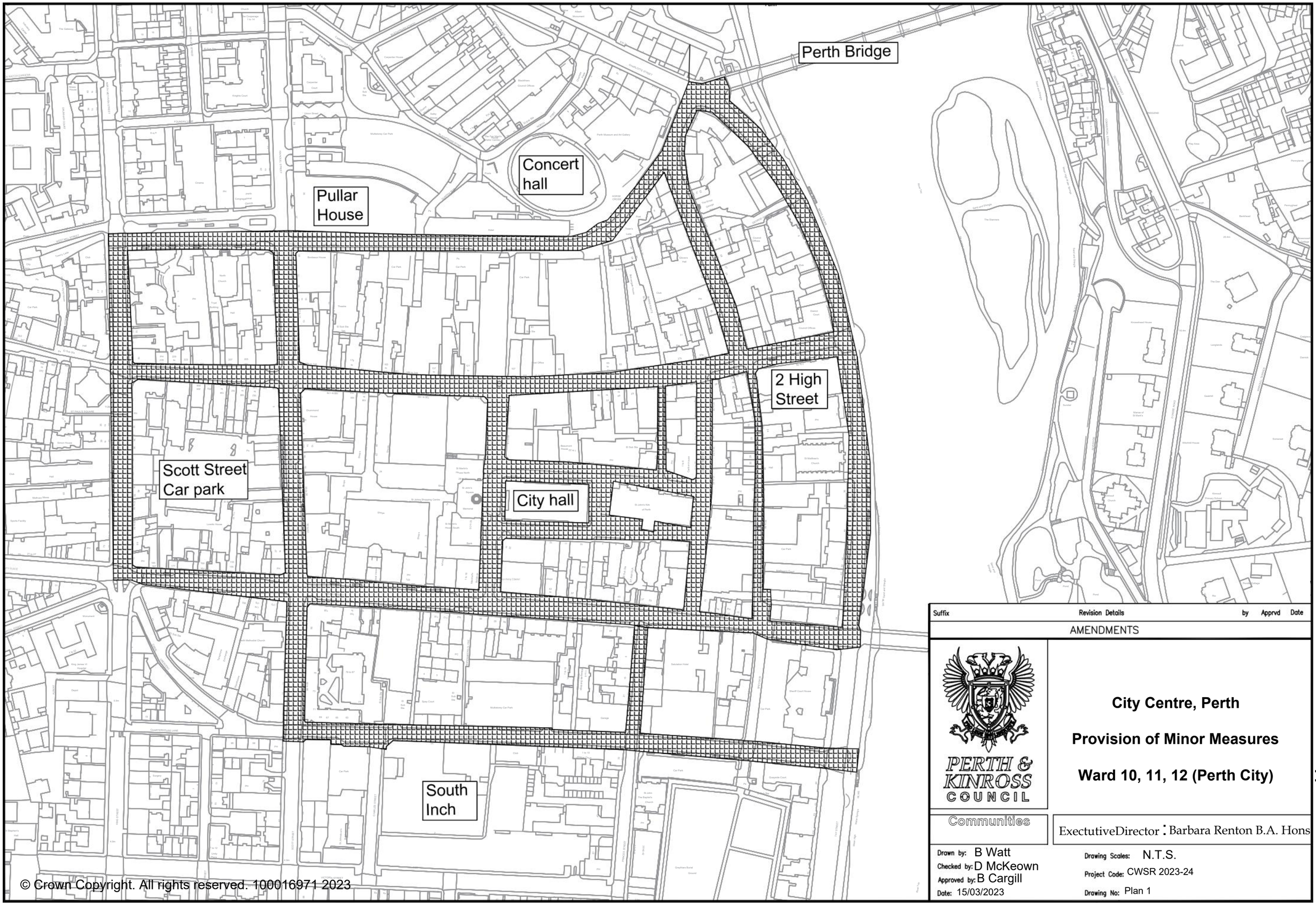
APPENDIX 2

Cycling, Walking and Safer Routes (CWSR) Projects 2023/24

Shared Use Paths / Community Schemes / Safer Routes to Schools		
1	**Perth City**	CWSR £10,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the city centre for pedestrians with visual and mobility impairment. Wards 10, 11, 12. See Plan No 1	
2	**Town Centre, Auchterarder**	CWSR £10,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 7. See Plan No 2	
3	**Town Centre, Blairgowrie/Rattray**	CWSR £10,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 3. See Plan No 3	
4	**Town Centre, Dunkeld**	CWSR £15,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 5. See Plan No 4	
5	**Town Centre, Scone**	CWSR £10,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 2. See Plan No 5	
6	**Public Transport Infrastructure Improvements**	CWSR £30,000
	Provision of hard standings and other measures to improve public transport and active travel links for rural communities including school transportation. Locations to be agreed with Public Transport Unit.	

Shared Use Paths/Community Links or Safer Routes to Schools continued		
7	**Town Centre, Kinross**	CWSR £10,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 8. See Plan No 6	
8	**Stormont Road, Scone**	CWSR £50,000 Sustrans £50,000
	Provision of 3m wide shared use path to connect residential area to Primary school. Ward 2. See Plan No 7	
9	**A912 Baiglie Straight**	CWSR £30,000
	Contribution towards the provision of shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Project being carried out in partnership with P&K Countryside Trust. Ward 9.	
10	**Grandtully Primary School**	CWSR £50,000
	Provision of 2.5m wide shared use path through park to connect main road to Primary school. Ward 4. See Plan No 9	
11	**Castlebrae, Huntingtower, Perth**	CWSR £50,000 Sustrans £50,000
	Provision of footway link and other minor measures to connect A85 to Ruthvenfield Primary school. Ward 9. See Plan No 10	
12	**A94 Coupar Angus to Woodside (Phase 2)**	CWSR £200,000 Tactran £100,000
	Provision of 3m wide shared use path to connect Coupar Angus to core paths and Green Routes. Ward 2. See Plan No 11	

Shared Use Paths/Community Links or Safer Routes to Schools continued		
13	**Forgandenny Footway Phase 2**	CWSR £50,000
	Provision of footway link to connect Primary school from Forgan Grove to eastern edge of village. Ward 9. See Plan No 12	
14	**Kinross Sustainable Transport Hub**	CWSR £50,000
		TACTRAN £50,000
	Provision of sustainable transport hub linking secure cycle parking with public transport facilities. Ward 8. See Plan No 13	
15	**Sauchie Road Crieff**	CWSR £25,000
	Provision of footway link from Sauchie Road to Ryan Place to improve pedestrian links. Ward 6. See Plan No 14	
	Engineering Administration	£67,000
TOTALS	**CWSR (Eng. Admin.) £67,000** **CWSR (Works) £600,000** **Possible Sustrans £100,000** **Possible Tactran £150,000**	



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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

PERTH & KINROSS COUNCIL

City Centre, Perth

Provision of Minor Measures

Ward 10, 11, 12 (Perth City)

Communities

ExectutiveDirector : Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 15/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 1

Appendix 3 Plan 1

Town Centre, Auchterarder

Community Campus

School Lane

North Crofts

Co-op

NORTH

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

PERTH & KINROSS COUNCIL

Town Centre, Auchterarder

Provision of Minor Measures

Ward 7 (Strathallan)

Communities

Executive Director : Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 2

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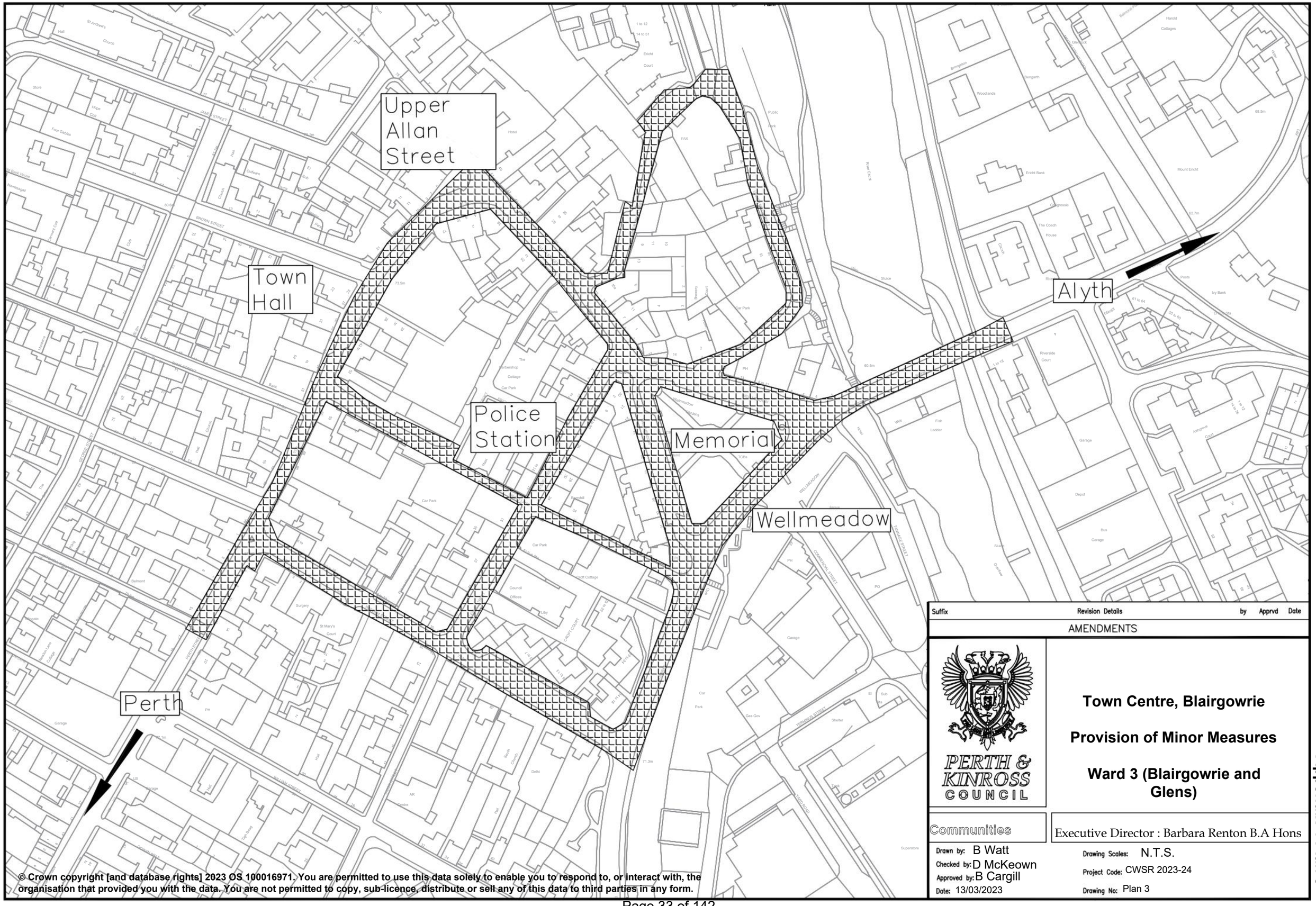
Appendix 3 Plan 2



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

PERTH & KINROSS COUNCIL

Town Centre, Blairgowrie

Provision of Minor Measures

Ward 3 (Blairgowrie and Glens)

Communities

Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 3

Appendix 4 Plan 3

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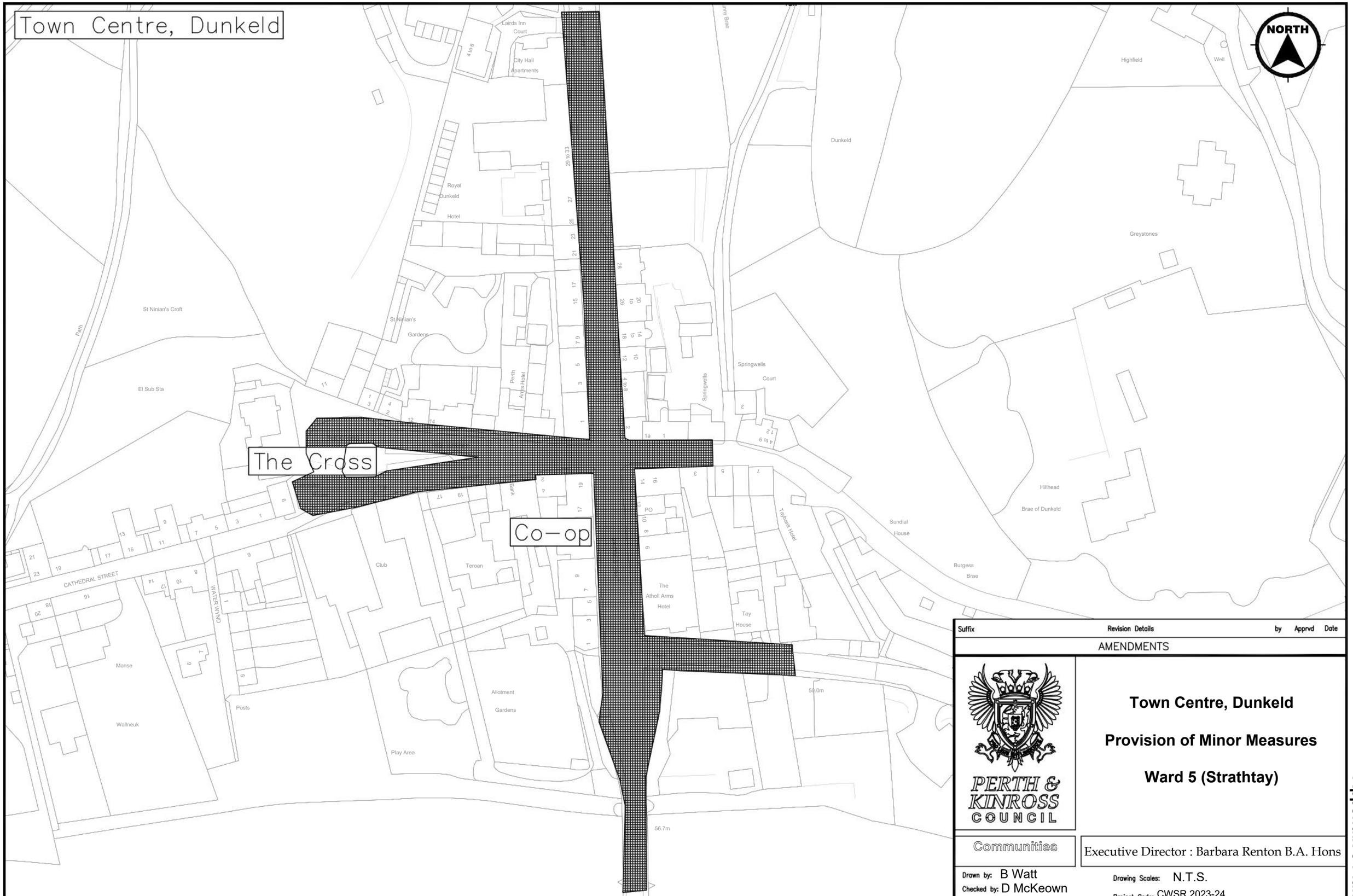

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Suffix	Revision Details	by	Apprvd	Date
	AMENDMENTS			

PERTH & KINROSS COUNCIL

Communities

Executive Director : Barbara Renton B.A. Hons

Town Centre, Dunkeld

Provision of Minor Measures

Ward 5 (Strathtay)

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 4

Appendix 3 Plan 4

Town Centre, Scone

Myrtle Road

Victoria Road

Tesco Petrol Station

Provision of Minor Measures

Co-op

A94

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Suffix	Revision Details	by	Apprvd	Date

AMENDMENTS

PERTH & KINROSS COUNCIL

Town Centre, Scone

Provision of Minor Measures

Ward 2 (Strathmore)

Communities

Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: Brian Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 5

Appendix 3 Plan 5

Town Centre, Kinross

Provision of Minor Measures

Ward 8 (Kinross-shire)

PERTH & KINROSS COUNCIL

Communities

Executive Director : Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 15/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 6

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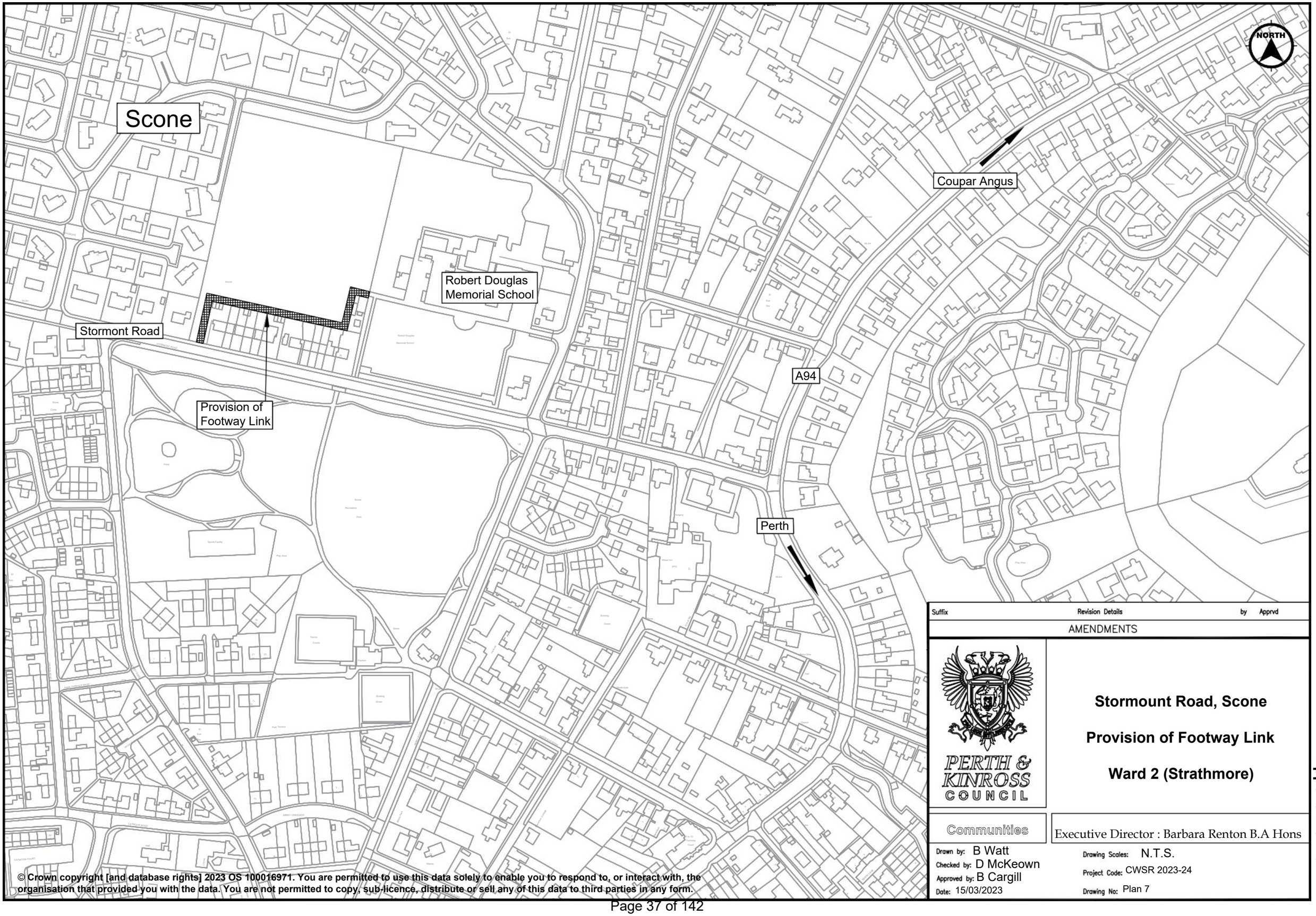
Appendix 3 Plan 6



Suffix	Revision Details	by	Apprvd
AMENDMENTS			

PERTH & KINROSS COUNCIL

Stormount Road, Scone

Provision of Footway Link

Ward 2 (Strathmore)

Communities

Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 15/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 7

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Appendix 3 Plan 7

Bridge of Earn

Contribution to PKCT Active Travel Project

A94

Aberargie

Abernethy

Glenfarg

NORTH

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Suffix	Revision Details	by	Apprvd
AMENDMENTS			

PERTH & KINROSS COUNCIL

Communities

Baiglie Straight

Contribution to Perth and Kinross Countryside Trust

Ward 9 (Almond and Earn)

Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 8

Appendix 3 Plan 8

Grandtully Primary School

NORTH

Portnasallan Mill House

A827

Drumkilbo

Tomhalton

Riverbank House

Coshieville House

Grandtully Village Hall

Recreation Ground

Play Area

Corrywreckan

Grandtully

Provision of Shared Use Path

70.7m

Grandtully Bridge House

Grandtully Primary School

LB

Grandtully Primary School

1

3

THE PADDOCK

The Coach House

SCA Camp Site and

Outdoor Event Base

The Paddlers (Hotel)

5

Portnasallan

Tigh-an-coill

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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

PERTH & KINROSS COUNCIL

Grandtully Primary School

Provision of Shared Use Path

Ward 4 (Highland)

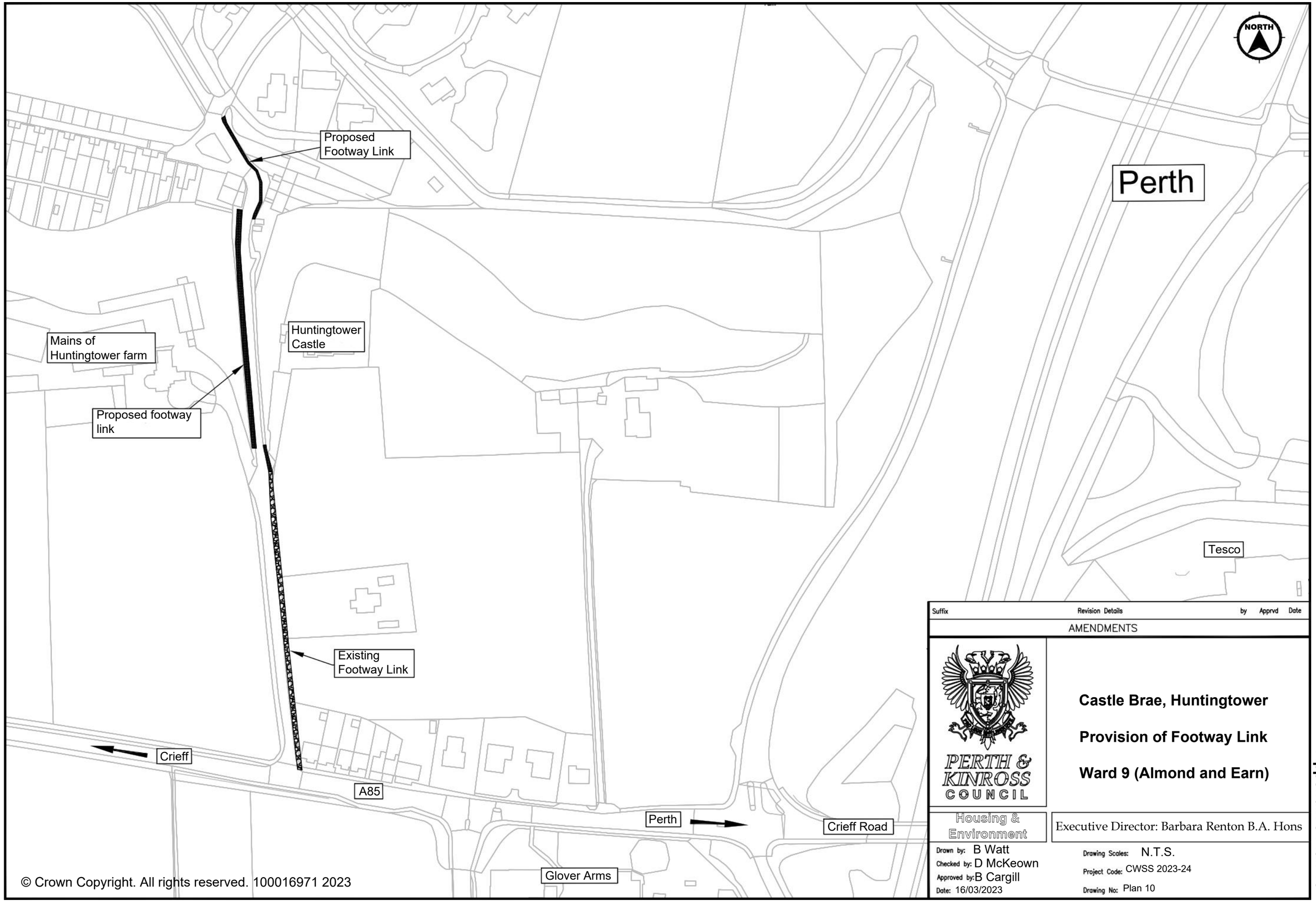
Communities

Executive Director : Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 9

Appendix 3 Plan 9



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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

PERTH & KINROSS COUNCIL

Castle Brae, Huntingtower

Provision of Footway Link

Ward 9 (Almond and Earn)

Housing & Environment

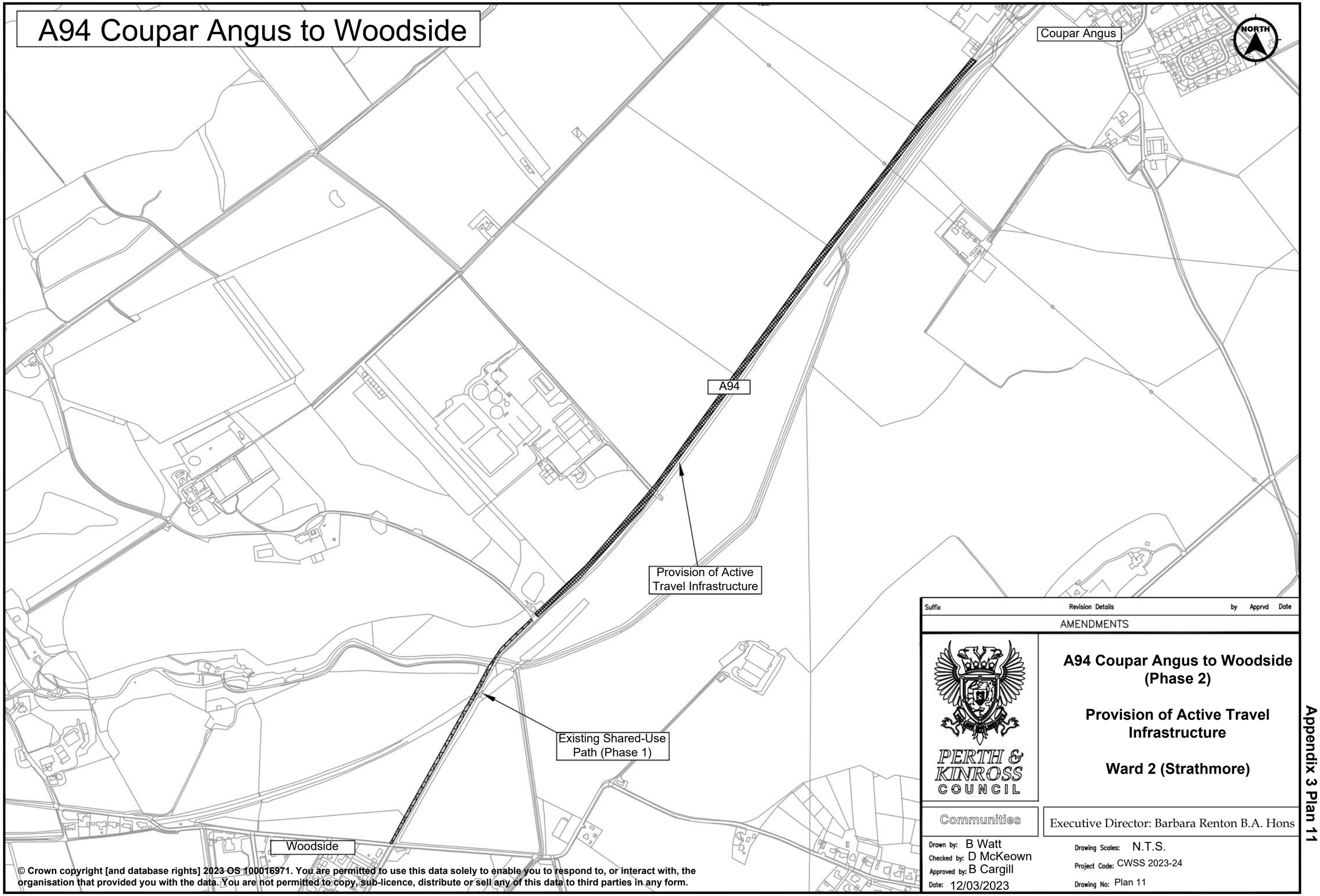
Executive Director: Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 16/03/2023

Drawing Scales: N.T.S.
Project Code: CWSS 2023-24
Drawing No: Plan 10

Appendix 3 Plan 10

A94 Coupar Angus to Woodside



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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

PERTH & KINROSS COUNCIL

A94 Coupar Angus to Woodside (Phase 2)

Provision of Active Travel Infrastructure

Ward 2 (Strathmore)

Communities

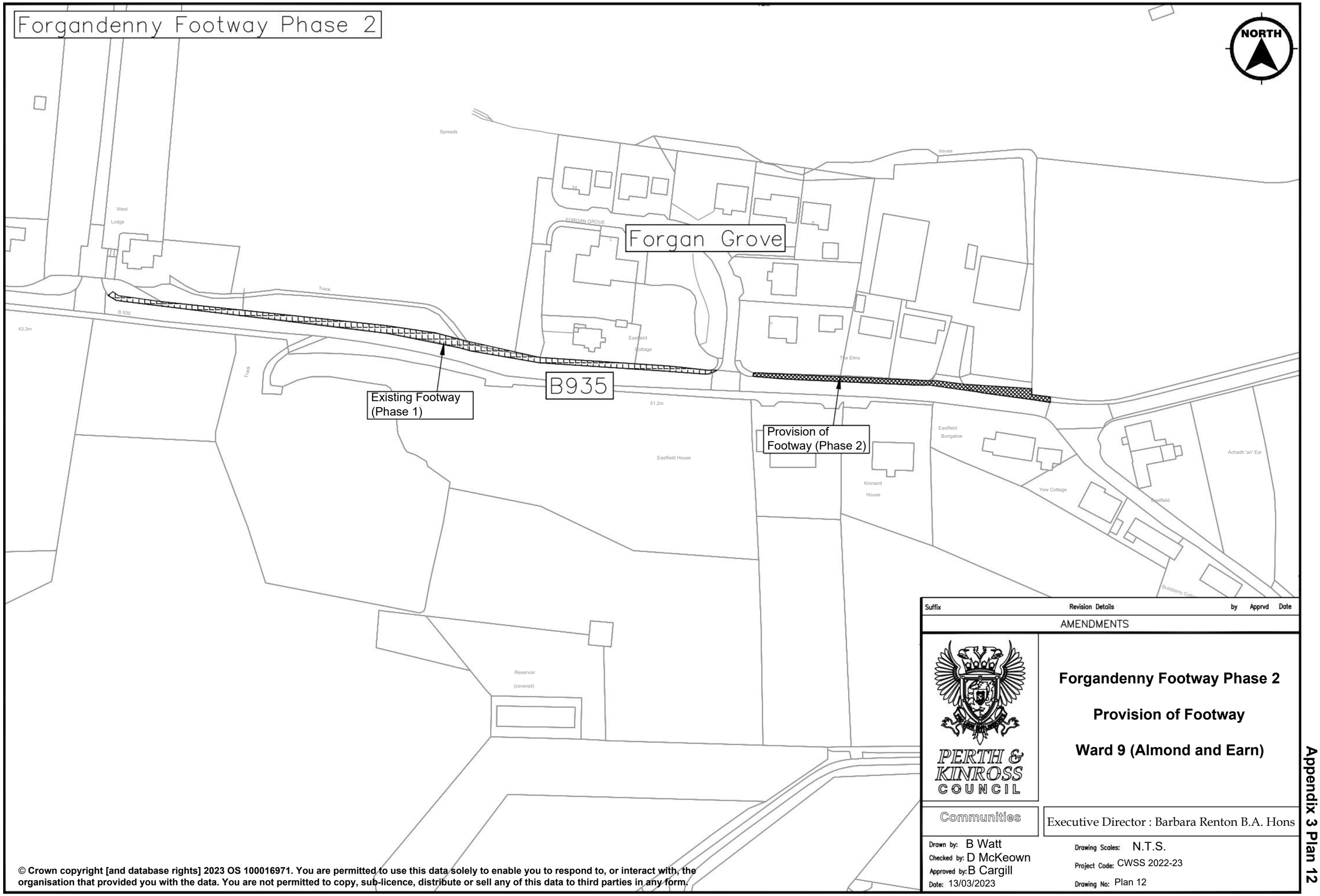
Executive Director: Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 12/03/2023

Drawing Scales: N.T.S.
Project Code: CWSS 2023-24
Drawing No: Plan 11

Appendix 3 Plan 11

Forgandenny Footway Phase 2



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

PERTH & KINROSS COUNCIL

Forgandenny Footway Phase 2

Provision of Footway

Ward 9 (Almond and Earn)

Communities

Executive Director : Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSS 2022-23
Drawing No: Plan 12

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Appendix 3 Plan 12

Junction Road, Kinross

Sainsbury

Superstore

Kinross Park and Ride

Shelter

Kinross Park and Ride

JUNCTION ROAD

Shelter

Junction Road

Provision of Sustainable Transport Hub

Station Road

Hopefield

B 918

OCHIL VIEW

DOUGLAS CRESCENT

DEVONVALE PLACE

Clash Burn

Posts

Issues

Path

120.4m

Suffix	Revision Details	by	Apprvd	Date

AMENDMENTS

PERTH & KINROSS COUNCIL

Junction Road, Kinross

Provision of Sustainable Transport Hub

Ward 8 (Kinross-shire)

Communities

Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 13/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 13

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Appendix 3 Plan 13

Sauchie Road

Provision of Footway

Ryan Place

Mill Road

Sauchie Road, Crieff

Provision of Footway

Ward 6 (Strathearn)

PERTH & KINROSS COUNCIL

Communities

Executive Director : Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 15/03/2023

Drawing Scales: N.T.S.
Project Code: CWSR 2023-24
Drawing No: Plan 14

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PERTH AND KINROSS COUNCIL

Environment Infrastructure & Economic Development Committee

29 March 2023

GYPSY/TRAVELLER SITES STANDARDS GUIDANCE NOTE,

Report by Head of Planning & Development
(Report No 23/104)

1. PURPOSE

1.1 This report summarises the background and development of non-statutory planning guidance and summarises comments received during the formal consultation carried out in 2022. The Gypsy/Travellers Site Standards Guidance Note (Appendix 1) addresses a statement in Local Development Plan 2 against policy 21: Gypsy / Traveller Sites. This said that guidance on such sites would be produced. The report seeks approval to finalise and adopt the guidance to support the Local Development plan (adopted November 2019) as non-statutory guidance.

2. RECOMMENDATIONS

2.1 It is recommended that the Committee:

- approves the Gypsy/Traveller Site Standards Guidance Note to support the implementation of Policy 21 of the Local Development Plan.

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

4.1 The Gypsy / Traveller site standards guidance note has been developed to help planning permission applicants address the requirements of Policy 21 in the Local Development Plan 2019 (LDP2). Policy 21 supports small to medium scale private sites, for both permanent and temporary use. The guidance also provides advice in one place on building standards and licensing.

4.2 Policy 21 in LDP2 protects existing sites, supports new sites and identifies 7 criteria for applicants to address. The criteria are interpretations of policies elsewhere in LDP2 as to how they apply to Gypsy/Traveller sites. Additional guidance was considered necessary to assist applicants in meeting the requirements of the policy by providing clear advice. Clear guidance is anticipated to make it more straightforward to bring forward proposals. This guidance fulfils the expectation in LDP2 that "Additional Guidance will be prepared on Gypsy/Travellers' sites."

5. PROPOSALS

5.1 The introduction sets out the site definitions used in the guidance. Section 2 provides advice and phone numbers to help with deciding when planning permission or other regulatory requirements may be needed. Section 3 sets what information should be required including how each policy criteria can be met.

5.2 The standards for each criteria aim to ensure that applications for planning permission show that sites are safe for residents and provide the facilities that are needed. This includes criteria that were asked to be included by the community themselves such as traffic safety measures and communal play or meeting areas.

5.3 Guidance is only provided for sites for permanent use and transient sites. Stopping places were not included due to the varying nature of stopping places and the potential that they do not require planning permission unless they are in use for more than 28 days in any year.

5.4 The Guidance was developed in conjunction with PAS (formerly Planning Aid Scotland, a charity that helps people navigate the planning system), officers from development management, building standards, and regulatory services. It was also informed by existing Scottish Government standards for public sites. As the community most directly affected by the guidance, discussions with the Gypsy/Traveller community to inform the final draft prior to formal consultation, with the help of Equalities, Housing and Community Learning officers.

5.5 Formal public consultation took place between 8 August and 2 October 2022. The consultation was highlighted via officers to Gypsy/Traveller community and directly through a representative liaison group. Community Councils and relevant agents were also directly invited to comment.

5.6 Supportive comments were received from two community councils with minor changes or explanations sought by one of these. The issues raised had largely been considered during development of the guidance and the explanations can be seen in the Consultation Response document (appendix 2).

5.7 Additional comments were provided by the Council's Regulatory Services. These arose during the consultation on the proposed transient site at the Food and Drink Park in North Muirton. The outline design had been informed by the draft of this site standards guidance note. Feedback sought from the Gypsy / Traveller community on the design has now helped clarify some of the proposed standards in the guidance.

National Planning Framework 4

5.8 National Planning Framework 4 (NPF4) was adopted in February 2023. Where national planning policies in NPF4 conflict with existing LDP policies, the NPF4 policy will take precedence. Paragraph 16 (d) of NPF4 policy 16: Quality Homes reads:

"Development proposals for public or private, permanent or temporary, Gypsy/Travellers sites and family yards, and Travelling Showpeople yards, including on land not specifically allocated for this use in the LDP, should be supported where a need is identified and the proposal is otherwise consistent with the plan spatial strategy and other relevant policies, including human rights and equality."

5.9 Where there is a conflict between LDP2 Policy 21 and NPF4, NPF4 takes precedence, but where LDP2 policy 21 is compatible, those sections remain valid. The following paragraphs set out the effect of NPF4 on LDP2 policy 21 and the consequences for the guidance.

5.10 NPF4 supports the creation of new sites where there is a need. In LDP2 Policy 21, there is no specified requirement for a need to be demonstrated. This introduces a new requirement. However, it is unlikely to lead to a change in burden on the applicant or change in assessment, as proposals for private sites are unlikely to come forward unless there is a need.

5.11 NPF4 does not specify a size limit on sites. LDP2 Policy 21 supports sites "…in small groupings; generally considered to be 1-10 pitches." As LDP2 policy 21 does not exclude consideration of larger sites, this section remains valid.

5.12 NPF4 requires that proposals are supported where they are consistent with the spatial strategy and other relevant policies. LDP2 Policy 21 does not introduce any criteria beyond this, as it illustrates how other LDP2 policies apply to Gypsy/Traveller site applications as set out in the table below. The criteria set out in LDP2 policy 21 and the guidance are, therefore, compatible with NPF4.

LDP2 Policy 21 / Guidance	**Other LDP2 Policies**
(a) number and nature of pitches:	1A Placemaking 52 New Development and Flooding
(b) physical character:	1 Placemaking 39 Landscape
(c) neighbouring land uses:	1 Placemaking 56 Noise Pollution
(d) essential services:	1 Placemaking 53 Water and Drainage (includes water supply) 46 Loch Leven Catchment Area. 48 Lunan Lochs Catchment Area.
(e) access and traffic:	60 Transport Standards and Accessibility Requirements
(f) safe environment:	1 Placemaking 60 Transport Standards and Accessibility Requirements
(g) generators:	1 Placemaking 56 Noise Pollution

5.13 In summary, officers are content that the guidance is compatible with NPF4 policy 16(d).

6. CONCLUSION

6.1 The Gypsy/Traveller Site Standards Guidance Note has been developed with advice from officers, PAS and the Gypsy/Traveller community themselves. The Guidance Note supports LDP2 by providing relevant advice on the interpretation of Policy 21. The guidance is compatible with National Planning Framework 4.

Authors

Name	Designation	Contact Details
Robert Wills	Planning Officer (Development Plan Team)	01738 475000 ComCommitteeReports@pkc.gov.uk
Brenda Murray	Development Plan Team Leader	

Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	17 March 2023

APPENDICES

- Appendix 1 – Gypsy / Traveller Site Standards Guidance Note
- Appendix 2 – Summary of Consultation Responses

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

All Council Services can offer a telephone translation facility.

ANNEX

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

Community Plan/Single Outcome Agreement

1.1 This guidance note supports delivery of the Perth & Kinross Community Plan/ Local Outcome Improvement Plan by supporting the priority for Physical and Mental Wellbeing. By supporting safe, sustainable sites to come forward Gypsy / Travellers will be able to continue their traditional lifestyles supporting their identify and culture.

Corporate Plan

1.2 This guidance note supports delivery of the Perth & Kinross Corporate Plan and in particular the vision of “a Perth and Kinross where everyone can live life well, free from poverty and inequality" by providing assistance for Gypsy/Travellers to bring forward proposals for sites that will help maintain their culture. By providing such assistance the guidance touches all aspects of the strategic objectives but particularly: -

(i) Reducing Poverty
(ii) Physical and Mental Wellbeing
(iii) Digital Participation
(iv) Learning and Development
(v) Employability

2. Resource Implications

Financial

2.1 None.

Workforce

2.2 None.

Asset Management (land, property, IT)

2.3 None.

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 guidance note was considered under the Council's Integrated Appraisal Toolkit. While the guidance was as resulting in minor positive impacts no significant impacts on equality were identified and the document as assessed as not relevant for the purposes of EqIA. A full EqIA was not needed.

Strategic Environmental Assessment

3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals. The guidance note was considered under the Act in consultation with Consultation authorities and screening has determined that the Gypsy Traveller Site Standards Guidance Note is unlikely to have significant environmental effects and is therefore exempt and the Consultation Authorities have been notified. The reason(s) for concluding that the PPS is unlikely to have significant environmental effects is that the guidance provides detail on policy 21 and does not in itself provide for any changes or development. The screening determination was submitted to the SEA gateway on 8 March 2022.

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. 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.

3.5 The guidance was assessed for Sustainability through the Integrated Assessment Toolkit. The document promotes sustainable development addresses climate change by promoting access to services, community safety and promoting access to local facilities through active travel.

Legal and Governance

3.6 None.

Risk

3.7 None.

4. Consultation

Internal

4.1 This guidance was developed in close collaboration with colleagues who work with the Gypsy/Traveller community. Internally, the work is a result of collaboration with officers working in planning enforcement, environmental health, building standards and transport planning. Comment was also sought from colleagues in Housing and Culture & Community Services, Equalities, and Housing Strategy.

External

4.2 The initial draft development through internal consultation was shared with PAS and the late Alan Seath, a planning agent who worked closely with Gypsy/Travellers in the Perth & Kinross area. In his capacity as a PAS volunteer, Alan was very supportive and contributed valuable advice to the development of the guidance. Separate to the draft guidance, officers working with Gypsy/Travellers were asked to discuss with the community the themes of the guidance and what standard they would expect on new sites. Gypsy Travellers at both Bobbin Mill and Greenacres participated in these conversations. The outcome of these discussions has been fundamental in shaping the guidance and the input of those participants is greatly appreciated. The final draft of the guidance was also presented to a group of representatives who hold regular meetings with the Equalities team. Community Councils and agents who had previously submitted planning applications for sites or pitches were specifically invited. Representations were received from two Community Councils who were supportive. Regulatory Services were also provided further advice, following their consultation with regards to the proposed Food and Drink Park transient site.

5. Communication

5.1 Once approved, the guidance will be uploaded to the Council website and those consulted on the draft will be notified. The adoption of the guidance will be communicated through officers and organisations that work with Gypsy/Travellers. During LDP3 engagement in 2023, the guidance will be made available to Gypsy/Travellers during engagement sessions.

2. BACKGROUND PAPERS

2.1 The following documents were referred to or relied on in developing this guidance:

- Scottish Government (2015) Improving Gypsy/Traveller sites: guidance on minimum sites standards and site tenants' core rights and responsibilities
- Scottish Government (2021) Interim Gypsy/Traveller site design guide
- PAS (2015) Gypsy/Travellers and the Scottish Planning System A Guide for Local Authorities

APPENDIX 1

Gypsy/Traveller Site Standards

Guidance Note

February 2023

1 Introduction

In Perth and Kinross there are two permanent Council owned sites at Double Dykes and Bobbin Mill, and there are also several private permanent sites. The Local Development Plan protects existing sites and supports applications for new permanent and temporary use sites. Policy 21 sets out 7 criteria that new sites should meet to help make sure that an application for a new site will meet the needs of its users. This guidance gives more detail on those requirements.

Types of Sites

Permanent Sites have permanent accommodation and pitches are privately owned or leased and available to the occupier year round. They will have utility blocks and often have permanent chalets and touring caravans.

Transit Sites are short stay sites that are available year round but are used temporarily for several weeks between long-term locations. Amenities will be more basic but sites should still provide for the health and wellbeing of residents. Sites intended to be used for an entire season should aim to have the same standard as a permanent site.

Stopping Places are temporary short stay sites which are used for short durations and may not need planning permission or a licence where there is minimal use. Requirements will vary depending on how the site will be used. Please contact development management for advice (see section 2).

LDP Policy 21: Gypsy / Travellers' Sites

Policy 21A: Existing Sites

Existing authorised Gypsy/Travellers' sites will be protected and there will be a presumption against their conversion to other uses.

Policy 21B: New Sites

The Council will assess applications for permanent sites and temporary 'short stay' sites in small groupings; generally considered to be between 1-10 pitches. Proposals for the development of a site for Gypsy/Travellers' accommodation on unallocated land will be supported provided:

(a) the Council is satisfied the **number and nature of the pitches** provided on the site is appropriate to the site size and general area;

(b) the site will not detract from the **physical character**, and there is no more than a minimal effect on the appearance of the wider area; the site is, or can be, adequately screened and landscaped;

(c) the use of the site must be environmentally compatible with, and not negatively affect or be affected by, the **neighbouring land uses**;

(d) the needs of the residents of the site, temporary or permanent, for **essential services** can be met appropriately by local facilities; these include rubbish collection, access to water and drainage;

(e) there is **satisfactory access** and the site does not generate traffic of an amount or type inappropriate for the roads in the area;

(f) the site can be adequately secured to provide a **safe environment** for the residents using the site;

(g) there is an adequate separation distance from noise receptors where **generators** are a primary source of power and connection to the grid is not possible or intended.

2 Requirements

Planning permission

Keeping a residential caravan or chalet on land needs planning permission in most instances. This means all new permanent or transit sites, or changes to existing sites, will require permission with the exception of some stopping places.

Planning permission is also required for most physical works such as making an access road, making a new or bigger pitch or building permanent structures such as amenity blocks, fences and kennels.

Please get in touch with the Council's planning department for help as to whether planning permission is required, and if it is required, we can help applicants through this process.

Email: developmentmanagement@pkc.gov.uk

Telephone: 01738 475 300.

Independent advice is also available through PAS:

www.pas.org.uk or 0300 323 7602.

Caravan site licence

Sites which have residential caravans on site all year will need a need a residential caravan licence. This can be applied for at the same time as planning permission. Transit sites that need planning permission will also need a caravan site licence.[1] Contact the Environmental Health team on es@pkc.gov.uk or 01738 476476 for more information.

Building warrant

A building warrant is not normally needed for chalets that fall within the definition of a caravan, but is required for permanent buildings like amenity blocks and for any drainage system on site including the drainage systems for caravans and chalets. This must be obtained before work can start. A building warrant is not needed for the siting of caravans. Chalets do not usually need a building warrant unless they do not fit within the definition of a caravan. The Building Standards team will be able to provide advice if unsure.

For further information on building standards:

- visit our website https://www.pkc.gov.uk/buildingstandards
- email buildingstandards@pkc.gov.uk; or
- phone 01738 475 300 and ask to speak with the duty Building Standards Surveyor.

1 See www.pkc.gov.uk/article/15600/Licence-caravan-site.

3 Site Standards

The Council will support applications to develop land into permanent or transit sites for Gypsy/Travellers. The land does not need to be identified in the Local Development Plan and no evidence of need is required.

Smaller sites may be easier to find, develop and manage and the planning policy supports sites of up to 10 pitches.

All proposals should include a layout plan showing the site and access, where the pitches will be and any common areas or facilities. This should show the location of the principal caravan or chalet, parking for touring caravans and amenity blocks or other buildings on each pitch

Proposals should describe or show how the standards in this guidance are met.

A. Number and Nature of Pitches

Permanent Sites

- The size of the pitches on a site should meet the needs of all residents and should generally be a similar size.
- There should be space on site for an amenity block or dayroom on each pitch, a chalet or principal caravan, and space to park at least one touring caravan and two cars or light commercial vehicles.
- There should also be some space for storage or a kennel available.
- There should be enough room for people and vehicles to move around safely including space to manouevre caravans.
- Shared space for children to meet and play safely should be identified. Communal space or a building for all to meet should also be considered on larger sites.
- Sites should not be located in areas of high flood risk.

Transit Sites

- The size of the pitches on a site need to meet the needs of residents.
- Pitches need to have a strong enough hardstanding to support caravans, cars and vans.
- Each pitch should provide for one or two touring caravan(s), two car parking spaces and space for people and vehicles to move around safely.
- On site or safe access to recreation area for children and pets should be identified where possible.
- It should be easy to see where the edges of a pitch are to make sure they are safe.
- Sites should not be located in areas of high flood risk.
- The number of pitches should allow for one travelling group at a time.

B. Physical Character

Permanent Sites

- Sites near buildings or where there are trees or hedges will have less impact on the landscape.
- Entrance gates and walls or fences next to the road should fit in with the local character.
- If walls and fences are used around a site, these can be softened with the choice of materials or colour.
- In open locations, planting on the outside boundary of a site will help the site fit with the landscape, provide privacy and support nature.
- Green spaces within the site are encouraged to promote wellbeing, and can be used to retain fire safety separation.

Transit Sites

- Pitches set back from road sides will soften impacts and provide safety.
- Existing shrubs, trees or hedges, or where possible planting of more vegetation on the boundary and between pitches will help provide screening, privacy and safeguard fire safety separation.
- Consider how the pitches are laid out to support a communal feel and increase security

C. Neighbouring Land Uses

Permanent Sites

- Sites are best located where they will not be affected by noise or overlooked by neighbours.
- Sites are best located away from industrial uses or very busy roads
- Pitch layout can minimise noise and privacy concerns with neighbours.

Transit Sites

- Landscaping and planting can provide privacy.
- Sites should not be next to industrial uses and far enough away from very busy roads to minimise noise and safety concerns.

D. Essential Services

Permanent Sites

- Sites should be located where it is possible to reach schools, shops, recreation and medical services by walking or public transport.
- Unless provided in chalets, each pitch must have an amenity block or day room with a hot and cold water supply, toilet, bathing, laundry and kitchen facilities suitable for the size of the pitch. A communal amenity block may be appropriate for small sites and should be the right size for the number of people using it.
- Electricity with meters should be provided to each pitch. Extra power points will help provide for visitors.
- Private water supplies must be safe to drink and may need to be registered with, and monitored by, the Council.[1]
- Sites should be connected to public waste water treatment where available. Where not available a private waste water treatment will be needed. Full details of this will need to be submitted with a planning application and will require a licence from SEPA. In Kinross-shire and near Dunkeld there are extra requirements for drainage to protect the environment. There is specific guidance on this on the Council website.
- Rain water must be able to drain away naturally and sites must be able to cope with heavy rainfall and not at risk of flooding. Chalets and amenity blocks should have rainwater gutters, flashing and downpipes draining to a sustainable drainage system.
- A central rubbish and recycling point that is easy for all residents to access, and that can be accessed by a bin lorry should be provided.

Transit Sites

- At a minimum, transit sites should have:
  - a portable toilet for each pitch.
  - An electricity point and cold water supply which comply with regulations.
- Where possible and subject to the size of the site, the following should be provided:
  - washing and drying facilities
  - a sewerage disposal point
  - onsite wifi
- Rain water must be able to drain away naturally including in heavy rainfall or a sustainable drainage system may be required.
- An area for rubbish and recycling collection should be provided, with collection discussed with the Council.
- As relevant to the site specific circumstances an on-site presence or a notice board with contact details.

1 See www.pkc.gov.uk/article/17905/Private-water-supply

E. Access and Traffic

Permanent Sites

- Sites should be easy to reach from main roads.
- The entrance(s) to a site should be safe, suitable for caravans, with good visibility. Council transport planners can advise.
- Separate safe pedestrian access to the site must all be provided
- Access to pitches within the site should be safe and directly off the main access and not through other pitches.
- Site design should ensure traffic moves slowly through the site.
- Visitor parking of 1 place per 4 pitches should be provided.

Transit Sites

- Sites should be easy and safe to get in and out of especially from main roads.
- The entrance to a site should be safe with good visibility and can be discussed with the Council transport planners.
- Safe off-road access should also be provided for pedestrians.
- Internal roads must be wide enough to allow emergency service access.

F. Safe Environment

Permanent Sites

- Emergency services must always be able to access sites with wide enough roads and signs to hydrants and access points.
- Sites should be designed to help vehicles and pedestrians move safely within the site including through the use of footways and speed bumps and one way systems.
- Low level or movement activated lighting can help make public areas and roads safer without affecting the rural night sky.

Transit Sites

- Fences around the site will help provide safety.
- The site should be able to be made secure when the site is not being used.
- Sites should be designed to help vehicles and pedestrians move safely within the site including through the footways, speed bumps and one-way systems.
- Emergency services must always be able to access sites with wide enough roads and signs to hydrants and access points.

G. Generators

Permanent Sites

- A connection to mains electricity should be provided to the principal caravan or chalet at a minimum wherever possible.
- Where connection to the grid is not immediately possible generators may be used as a temporary solution.
- Generators should be placed where they do not cause a nuisance to neighbours, and should be acoustically enclosed.

Transit Sites

- A connection to mains electricity should be provided
- Generators may be required for additional or temporary use.
- Generators should be located so as not cause a nuisance to other neighbours and where possible be acoustically enclosed.

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

All Council Services can offer a telephone translation

www.pkc.gov.uk DevelopmentPlan@pkc.gov.uk

APPENDIX 2

CONSULTATION RESPONSE

Gypsy / Traveller Site Standards: guidance note

Consulted: 8 August 2022 to 2 October 2022

Development Plans Team

Officer: Robert Wills

Section	Comment Summary	Received From	PKC Officer Response	Change Made to Guidance
GENERAL				
The guidance notes are very clear and concise. Covering health and wellbeing concerns very well.		Crieff Community Council	Noted.	None required.
Enquires whether existing sites will be brought up to standard.		Fossoway and District Community Council	Existing private sites with existing permissions are subject to the details of their own permissions at the time they were granted.	None required
Guidance covers almost all bases and is general enough to allow for flexibility. Suggestions provided from recent experience of transit sites		PKC Regulatory Services	Noted.	None required
1 INTRODUCTION				
Suggest including definition of “short stay”		Fossoway and District Community Council	Agreed that the use of short stay would be more helpful if reviewed and defined. Policy 21 refers to “permanent sites and temporary ‘short stay’ sites” without defining short stay. A purposive interpretation suggests that temporary and short stay are interchangeable. The policy is more correctly interpreted as permanent use sites and temporary use sites. Stopping places are more likely to be truly temporary short stay sites, and would not be expected to come forward for planning permission (although would be supported). Evidence indicates that transit sites are likely to be used for around 6 weeks while stopping places will be used for up to 2 weeks but definitions are unhelpful as circumstances will vary as to the suitability of a site.	Short stay for the purposes of stopping places is reworded to “a few days at a time”. Setting out in the different requirements for planning in full would require the definition of the Caravan Act 1961 which is best discussed with the applicant.

Section	Comment Summary	Received From	PKC Officer Response	Change Made to Guidance
Request inclusion of standards for multi-use sites		Fossoway and District Community Council	Multi-use sites (with both temporary and permanent provision) have been advised by the travelling community as not something they prefer due to potential for conflicting interests between permanent and temporary residents.	None required.
Guidance does not address standards for stopping places		Fossoway and District Community Council	Stopping places do not generally need planning permission and as such are not covered by planning policy. Where planning permission is required it will be very much a matter of degree of use as to what is expected on the site – the degree of permanence on a site seeking planning permission would likely qualify it as a transit site.	Reworded to make clear that requirements on a stopping place will depend on the use of the site – and the applicant is asked to ask development management for advice.
2 REQUIREMENTS				
Welcome guidance on requirements for both planning and licences / permits.		Fossoway and District Community Council	Noted.	None required.
3 SITE STANDARDS				
3A Number and Nature of Pitches: Transit				
Number of pitches being considered could be mentioned with possible conflicts taken into account		PKC Regulatory Services	As this guidance is for private sites it is unlikely that large sites will come forward but a precautionary statement may be necessary.	Amended to state “the number of pitches should allow for one travelling group at a time”
3B Physical Character: Transit				
1.Intra-site privacy could also be taken into account to provide separation between different groups of Gypsy/Travellers. 2. It may also be beneficial to mention the shape of the site. For example, Gypsy/Traveller groups have indicated that horseshoe shaped sites are preferred for security issues and a community-centric feel.		PKC Regulatory Services	1. Agreed. 2. Agreed.	1.Reference to privacy in this section adjusted to emphasise both outwith and within site. 2. reference to consideration to layout of pitches for community and safety added.

3D Essential Services: Transit			
1. Some form of semi-permanent presence and/or contact details available for groups to contact/discuss things with. Be this contact details on a board or a physical presence would obviously be site specific. 2. Recreation area/land for children/animals (ie. grassland, designated area away from road). 3. Washing and/or drying facilities 4. At minimum, a communal electricity point. 5. On-site technology such as WiFi should also be considered.	PKC Regulatory Services	1. Agreed 2,3. Recreation area, and washing and drying area, to be required where possible as this may be disproportionate to the site. 4. Electricity point was already a requirement under "generators" but can be repeated here. 5. Digital connectivity is important and again considered within the context of the site.	As per Officer Response
3E Access and Traffic			
Scope for pedestrian access/egress for those (such as G/T women) who may not have a desire/ability to drive. Also for general site safety - pavements, etc.	PKC Regulatory Services	Safe pedestrian access is relevant for both permanent and transit sites	Safe pedestrian access added to 3E. movement within the site addressed under 3F.
3F A Safe Environment			
1.Speed bumps for on-site vehicle safety should be considered 2. One way systems should be considered	PKC Regulatory Services	Previously guidance required that people and vehicles be able to move around safely. Specific points here are valid	Both points (and reference to pavements under 3E) added as examples for both permanent and transit sites.

PERTH AND KINROSS COUNCIL

Environmental, Infrastructure and Economic Development Committee

29 March 2023

MOBILITY STRATEGY MAIN ISSUES REPORT

Report by Head of Planning and Development
(Report No. 23/105)

1. PURPOSE

1.1 The purpose of the report is to seek approval for the Mobility Strategy Main Issues Report for use towards early-stage consultation (Appendix 1).

1.2 It also provides the Mobility Strategy project plan, which is summarised in the report below.

2. RECOMMENDATION

2.1 It is recommended that the Environmental, Infrastructure and Economic Development Committee:

- approves the content of the Mobility Strategy Main Issues Report (Appendix 1), along with the Mobility Strategy project plan.
- notes that feedback from the Main Issues Report and Big Place Conversation will be collated, summarised and presented within the draft Mobility Strategy for approval in 2024.

3. STRUCTURE OF REPORT

3.1 This report is structured over the following sections:

- Section 4 – Background
- Section 5 – Context
- Section 6 – Main Issues
- Section 7 – Engagement
- Section 8 – Conclusion
- Appendices

4. BACKGROUND

4.1 Perth & Kinross's Corporate Plan 2022-27 (Report No. 22/311 refers) includes a list of local, regional and national strategies and plans which set out the context for how we deliver the priorities contained in the Corporate Plan. A Mobility Strategy has been identified as a key strategy in delivering two Corporate Plan priorities: tackling climate change; and a stronger and greener economy.

4.2 The Mobility Strategy is one of three place-based strategies which shape how places develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan. All three strategies aim to deliver Perth & Kinross Council's Corporate Plan vision, by achieving places *where everyone can live life well free from poverty and inequalities*. These three place-based strategies are visualised in Figure 1, along with their corresponding national strategies.

Figure 1 - Place based strategies

4.3 In addition, of specific relevance, Perth & Kinross Council's Climate Change Strategy and Action Plan (December 2021) identified six overarching principles that will shape the Council's long term approach to Climate Change. The first key principle focuses on achieving a net zero Perth and Kinross, aligned with Scottish Government targets. This identified the need to develop a Mobility Strategy to deliver the best return on investment in the Council's journey to net zero.

4.4 The National Transport Strategy 2 (February 2020) sets out an ambitious vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing. It is proposed that Perth & Kinross Council's Mobility Strategy adopts these key priorities, ensuring they are fundamental to the development and delivery of the strategy.

4.5 Perth & Kinross Council has started to develop a Mobility Strategy, focusing on the movement of people and goods. The Mobility Strategy is intended to set the direction for the Council's approach. It will also help coordinate the

delivery of transport projects whilst also providing support for external funding applications.

5. CONTEXT

5.1 The Mobility Strategy, more narrowly known as a local transport strategy, will set out Perth & Kinross Council's vision for managing and developing the transport and active travel network over a minimum period of 10 years. The Mobility Strategy will consider all modes of transport for the movement of people and goods across Perth and Kinross's rural and urban settings, to help achieve national targets and local objectives. The Mobility Strategy will respond to the climate change agenda and other drivers of change at this time.

5.2 The strategy will also consider the impact on the transport networks and to people's travel patterns of emerging technologies, digital services, housing, inclusion, poverty, health, climate adaptation, economic growth, air quality and place making.

5.3 The Mobility Strategy will follow Transport Scotland's appraisal guidance (Scottish Transport Appraisal Guidance – STAG). This will help articulate Perth and Kinross' strategy for our transport network for the future and give funding partners confidence of our commitment to achieving national targets.

5.4 A clear and simple 3 stage approach will be used to produce milestones and timelines as well as prepare for both the short and long-term delivery of the Mobility Strategy.

Stage 1 – Main Issues Report - Complete (Appendix 1)
Stage 2 – Develop Consultation Draft Strategy – by Spring 2024
Stage 3 – Finalising the Mobility Strategy – Complete by Late 2024

6. MAIN ISSUES

6.1 The appended Main Issues Report (MIR) covers stage 1 of Perth & Kinross Council's 3 stage approach in delivering the Mobility Strategy. The MIR considers readily available data and evidence to identify challenges and opportunities across Perth & Kinross Council's transport network, to inform public consultation. Feedback from the public consultation, alongside the MIR, will allow us to fully understand issues and opportunities across our existing transport network.

6.2 The MIR is broken down into the following sections:

- 1 Introduction
- 2 Nature of the Region
- 3 Transport Network Problems and Opportunities
  - 3.1 Inequalities Across PKC
  - 3.2 Climate Action Priorities
  - 3.3 Health and Wellbeing Priorities
  - 3.4 Inclusive Economic Growth

- 3.5 Summary of Existing Problems and Opportunities
- 4 Public Engagement

7. ENGAGEMENT

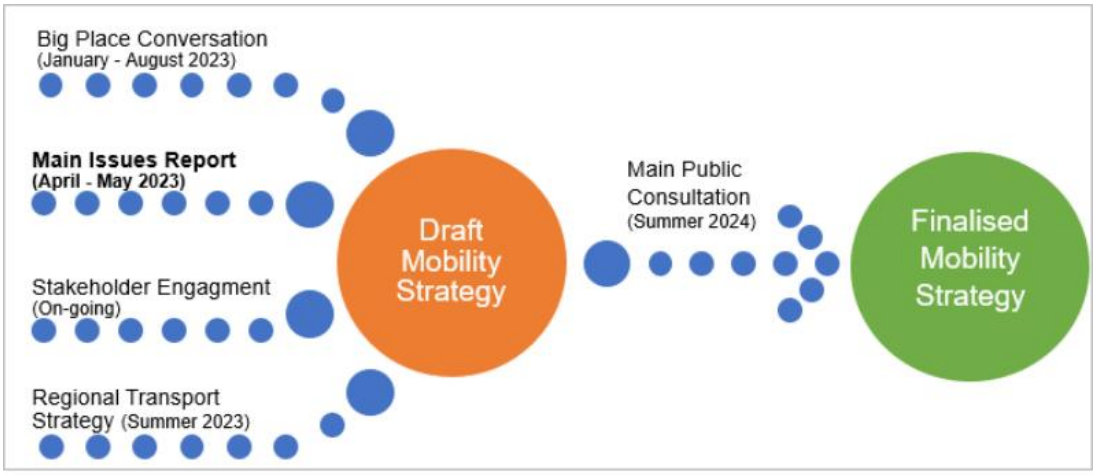

Figure 2 - Mobility Strategy engagement

7.1 The MIR will be used for public consultation, as one of many exercises used to engage with public, private and third sector stakeholders as illustrated in **Error! Reference source not found.**.

7.2 The MIR will be made publicly available for 6 weeks on Perth & Kinross Council's Consultation Hub. This will allow people to comment on it and provide their own opinion and experience of the transport network.

7.3 A joint approach between Local Development Plan 3 and Mobility Strategy consultation is being delivered to engage with businesses and communities through The Big Place Conversation, as approved by the Environment, Infrastructure and Economic Development Committee on 16 November 2022.

7.4 Stakeholders will continue to be engaged throughout the process to allow for an informed strategy.

8. CONCLUSION

8.1 Following consultation on the Main Issues Report, both the report and collated feedback will be used to inform the emerging draft strategy. Feedback from the Main Issues Report and Big Place Conversation will be collated, summarised and presented within the draft Mobility Strategy in 2024.

Authors

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Ben Wilson	Service Manager, Planning & Housing Strategy	

Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	17 March 2023

APPENDICES

- Appendix 1 – Mobility Strategy Main Issues Report

ANNEX

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

Community Plan

1.1 Perth and Kinross Community Plan sets out priorities particularly relevant to the Mobility Strategy, such as:

(i) Reducing Poverty
(ii) Physical and Mental Wellbeing
(iii) Digital Participation
(iv) Learning and Development
(v) Employability

Corporate Plan

1.2 The Mobility Strategy reflects the Council's Corporate Plan objectives and therefore the proposal in this report would directly contribute to the achievement of the priorities:

(i) Children and young people grow up safe, respected, well-educated, and confident in their ability to realise their full potential;
(ii) People and businesses are increasingly able to prosper in a local economy which support low carbon ambitions and offers opportunities for all;

(iii) People can achieve their best physical and mental health and have access to quality care and support when they need it;
(iv) Communities are resilient and physically, digital and socially connected;
(v) Perth and Kinross is a safe and vibrant place, mitigating the impact of climate and environmental change for this and future generations.

2. Resource Implications

Financial

2.1 There are no direct financial implications regarding this report. However, it is anticipated that consultancy work will be required to inform the Mobility Strategy and actions will be met through existing budgets, making use of external funding opportunities where possible.

2.2 The Mobility Strategy will have future resource implications that is to be reported to future committees.

Workforce

2.3 There are no direct workforce implications regarding this report. Project staff resourcing is being provided through existing posts and budgets.

Asset Management (land, property, IT)

2.4 There are no direct asset management implications regarding this report.

3. Assessments

3.1 The Mobility Strategy will consider appropriate impact assessments using the Council's new Integrated Assessment Toolkit.

3.2 The Mobility Strategy is currently being scoped for a Strategic Environmental Assessment (SEA).

Legal and Governance

3.3 There are no direct legal implications in this report.

Risk

3.4 Risks associated with the delivery of the Mobility Strategy is identified within a project risk register.

4. Consultation

External

4.1 **Error! Reference source not found.** visualises the different exercises used to engage with stakeholders throughout the development of the Mobility Strategy.

Internal

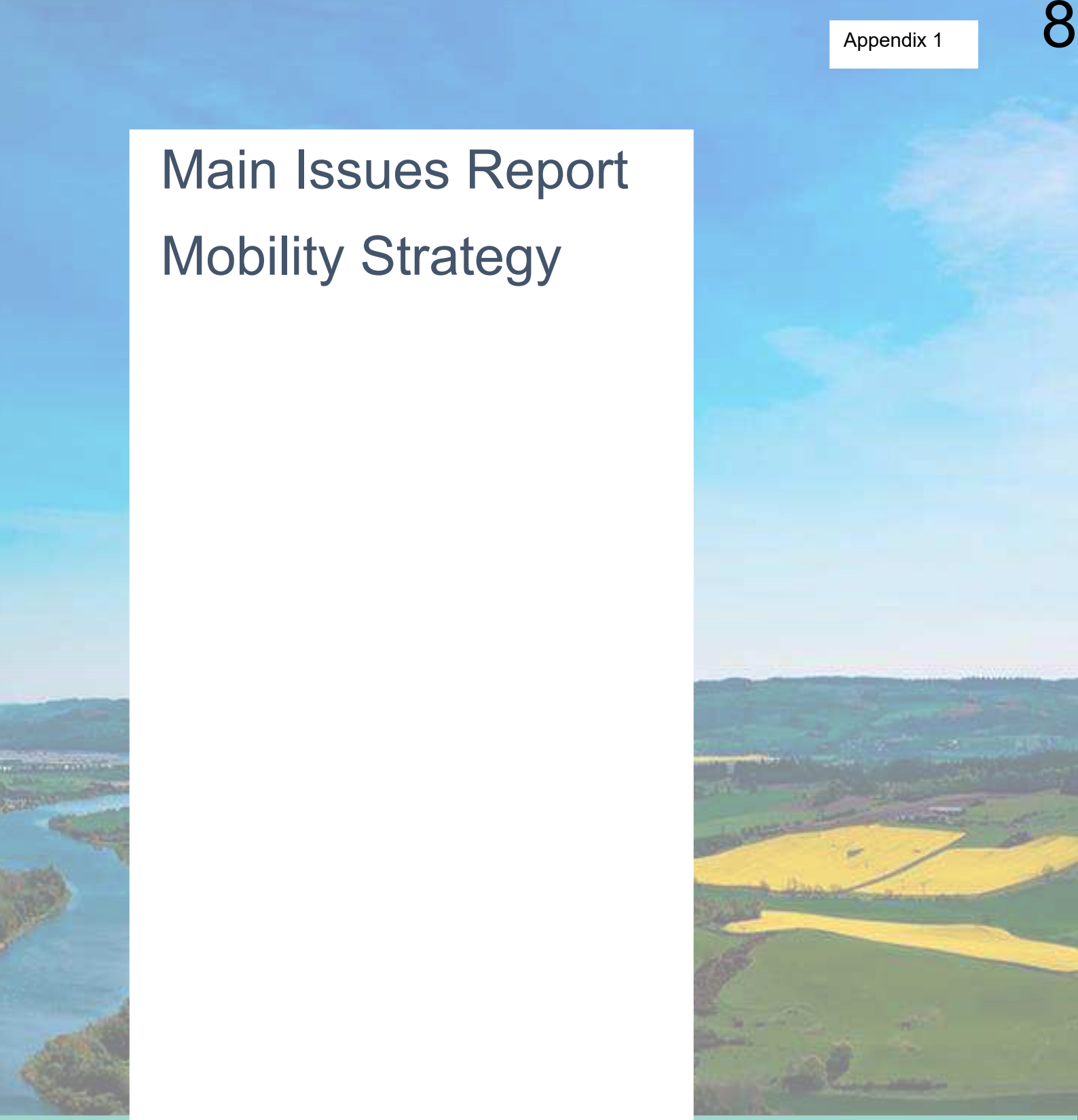
4.2 Internal engagement between council officers plays a key role in developing the strategy,this collaboration is governed through Perth & Kinross Council's Mobility Board.

5. Communication

5.1 A Communication Plan is under development to support the Mobility Strategy, the Local Housing Strategy and Local Development Plan and other planning policy.

2. BACKGROUND PAPERS

2.1 All documents that have been relied on in preparing the report are already referenced within the main body of the report.



Main Issues Report

Mobility Strategy

Date: 15/02/2023

Author: Elliot Williamson, Mobility Board

Department: Perth & Kinross Council
Transportation and Development

Revision: Draft

PERTH & KINROSS COUNCIL

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1 Introduction

1.1 Why Write a Mobility Strategy?

Perth & Kinross Council's Corporate Plan 2022-27 (December 2022) includes a list of local, regional and national strategies and plans which set out the context for how we deliver the priorities contained in the Corporate Plan. A Mobility Strategy has been identified as a key strategy in delivering two Corporate Plan priorities: tackling climate change; and a stronger and greener economy.

The Mobility Strategy is one of three place-based strategies which shape how places develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan. All three strategies aim to deliver Perth & Kinross Council's Corporate Plan vision, by achieving places *where everyone can live life well free from poverty and inequalities*. These three place-based strategies are visualised in Figure 1, along with their corresponding national strategies.

Figure 1 - Place based strategies

In addition, of specific relevance, Perth & Kinross Council's Climate Change Strategy and Action Plan (December 2021) identified six overarching principles that will shape the Council's long term approach to Climate Change. The first key principle focuses on achieving a net zero Perth and Kinross, aligned with Scottish Government targets. This identified the need to develop a Mobility Strategy to deliver the best return on investment in the Council's journey to net zero.

The National Transport Strategy 2 (February 2020) sets out an ambitious vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing. It is proposed that Perth & Kinross Council's Mobility Strategy adopts these key priorities, ensuring they are fundamental to the development and delivery of the strategy.

Perth & Kinross Council has started to develop a Mobility Strategy, focusing on the movement of people and goods. The Mobility Strategy is intended to set the direction for the Council's approach. It will also help coordinate the delivery of transport projects whilst also providing support for external funding applications.

1.2 What is the Mobility Strategy?

The Mobility Strategy, more narrowly known as a local transport strategy, will set out Perth & Kinross Council's vision for managing and developing the transport and active travel network over a minimum period of 10 years. The Mobility Strategy will consider all modes of transport for the movement of people and goods across Perth and Kinross's rural and urban settings, to help achieve national targets and local objectives. The Mobility Strategy will respond to the climate change agenda and other drivers of change at this time.

The strategy will also consider the impact on the transport networks and people's travel patterns and behaviours of emerging technologies, digital services, housing, inclusion, poverty, health, climate adaption, economic growth, air quality and place making.

The Mobility Strategy will follow Transport Scotland's appraisal guidance (Scottish Transport Appraisal Guidance – STAG). This will help articulate Perth and Kinross' strategy for our transport network for the future and give funding partners confidence in our commitment to achieving national targets.

1.3 Key Stages

A clear and simple 3-stage approach will be used to deliver the Mobility Strategy. Figure 2 visualises how each stage aligns with stakeholder engagement.

Stage 1 – Main Issues Report - Complete by Spring 2023
Stage 2 – Develop Draft Strategy – by Spring 2024
Stage 3 – Finalising the Mobility Strategy – Complete by late 2024

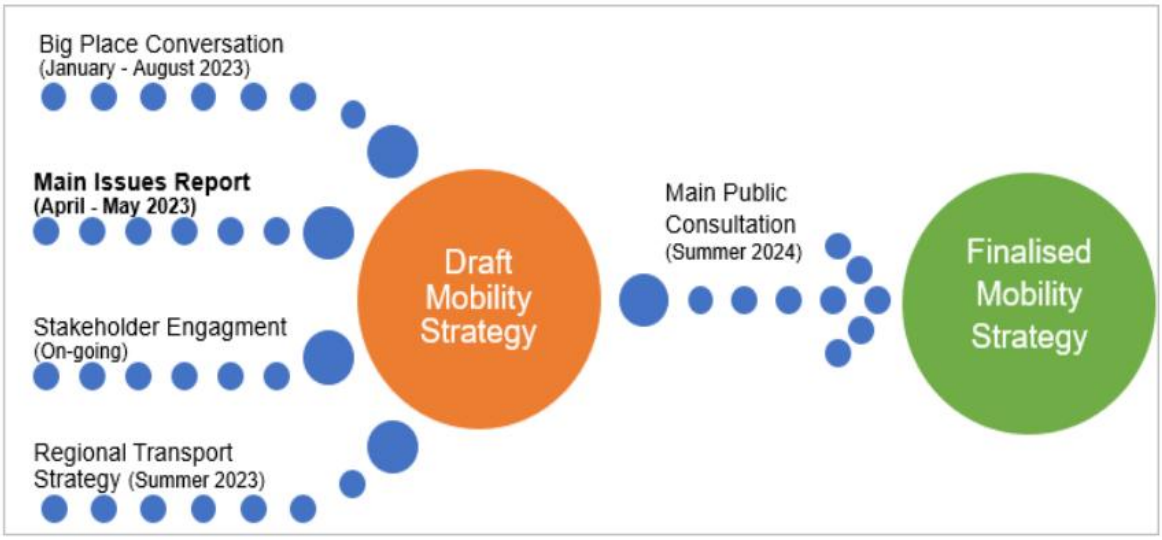


Figure 2 – Mobility Strategy stakeholder engagement

1.4 What is the Main Issues Report?

The Main Issues Report covers stage 1 of Perth & Kinross Council's 3-stage approach to delivering the Mobility Strategy. This involves identifying problems and opportunities across Perth & Kinross Council's transport network in line with Scottish Transport Appraisal Guidance (STAG)[1].

The Main Issues Report will allow for evidence based objectives to inform the Mobility Strategy. These objectives will be used to appraise options when developing the strategic action plan.

[1] Scottish Transport Appraisal Guidance - Managers Guide | Transport Scotland

1.5 Alignment with National, Regional, and Local Strategies and Policies

The Mobility Strategy aims to support a variety of national, regional, and local strategies and policies, as listed in Table 1.

Table 1: Strategies and Policies

Title and Hyperlink	Category
National	
National Transport Strategy 2	Transport
Strategic Transport Projects Review 2	Transport
Scotland Cycling Framework	Transport
Scotland's Road Safety Framework to 2030	Transport
National Planning Framework 4	Spatial Planning
Scotland Climate Change Plan 2018–2032	Climate Change
A Scotland where everybody thrives - Public Health	Public Health
Cleaner Air for Scotland 2	Public Health (Air Quality)
Scotland's public health priorities	Public Health
Fairer Scotland Action Plan	Poverty and Inequality
Regional	
Regional Transport Strategy	Transport
Regional EV Strategy	Transport
Tactran – Bus Partnership Fund	Transport
The Tay Cities Deal	Spatial Planning
Local	
Perth Transport Futures	Transport
Perth People Place	Transport
Perth-Cycle-Network-masterplan	Transport
Core Paths Plan	Transport
Perth and Kinross Active Travel Strategy	Transport
Perth LDP2	Spatial Planning
Perth West	Economic Development/Spatial
Cairngorms LDP	Spatial Planning
Cairngorms National Park Partnership Plan	Partnership Plan
PKC - Local Housing Strategy	Housing
Perth AQAP	Air Quality
PKC - Climate Change Strategy and Action Plan	Climate Change
PKC Corporate Action Plan (Link TBC)	Corporate
Tay Flood Risk Management Plan	Flooding
Crieff AQAP	Air Quality
PKC Community Plan (LOIP)	Community

From Table 1, here are several key objectives, priorities, and targets which the Mobility Strategy will help support the delivery of:

National Transport Strategy 2 Priorities:

- Reduce inequalities
- Take climate action
- Help deliver inclusive economic growth
- Improve our health and wellbeing

Scotland Climate Change Plan 2018–2032

- Net zero by 2045
- Reduce car kilometres by 20% by 2030

Fairer Scotland Action Plan

- A fairer Scotland for all
- Ending child poverty
- A strong start for all young people
- Fairer working lives
- A thriving third age

Scotland's public health priorities

- Live in vibrant, healthy and safe places and communities
- Have good mental wellbeing
- Have a sustainable, inclusive economy with equality of outcomes for all
- Eat well, have a healthy weight and are physically active

Scotland's Road Safety Framework to 2030

- 50% reduction in people killed and seriously injured (relative to the 2014-2018 average)

National Planning Framework 4

- Sustainable places
- Liveable places
- Productive places

2 Nature of the Region

Perth & Kinross Council is 1 of 32 Local Authorities across Scotland, bordering Aberdeenshire, Angus, Argyll and Bute, Clackmannanshire, Dundee, Fife, Highland and Stirling Council areas. Perth and Kinross is home to 151,910 residents with a geographical area of 5,286 km^2. Over the next 10 years (2018-2028), Perth & Kinross has a projected population net increase of 1%[2].

Perth city, located on the banks of the River Tay, as shown in Figure 3, has a population of 47,220 with a recent small decline of 0.38% since 2016[3].

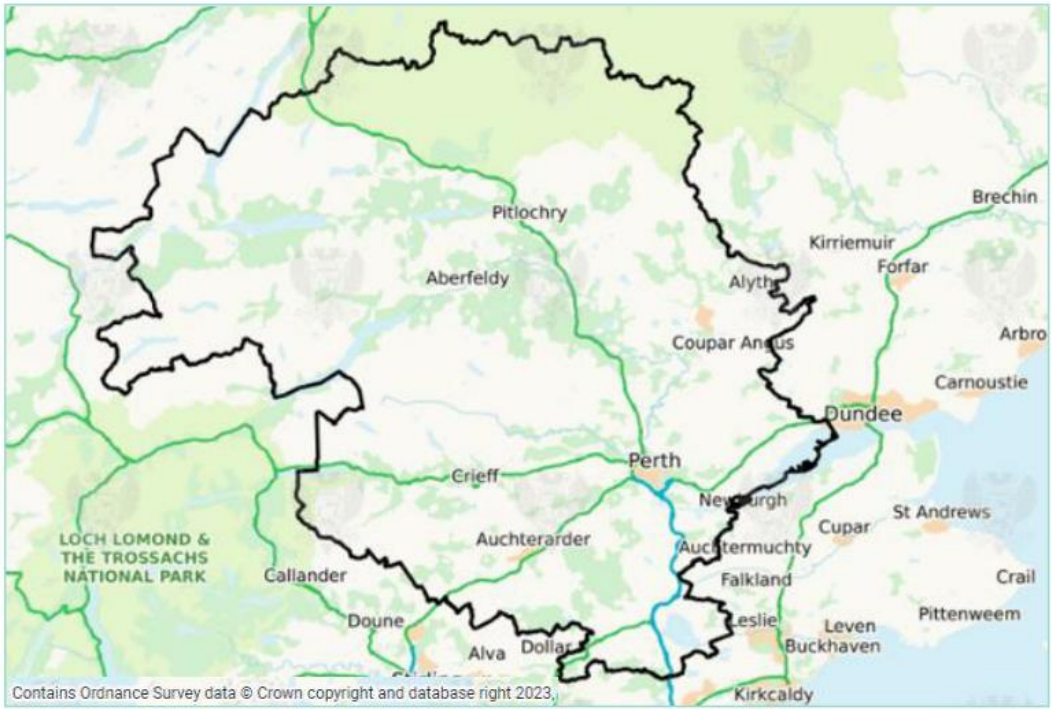


Figure 3 –Perth and Kinross area

The Perth and Kinross area is predominantly rural with a population split of 67.8%/32.4% Rural/Urban[4]. Using the Scottish Government's 6-fold Urban Rural categorization, a detailed population breakdown is as follows:

Table 2: Local Authority	Large Urban Areas	Other Urban Areas	Accessible Small Towns	Remote Small Towns	Accessible Rural	Remote Rural
Perth & Kinross	1.2%	31.2%	11%	10.9%	35%	10.9%

[2] Perth and Kinross Council Area Profile (nrscotland.gov.uk)
[3] Perth (Perth and Kinross, Scotland, United Kingdom) - Population Statistics, Charts, Map, Location, Weather and Web Information (citypopulation.de)
[4] Scottish Government Urban Rural Classification 2020 - gov.scot (www.gov.scot)

2.1 Travel Demands & Mode of Travel

Perth and Kinross Road Traffic

Figure 4 represents the annual vehicle mileage across Perth and Kinross[5]. The 2020 slump was due to the COVID-19 global pandemic, however, rates are already returning to original trends. Figure 4 demonstrates that to achieve a 20% reduction in car kilometres, represented by the green line, nearly 30 years of growing car demand would need to be reversed.

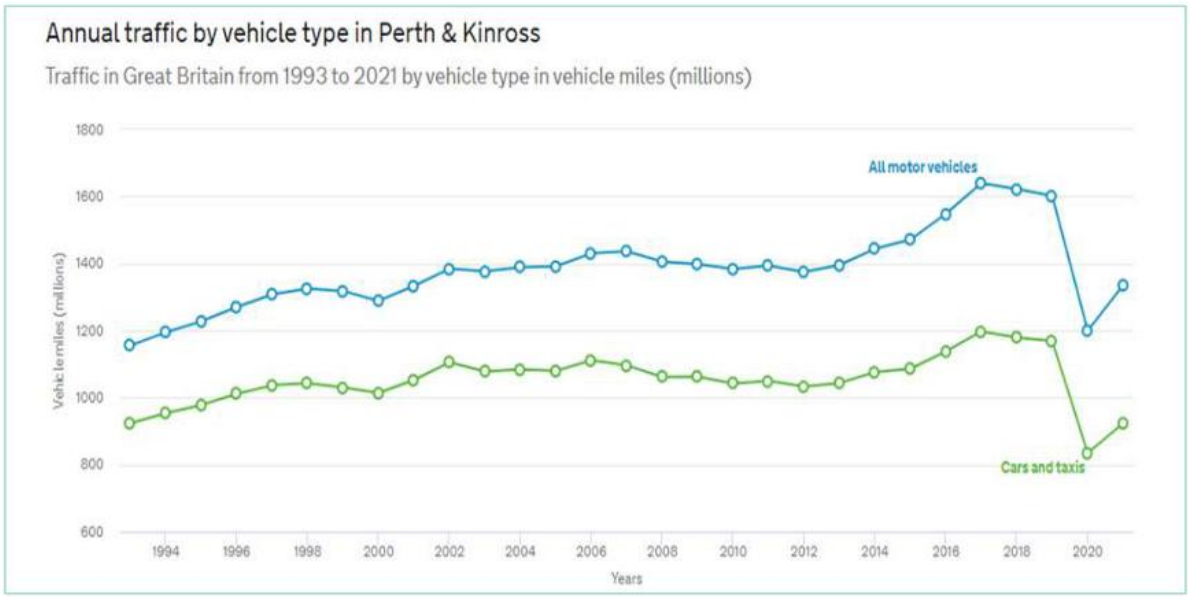


Figure 4 – Department of Transport, Perth and Kinross traffic

Perth and Kinross Car Kilometres

Perth and Kinross's population has a car kilometre average of 12,547km per person per year. This is above Scotland's national average of 6,723km per person per year[6]. Stirling Council area has a comparatively high car kilometre average of 11,055km per person, both areas are strategically located on Scotland's trunk road network, with Angus Council area only 7,512km per person.

Identifying the length and occurrence of these individual trips shows the significant impact long journey trips have on Perth and Kinross's total car kilometres, as shown in Table 3.

Table 3: Length of Trips	**% Of Trips**		**Total Km's**	
Trips within Perth and Kinross	<10km	>10km	<10km	>10km
	69%	31%	18%	**82%**

[5] Road traffic statistics - Local authority: Perth & Kinross
[6] Annex: Reducing car use for a healthier, fairer, and greener Scotland - Transport Scotland

Perth and Kinross Main Mode of Travel

Figure 5[7] identifies the main mode of travel across Perth and Kinross. This data does not consider the length of each journey. Figure 5 identifies that certain modes of transport are underutilised across Perth and Kinross, particularly cycling and rail, compared to Scottish national averages.

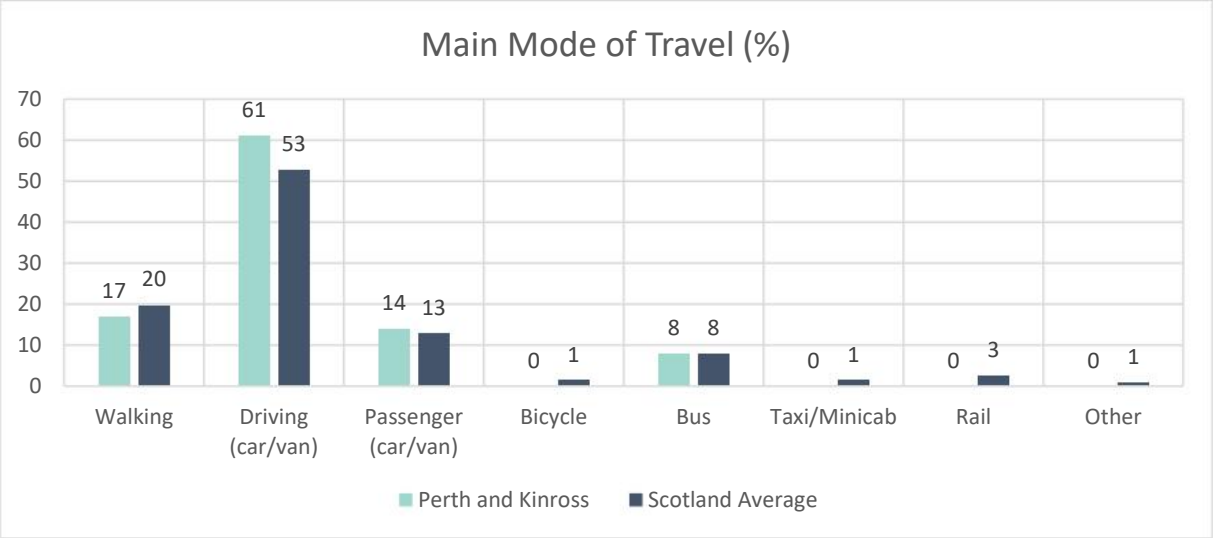


Figure 5 - Perth and Kinross main mode of travel

Perth City Traffic Flows (Pre and Post COVID-19)

SYSTRA was commissioned by Perth & Kinross Council in May 2020 to undertake a series of traffic surveys at five locations in Perth city centre. The purpose of the survey was to provide a measure for Perth & Kinross Council to monitor traffic flows in and around the city centre during the COVID-19 outbreak.

Table 4 provides a summary of the changes in observed traffic flows in and around Perth city centre. The survey data reflect all movements at the five survey locations and are compared with the average of previous datasets (2003,2010,2015 and 2019).

Table 4: Perth Traffic Flows	**AM Peak (0630-0930)**	**Inter Peak (0930-1530)**	**PM Peak (1530 – 1830)**	**12hr Average (0630-1830)**
21st May 2020	43%	52%	*46%*	*48%*
2nd June 2020	60%	76%	*70%*	*71%*
3rd September 2020	79%	89%	*81%*	*85%*
18th February 2021	63%	70%	*66%*	*66%*
26th August 2021	86%	96%	*93%*	*94%*
3rd March 2022	95%	97%	*95%*	*97%*

[7] Transport and Travel in Scotland 2018

The available traffic data also shows the vehicle composition across Perth city. Table 5 uses data from the PM peak period (15:30-18:30) as an example of vehicle composition within Perth city.

Table 5: Vehicle Composition – Perth Traffic Count PM Peak	2003	2010	2015	2019	May 2020	March 2022
Car Vehicle Composition	85%	84%	85%	85%	83%	86%
Goods Vehicles	12%	12%	12%	13%	13%	12%
Public Service Vehicles	2%	2%	2%	2%	1%	1%
Cycling (2 decimal places due to small %)	0.99%	1.30%	1.10%	0.70%	2.40%	0.33%

Perth and Kinross – Reasons to Travel

Information gathered by the Scottish Household Survey identified that the most common reason for people to travel within Perth and Kinross is for leisure (50%) which includes a variety of activities such as shopping, visiting friends/relatives and sports/entertainment[8]. Travelling to work was the second most common reason for people to travel within Perth and Kinross (20%). A full summary of the most common reason for people to travel is shown in Table 6.

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

[8] Scottish Household Survey Travel Diary – Main Purpose of Travel: 2019

Perth and Kinross Commute to Work

As highlighted previously, travelling to work is the second most common reason for people to travel within Perth and Kinross (20%). Therefore, it is important to understand the origin and destination of such commutes.

Figure 6[9] shows the travel patterns for Perth and Kinross's working population. A working population change of -3,343 means that more people commute out of Perth and Kinross than those who commute in. However, 80.9% of Perth and Kinross's working population both work and live in the area. The most common destination for residents in Perth and Kinross to commute to are Dundee (36%), Fife (17%) and Edinburgh (12%).

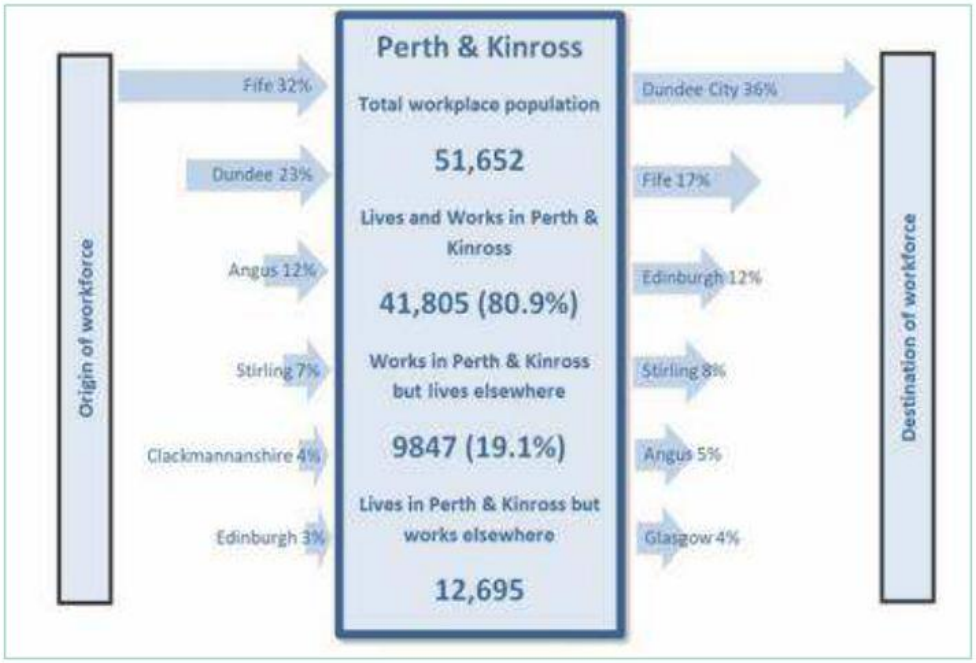


Figure 6 - Perth and Kinross's working population travel patterns

[9] Location of usual residence and place of work by method of travel to work - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

Perth and Kinross Rail Network

Perth and Kinross's rail network consists of seven railway stations, six are located in rural communities with Perth Railway Station located in the city centre. Perth and Kinross's rail network includes the Highland Main Line, linking a series of towns and villages from Perth to Inverness, and also facilitates East, West and South movement to and from Dundee, Glasgow and Edinburgh.

Entry and exit data across Perth and Kinross railway stations is shown in Figure 7[10]. This data shows that rail passenger usage increased between 2016 to 2018, across Perth and Kinross.

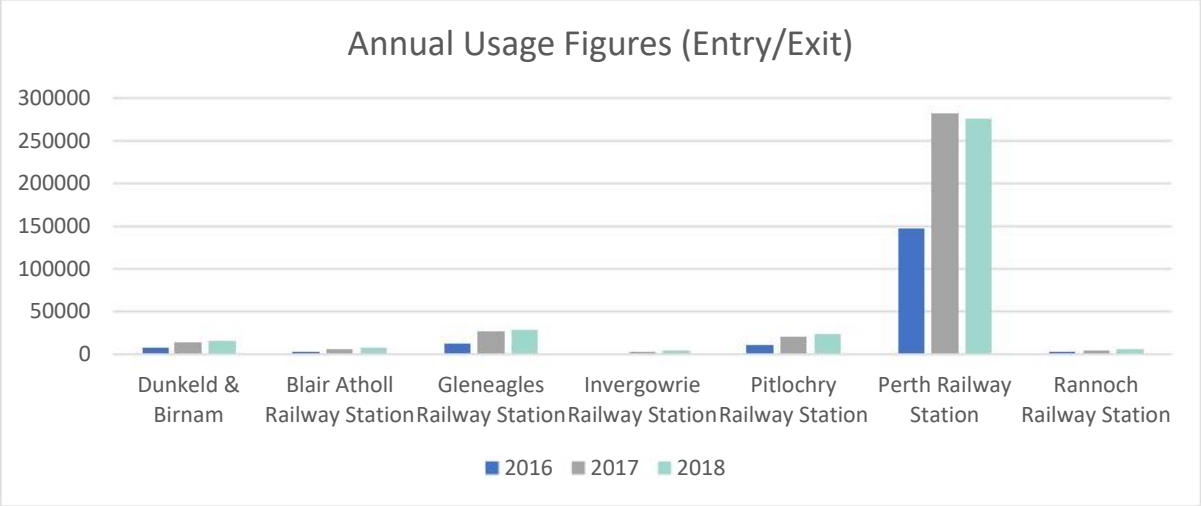


Figure 7 – Annual usage figures (Entry/Exit) for Perth and Kinross railway stations

Not only in Perth and Kinross, but nationally, Scotland's rail usage has continuously increased over recent years, until the impacts of the COVID-19 global pandemic completely diminished the usage of public transport. This rise and fall in Scotland's rail passenger usage is visualised in Figure 8[11], focusing on internal rail journeys which account for 85.9% of all Scottish rail journeys. Recent rail passenger usage data suggests that following the easing of pandemic restrictions, passenger rail usage is recovering towards pre-pandemic levels.

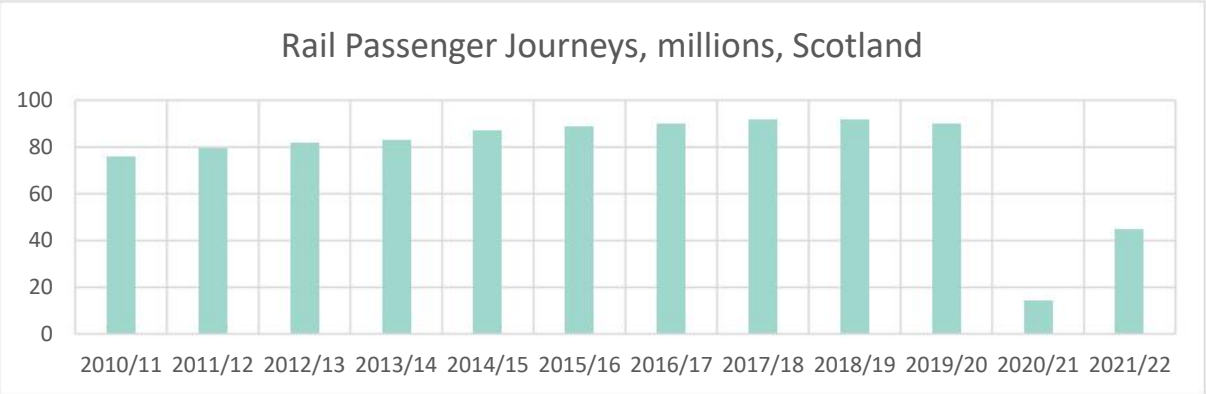


Figure 8 – Scotland's rail passenger jounreys

[10] Rail Locations in Perth and Kinross - The ABC Railway Guide

[11] Regional rail usage | ORR Data Portal

It is also important to consider railway station facilities, such as the accessibility within the station and transport connections to and from the station. Table 7[10] summarises these considerations. Accessibility remains an issue across Perth and Kinross's rural railway stations, with a lack of step free access and ageing infrastructure.

Table 7 Railway Station Facilities	Dunkeld & Birnam	Blair Atholl	Gleneagles	Invergowrie	Pitlochry	Perth	Rannoch
Transport Connections							
Cycle Storage (Spaces)	12	10	10	6	12	31	10
Car park Spaces	30	6	40	0	12	160	30
Taxi Rank (Yes/No)	Y	Y	Y	Y	Y	Y	Y
Bus Services (Yes/No)	N	Y	Y	Y	Y	Y	Y
Cycle Hire	Y	Y	N	N	Y	N	N
Accessibility							
Step Free Access (Yes/No)	N	Y	Y	N	N	Y	N
Accessibility Category	B	B	A	B	B	A	C

It should be noted that Network Rail is planning to redevelop Perth Railway Station with an emerging station masterplan, potentially integrating the railway station with the neighbouring bus station.

Rail freight, nationally and locally, is explored in Section 3.4. It is worth noting that Scotland's railway infrastructure is primarily focused on passenger travel, with the majority of rail freight travelling across Scotland's central belt, particularly for long distance, heavy duty, cargo.

Perth and Kinross Bus and Coach Network

Perth and Kinross has an extensive local bus network, providing access to and from rural communities to other rural communities and key destinations. As of 01 April 2023, Perth and Kinross's bus network comprises of 60 local bus services, including 2 Demand Responsive Transport (DRT) schemes. The vast majority of these local bus services are subsidised by Perth & Kinross Council, with only 7 services completely commercial. In the financial year 2022/23, Perth & Kinross Council provided over £2.8m of financial support to this subsidised local bus network from both the local bus revenue budget and the car park trading account. However, as the local bus revenue budget is non statutory, this is more susceptible to fluctuations in the Council's budget setting process.

Existing Park & Ride sites are located at Broxden, Kinross and Scone, with plans to develop similar (multi modal) hubs at Bertha Park and Walnut Grove. Perth Bus Station is situated on Leonard Street, Perth, approximately 800 metres from the city centre and 100 metres from Perth Railway Station. The bus station's proximity to Perth Railway Station does allow for facilities to be shared such as car parking and cycle storage. Various coach services are available connecting Perth to other Scottish cities such as Edinburgh, Glasgow and Dundee. The majority of these services are available from Perth Bus Station and Broxden Park & Ride.

Scotland's Bus Passenger Survey 2018 demonstrates that across Tayside and Central Scotland[12], the majority of participants are satisfied with their bus journey (91%) with 67% satisfied with the value for money. Further details are given in Figure 9.

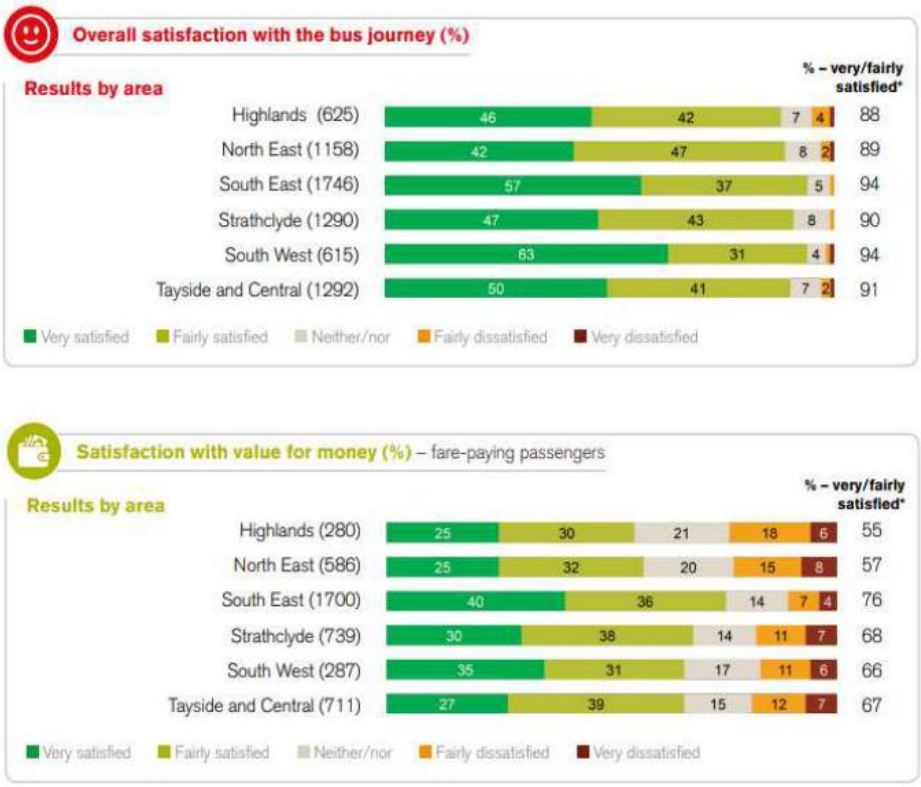


Figure 9 - Scotland's Bus Passenger Survey key findings

[12] Bus Passenger Survey - Autumn 2018 report - Transport Focus

Between 2015 and 2020, both local bus and coach services across Scotland experienced a decline in passenger usage, with a 12% fall in journey numbers and a 3% fall in vehicle kilometres[13]. Even with substantial investment by both Local and Central Governments to run these services, as demonstrated in Figure 10[13], bus passenger usage continued to fall.

Figure 10 – Local and Central Goverment funding for bus services

Following a 5-year decline in bus passenger usage, the COVID-19 global pandemic further diminished the usage of public transport, at a more severe rate. This decline is visualised in Figure 11[14], with a focus on local bus services. However, recent passenger usage data suggests that passenger usage is recovering following the easing of pandemic restrictions. Scotland experienced 260 million passenger journeys across local bus services in 2022.

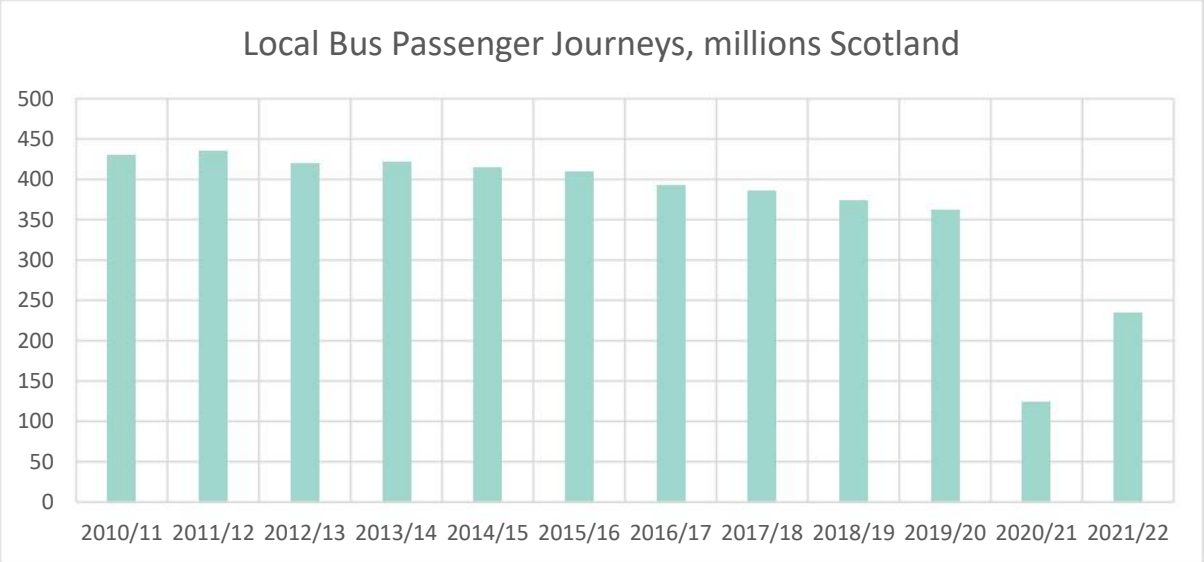


Figure 11 – Scotland local bus passenger journeys

[13] Chapter 2: Bus and Coach Travel - Transport Scotland
[14] Bus statistics data tables - GOV.UK (www.gov.uk)

Perth and Kinross Active Travel Network

The Core Paths Plan for Perth and Kinross was adopted by the Council in January 2012 and revised in 2017[15]. The Plan shows a system of paths, 2043km in total, which provide reasonable public access throughout Perth and Kinross. The core path network varies in quality throughout Perth and Kinross. It is important to highlight that walking is a key mode of travel across Perth and Kinross, as shown in Figure 5 and Figure 16.

Perth city currently has 0 kilometres of cycle tracks physically separated from traffic and pedestrians. However, Perth city does have two tier cycle parking on Canal Street and at Pullar House, as well as bike ports across the city centre.

Perth and Kinross is at the heart of several National Cycle Network (NCN) routes[16], such as Route 77 which runs between Dundee and Pitlochry via Perth, as visualised in Figure 12[17]

Figure 12 - Perth and Kinross National Cycling Network

A number of local interventions have been delivered by Perth & Kinross Council to encourage active travel:

- 20 miles per hour limits in the city centre and a number of residential areas
- School Exclusion Zones
- Playable routes to school
- Improved road crossings

[15] Core Paths Plan - Perth & Kinross Council (pkc.gov.uk)
[16] The National Cycle Network - Sustrans.org.uk
[17] Detailed maps & routes to explore across the UK | OS Maps

2.2 Socio-Economic Summary

Key socio-economic characteristics across Perth and Kinross can be taken from Scotland's 2011 census[18].

Socio-Economic Characteristics

- Economic activity - 17.2% of Perth and Kinross's population is retired, whilst Scotland's national retired population is 14.9%
- Economic activity - 64.7% of Perth and Kinross's population is employed, along with 71% deemed economically active
- Population - 15% of Perth and Kinross's population is under 15, and 23.9% is over 65
- Car ownership - 21.1% of Perth and Kinross households have no access to a car or van (see Figure 15 for a further breakdown)
- Health - 18.1% of Perth and Kinross's population is limited by a long-term health problem or disability

Table 8 shows the socio-economic classification of residents in Perth and Kinross, covering 107,546 residents aged between 16-74. The remaining 6,532 (6.1%) are occupied by full time students.

Table 8: Socio-Economic classification (All People ages 16-74)	1. Higher managerial, administrative, and professional occupations	2. Lower managerial and professional occupations	3. Intermediate occupations	4. Small employers and own account workers	5. Lower supervisory and technical occupations	6. Semi-routine occupations	7. Routine occupations	8. Never worked and long-term unemployed
P&K population	10,767	24,748	13,288	11,239	9,282	15,953	12,371	3,366
P&K population (%)	**10%**	**23%**	12.4%	**10.5%**	**8.6%**	14.8%	11.5%	3.1%
Scottish Average	8.7%	20%	**12.9%**	7.4%	8.2%	**15.5%**	**12.9%**	**5%**

[18] Scotland's Census 2011

2.3 Future Uncertainty

When considering Perth and Kinross transport networks over a minimum of the next 10 years, it is important to understand uncertainties that will have an impact on how the transport network is used and developed. Uncertainties such as technological advances, worldwide events, and local, national, and international politics can impact everyday lives. Future uncertainties don't necessarily need mitigation some will be supported as they contribute towards local and national objectives.

Ageing Population

The National Records of Scotland project that Perth and Kinross has an ageing population, with an increase in 75+ year olds (+30.8%) and a decrease in 0 to 15 year olds (-8.1%) between 2018 and 2028[2]. This could largely impact the way people travel around Perth and Kinross, potentially reducing the working population.

Local Development Plan/Place Development

Perth & Kinross Council's Local Development Plan 2 sets out a strategic framework in which planning applications are assessed, by identifying land use opportunities across the area. The Local Development Plan acts as a catalyst for changes and improvement in the area and shapes the environment and economy of Perth and Kinross. Perth & Kinross Council are currently developing their third Local Development Plan (LDP3) which will need to closely align with the Mobility Strategy. Any newly identified land opportunities will need to consider the existing transport network.

It is important to consider the 20-minute neighbourhood policy contained in Scotland's National Planning Framework 4[19], presenting an opportunity across planning and transport authorities to work collaboratively with communities to identify transport links to local services within both rural and urban locations. This is an example of how both local and national policies can influence the way move and live.

Home Working

Following the COVID-19 global pandemic, home working has become a normality for some, changing the way people commute and travel across the country. As of November 2022, 38% of workers in Great Britain advised that they had worked from home at some point in the previous seven days, with 71% of British workers saying they had travelled to work in the last week. At the height of the first wave of the pandemic, in April 2020, almost half of UK workers were working from home, and just 31% of people were travelling to work[20]. Homeworking can reduce demands on the transport network and increase rural populations.

[19] National Planning Framework 4: revised draft - gov.scot (www.gov.scot)
[20] Working location trends Britain 2022 | Statista

Other Future Uncertainties

The following future uncertainties have been identified:

1. Vehicles are becoming increasingly connected and autonomous
2. 'Mobility as a Service MAAS' apps will allow users to book seamless door-to-door travel from their device[21]
3. Scotland's vision to be a leading hydrogen nation with ambitions to develop and deploy hydrogen technologies in transport[22]
4. Economic impacts (such as inflation) may delay the delivery of committed infrastructure projects, for example, the A9 dualling
5. Electric Road Systems are designed to charge and power electric vehicles whilst on the move[23]
6. Clean fuel technology
7. Changes in Transport Policy, prioritising funding for local and central government

To mitigate and support the impacts of future uncertainty on the Council's Mobility Strategy, regular reviews will take place to ensure plans remain relevant and responsive.

[21] MaaS Investment Fund - Mobility as a Service | Transport Scotland
[22] Chapter 8. Hydrogen in Transport - Scottish Government Hydrogen Policy Statement - gov.scot (www.gov.scot)
[23] Electric Road Systems, ERS | f3 centre

3 Transport Network Problems and Opportunities

The evidence gathered in Section 2, along with readily available data, will be used to identify problems and opportunities across Perth and Kinross's existing transport network. This will be presented in line with Scotland's National Transport Strategy 2 priorities, as shown in Figure 13.

Figure 13 – NTS2 4 priorities

3.1 Inequalities Across Perth and Kinross

The Department for Transport recognised that transport and inequalities have three key influential factors[24]; 1) geographic distribution of people, 2) distribution of opportunity and, 3) cost, geographic accessibility and the time and reliability of different transport options.

The following information considered these three influential factors, amongst others, to identify inequalities across our transport network.

Disadvantaged Communities

- Scotland's SIMD maps show that Perth and Kinross has two areas amongst Scotland's top 10% most deprived, Muirton and Rattray[25]
- 21% of SIMD data zones within Perth and Kinross are within the bottom 10% of geographic access, this considers travel time to key services by car or public transport, as visualised in Figure 14[26]

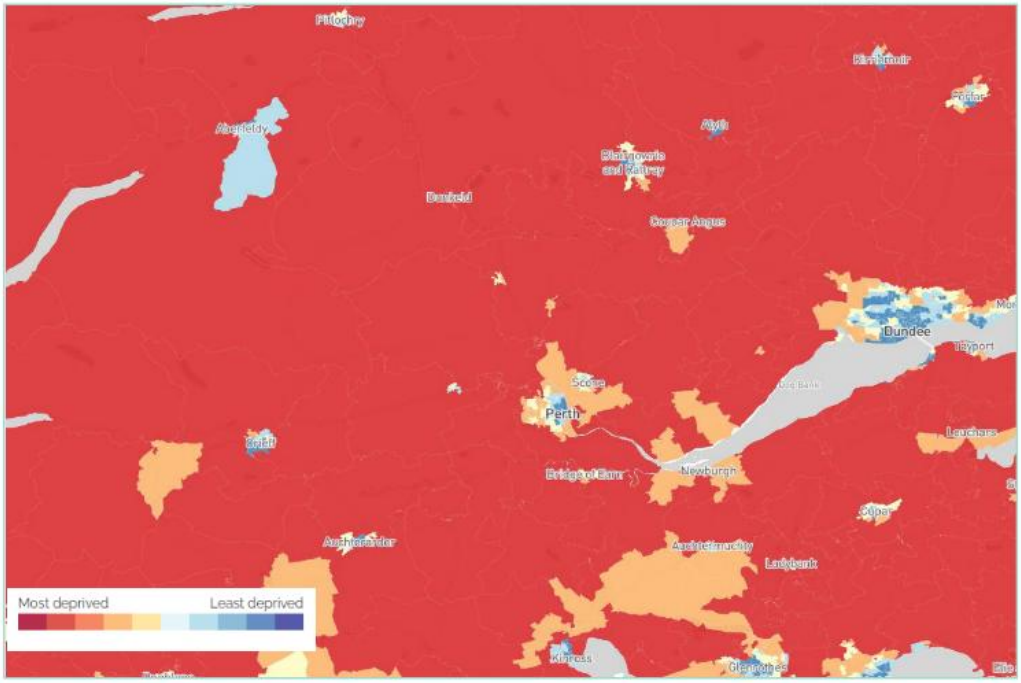


Figure 14 – SIMD geographic access

Transport Poverty

- Transport accounts for the second largest household expenditure in the UK, with an average spend of £81.60 per household every week in 2019[27]
- 35% of Perth and Kinross SIMD data zones are at high risk of transport poverty[25]
- 18% of children in Perth and Kinross are living in poverty[28]
- To date, Perth and Kinross's under-22 bus pass uptake is 16,155

[24] Transport and inequality - GOV.UK
[25] SIMD (Scottish Index of Multiple Deprivation)
[26] Scottish Index of Multiple Deprivation (SIMD) 2012 (jamestrimble.github.io)
[27] Family spending workbook - Office for National Statistics
[28] Child poverty - Perth & Kinross Council

Access

- 15.1% of Perth and Kinross's population has no access to public transport to attend further education (for 16-25yr old)[29]
- 40% of Perth and Kinross's working population travel over 5km to their place of work or study
- 21.1% of households within Perth and Kinross have no access to a car or van, a full breakdown of car ownership is shown in Figure 15[18]. It is important to recognise that even in rural communities, 1 in 4 households may not have access to a car or van.

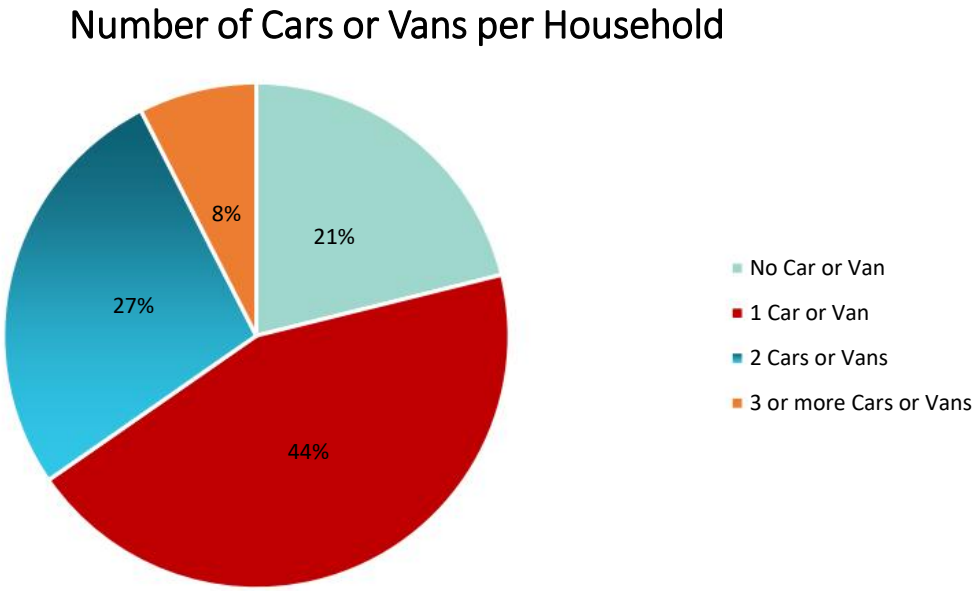


Figure 15 – Number of cars or vans per household

Education

- Sustrans 2017 Hands Up survey shows that across Perth and Kinross, 41.2% of children walk to primary school and 12.3% cycle/scoot/skate. A full breakdown is given in Table 9[30]:

Table 9: Commute to school (2017)	Walk	Cycle/Scoot/Skate	Park & Stride	Driven	Bus	Taxi	Other	Total
Primary	41.2%	12.3%	14.6%	22.6%	7.1%	2.0%	0.2%	7,313
Secondary	36.8%	1.2%	3.0%	12.4%	45.0%	1.5%	0.2%	4,512

[29] Executive Summary - Tactran
[30] Hands Up Scotland Survey - Sustrans.org.uk

3.2 Climate Action Priorities

For Scotland to achieve its net zero targets by 2045, and reduce the impacts of climate change, a steep reduction in greenhouse gas emissions is required. It is estimated that transport is responsible for 35.6% of carbon emissions in Scotland[31].

The following information helps identify climate related priorities across Perth and Kinross's transport network.

Carbon Emissions

- Transport within Perth and Kinross emits 431,000 tonnes of Carbon Dioxide equivalent (CO_2e) each year[32],
- Transport emissions within Perth and Kinross equate to 2.8 tonnes of CO_2e per person per year
- Only two of Scotland's Local Authority areas exceed 2.5 tonnes of CO2e (transport) per person per year, Perth and Kinross and Dumfries and Galloway, both areas have large rural populations

Car Kilometres

- Residents of Perth and Kinross have a car kilometre average of 12,500km per person per year
- Scotland has a national car kilometre average of 6,723km per person per year
- Commuting to a place of work, or study, counts towards 20% of all journeys within Perth and Kinross
- Of those who don't work at home, the usual method of travel to work within Perth and Kinross is broken down in Figure 16[7]:

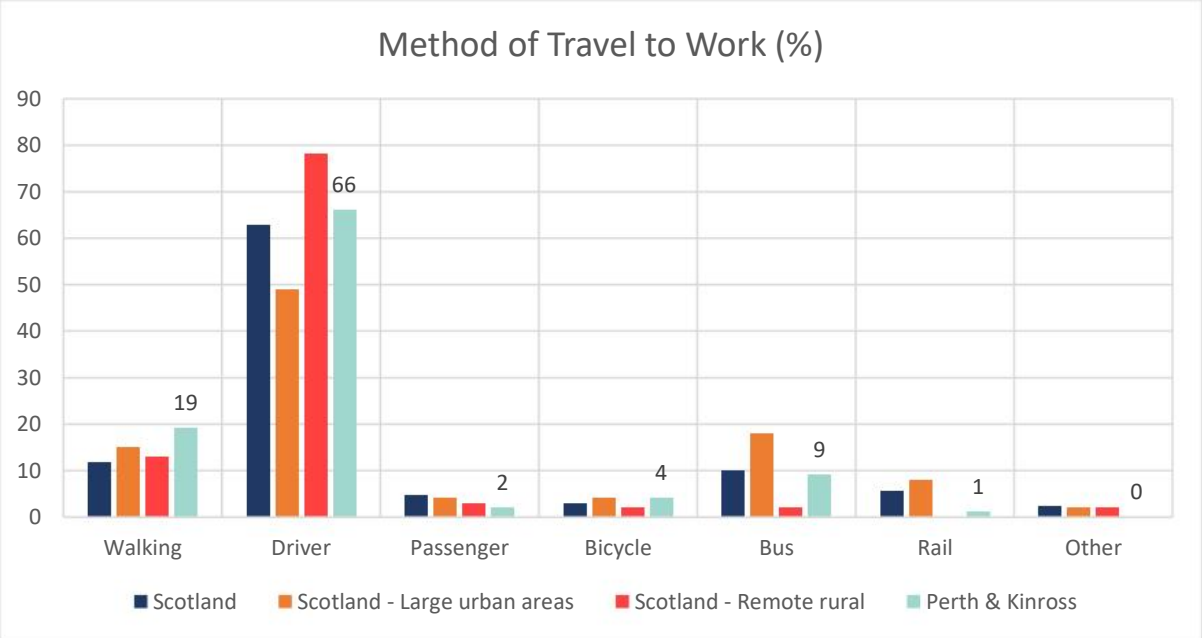


Figure 16 - Method of travel to work (%)

[31] Securing a green recovery on a path to net zero: climate change plan 2018–2032 - update - gov.scot
[32] UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK

Electric Vehicle Chargers

- Perth & Kinross Council currently own and operate 47 EV chargers
- 23 of the 47 publicly owned chargers are rapid chargers
- Old chargers (and the associated infrastructure) are unreliable and difficult to maintain
- A map of existing EV chargers is shown in Figure 17:

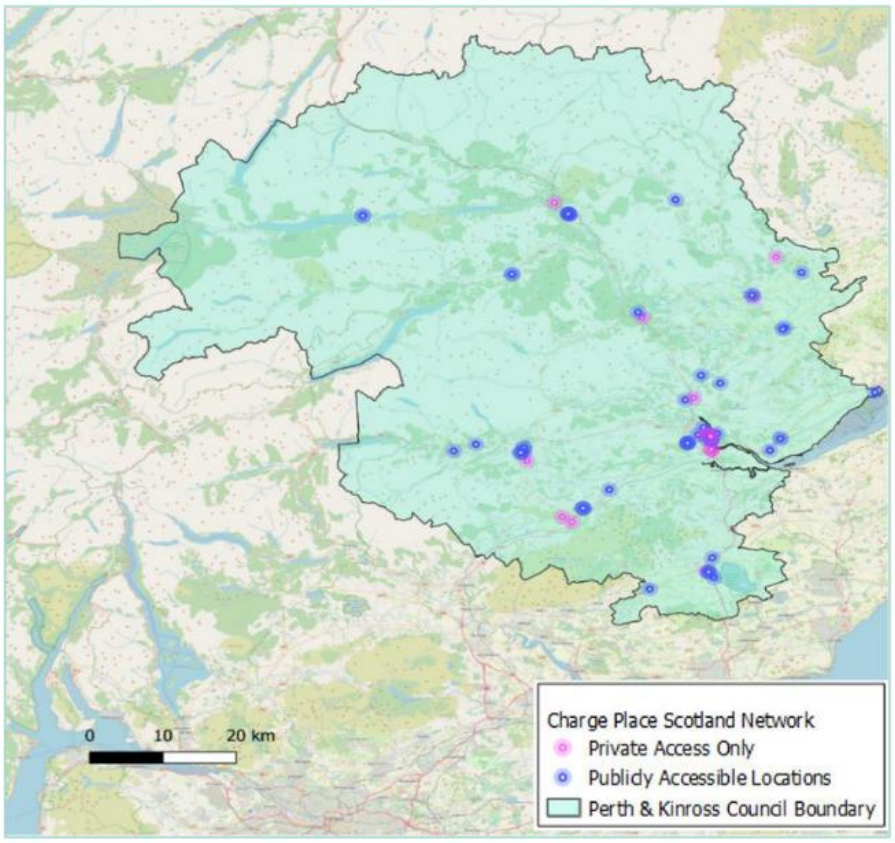


Figure 17 - Perth and Kinross EV chargers

Perth & Kinross Council Heavy Duty Vehicle (HDV) Fleet Emissions

- Perth & Kinross Council's 71-vehicle Heavy Duty Vehicle (HDV) fleet drove just under 2.1 million kilometres and emitted around 2,000 tonnes of CO_2e during 2021-2022
- On average, Refuse Collection Vehicles and Heavy Commercial Vehicles in the PKC fleet drive 15,996 and 20,286 miles per year, respectively
- A full breakdown is given below in table 10

Table 10: Heavy Duty Vehicle Fleet	**21/22 fleet size**	**Annual mileage (miles)**	**Annual CO_2e emissions (tonnes)**
Refuse Collection Vehicles (RCV)	24	383,902	925
Heavy Commercial Vehicles (HCV)	44	892,601	1,001
Special Purpose Vehicle (SPV)	3	20,520	41
Total	**71**	**1,297,022**	**1,967**

Climate Resilience

- 910km of Perth & Kinross Council's 2500km road network is a high priority for winter maintenance, such roads are treated seven times a week within the winter period
- 70 voluntary farmers help Perth & Kinross Council clear and treat the roads over the winter period to help keep the roads open, safe, and maintained
- Tay Local Plan District has 17 Potentially Vulnerable Areas, which are at risk from surface water flooding and/or river flooding, as shown in Figure 18[33]

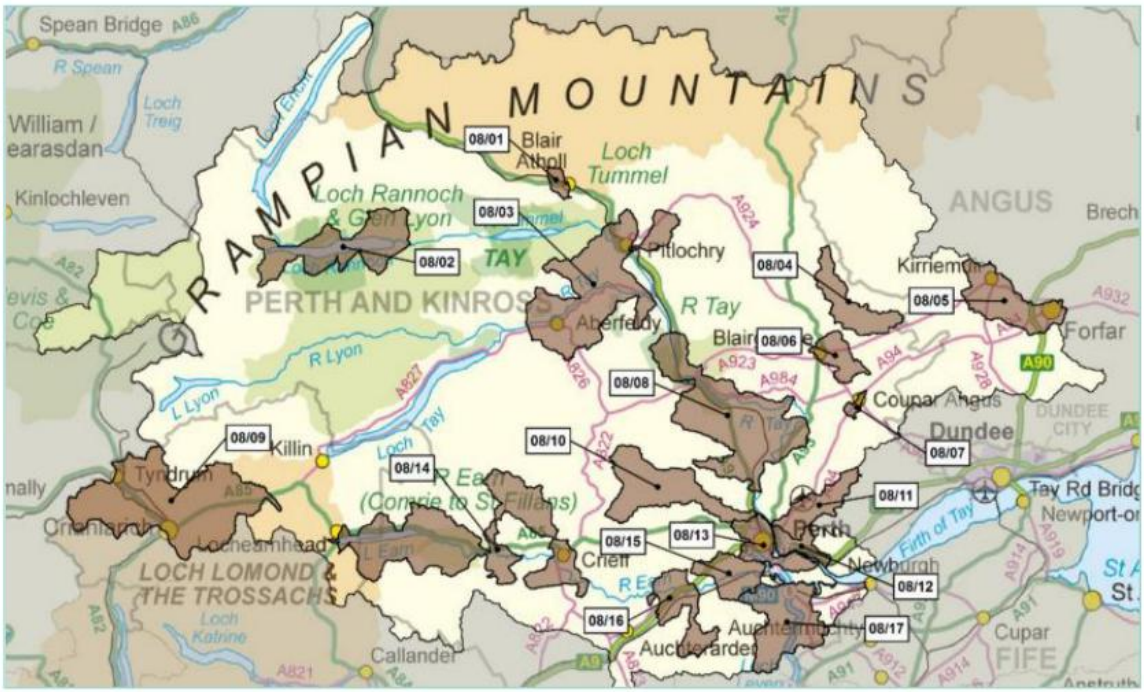


Figure 18 – SEPA Tay Local Plan District, Potentially Vulnerable Areas

[33] Tay Local Plan District | Flood Risk Management Strategies

3.3 Health and Wellbeing Priorities

Concerning transport, health and wellbeing often relate to road safety, pollution, access to health services and physical activity through active travel.

The following information has been gathered to identify health and wellbeing priorities across Perth and Kinross's transport network.

Access to Healthcare

- Perth and Kinross have 30 general practices, 34 pharmacies and 6 hospitals including the Perth Royal Infirmary[34]
- Perth Royal Infirmary is located approximately 1 mile from the city centre
- A frequent bus service runs from Perth city centre to Perth Royal Infirmary[35]
- Bus service X7 runs between the Perth Royal Infirmary and Ninewells Hospital (Dundee), providing a direct public transport connection between regional hospitals

General Health

- Census data shows that 3% of Perth and Kinross's population said their general health was 'bad' and 1% 'very bad'[36]
- 18.1% of Perth and Kinross's population said their day-to-day activities were limited by a long-term health problem or a disability

Road Safety

In 2020, 172 reported road casualties were recorded within Perth and Kinross[37]. This information considers both local roads and trunk roads across Perth and Kinross.

- 3 Fatalities
- 53 Seriously injured
- 116 Slightly injured

Active Travel

According to Sustrans Perth Cycling and Walking index 2021[38]:

- 57% of residents walk five or more times a week, 5% cycle
- 80% of residents feel walking is safe around Perth and Kinross but only 45% think the same for cycling
- Only 17% of residents cycle a minimum of once a week
- 56% of participants claimed they can easily get to many places they need without driving

[34] GP practices | NHS inform
[35] NHS Tayside (scot.nhs.uk)
[36] Scotland Census 2011 - Health
[37] Department for Transport: reported road casualty statistics in Great Britain
[38] Perth Walking and Cycling Index - Sustrans.org.uk

Public Health

- Across Scotland, in 2019, 66% of adults aged 16 and over were categorised as overweight, including 29% who were categorised as obese[39]
- In 2019, 68% of children aged 2 to 15 weighed within the healthy range
- In 2017, Scottish Health Survey indicated that around 19% of adults suffer from mental health issues, showing signs of a possible psychiatric disorder[40]

Air Quality

Perth and Kinross has two Air Quality Management Areas, as shown in Figure 19, where pollutants exceed national air quality objectives[41].

- Perth City AQMA – Declared 2006 - Pollutants include Particular Matter (PM_{10}) and Nitrogen Dioxide (NO_2)
- Crieff AQMA – Declared 2014 – Pollutants include PM_{10} and NO_2
- PM_{10} and NO_2 are common road traffic pollutants

Atholl Street, Perth, is Scotland's most polluted street from PM_{10} in 2021[42]

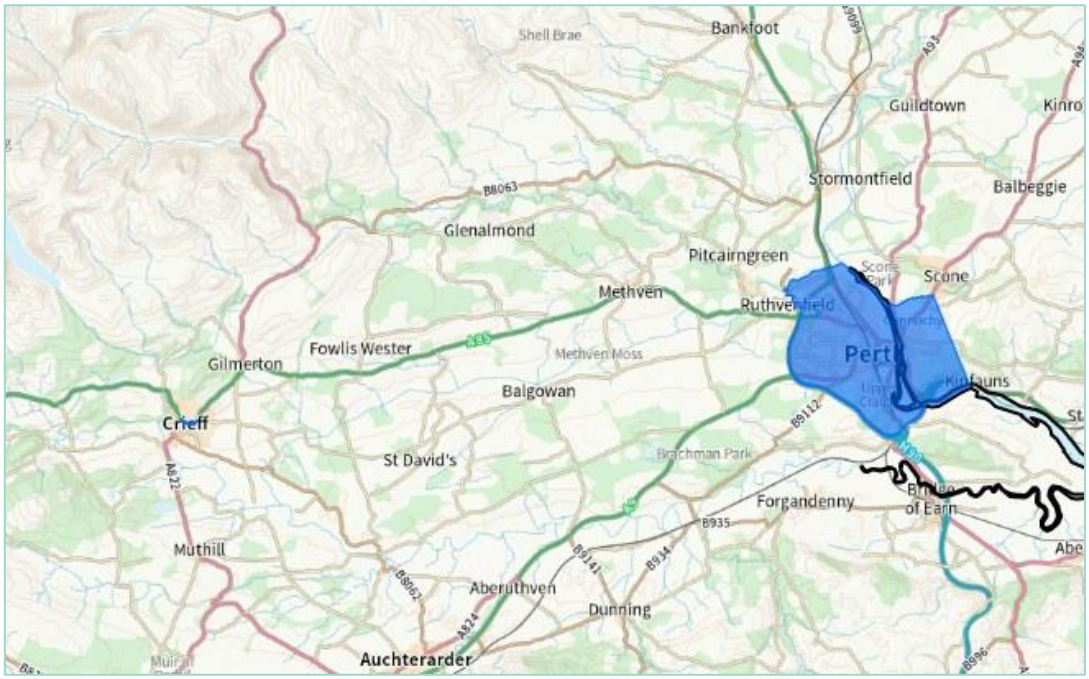


Figure 19 - Perth and Kinross air quality management map

[39] Diet & Healthy Weight Monitoring Report (www.gov.scot)
[40] Mental Health statistics: FOI release - gov.scot (www.gov.scot)
[41] List of Local Authorities with AQMAs - Defra, UK
[42] The most polluted streets in Scotland in 2022 - Friends of the Earth Scotland

3.4 Inclusive Economic Growth

Ensuing people and goods can get to where they need to be, and when, is crucial for economic growth. Therefore, our transport network must consider employment locations, tourism, and economic development.

The following information has been gathered to identify economic priorities across Perth and Kinross's transport network.

Key Employment Locations

Data taken from Data Shine Scotland[43] shows how people commute to and from a variety of destinations, and different modes of transport, using Scotland's Census data (2011). Figure 20 demonstrates commutes to work by car, from Perth city centre. The blue represents people who work in the city centre and the red shows who leaves the city centre for work. The line width is proportional to the number of commutes. For example, there are 154 commutes recorded, by car, for people living in Bridge of Earn and working in Perth city centre.

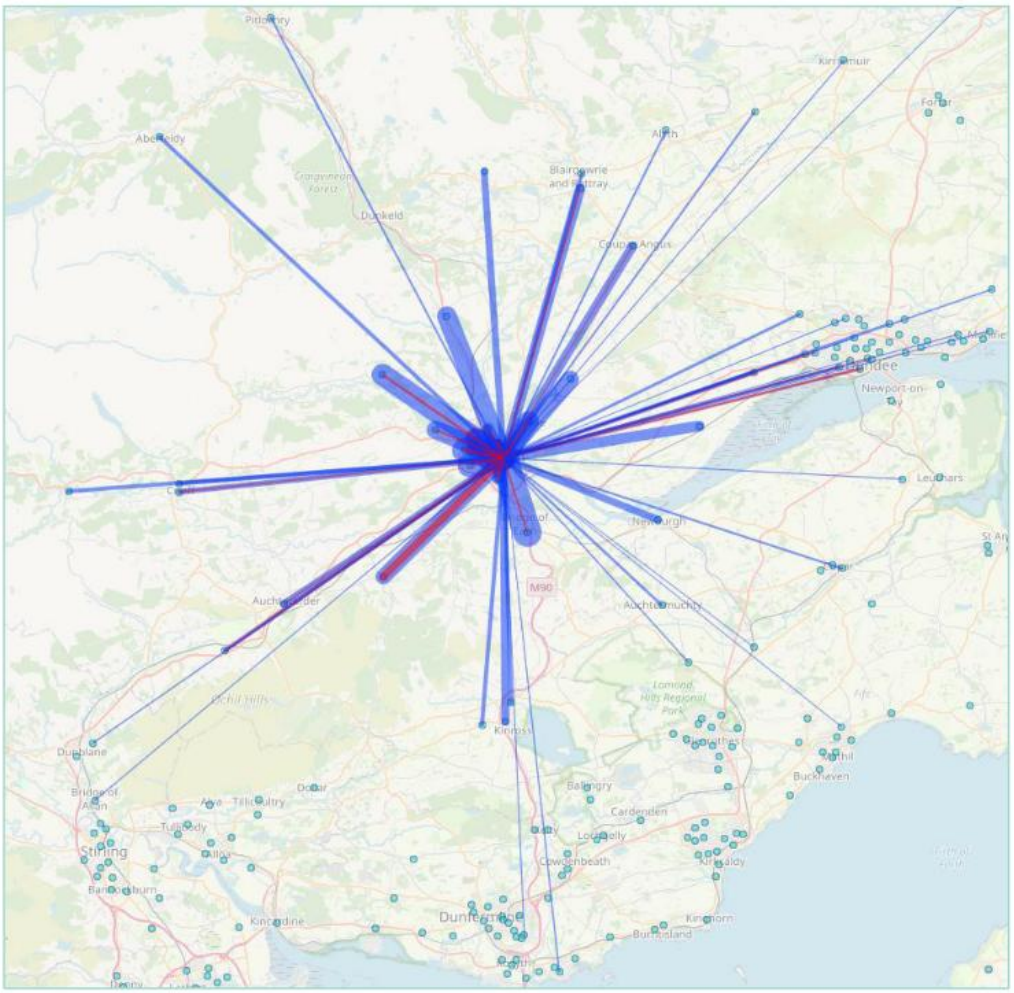


Figure 20 – Commuters by car to and from Perth city centre

[43] DataShine: Scotland Commute

The previous information was used to identify key employment locations:

- Inveralmond Industrial Estate
- Broxden
- Friarton
- Perth City Centre
- PRI
- Ninewells
- Dundee City Centre
- Dundee Industrial and Business Park (off the Kingsway)
- Dundee University
- Stirling Castle Business Park
- Stirling City Centre

Perth and Kinross Tourism

- Between 2017 and 2019, there were 830,000 overnight trips per year on average to Perth and Kinross. 52% of these visits are Scottish travellers and a further 32% also from Great Britain[44]
- Tourism in total, across Perth and Kinross, generates £394m on average per year
- 2 National Parks are located within the Perth and Kinross area, Cairngorms National Park and Loch Lomond and the Trossachs National Park

Tourist Locations[45]

- City Centre – Perth Museum, Perth Art Gallery, Perth Concert Hall
- Crieff – Crieff Hydro (A85)
- Gleneagles – Gleneagles Hotel (A9)
- Dunkeld/Pitlochry/Blair Atholl (A9)
- Blairgowrie (A93)

Connection to other Scottish Cities is shown in Table 11[46]

Table 11: Journey Times			
Rail typical journey time (mins)	Aberdeen Rail Station	Edinburgh Waverley Station	Glasgow Queen Street Station
Perth Rail Station to	**100**	84	**65**
Typical journey time by road (mins)	Central Aberdeen	Central Edinburgh	Central Glasgow
Perth to	103	**64**	74
Typical journey time by coach (mins)	Central Aberdeen	Central Edinburgh	Central Glasgow
Perth to	120	80	**65**

[44] perth-and-kinross-factsheet-2019.pdf
[45] VisitScotland
[46] TACTRAN 2019 RTS Monitoring Framework

Freight

- In 2019, Scotland's transport network supported over £57.3 billion worth of international trade in goods (road, rail, sea, and air)
- 67% of freight in Scotland was carried by road (2019), the majority of freight lifted in Scotland was carried by Heavy Goods Vehicles on the road network and remained within Scotland (96 million tonnes)
- In 2019, the movement of goods across Scotland's road network accounts for 22% of vehicle kilometres
- Perth and Kinross experience a lot of road freight through traffic, due to its location
- The Roads Haulage Association flagged a lack of rest areas/facilities for drivers along the A9 and nationally across Scotland
- Perth's Harbour is not a major port; however, it does accept coastal and dry bulk ships up to 100 metres in length, carrying up to 2,500 tonnes[47]
- Scotland's rail freight network carried freight of around 4.3 million tonnes between April 2019 and March 2020. This included construction materials, intermodal, petroleum products and metals, amongst others.
- Perth and Kinross's railway infrastructure is primarily focused on passenger travel, as it is nationally, with the majority of rail freight travelling across Scotland's central belt with a focus on long distance, bulk cargo
- 31st August 2022, Highland Spring's railway freight facility opened in Blackford
- Rail freight requires substantial trackside infrastructure and investment
- SURFLOGH[48] - Perth & Kinross Council are working alongside Edinburgh Napier University and the South East of Scotland Transport Partnership (SEStran) to improve the role of logistics hubs in the network of urban logistics through connecting long-distance freight transport and last-mile distribution
- Freight within Perth and Kinross also considers the movement of agricultural goods and machinery across our existing transport network

Future Development

- Perth West – employment and housing
- Luncarty expansion – predominantly housing
- Scone expansion – predominantly housing
- Almond Valley expansion – predominantly housing

Parking

- RingGo cashless parking in all on-street and Council run car parks
- Perth city centre on street parking is split into 3 zones, showing well defined rates
- Perth & Kinross Council does not currently have a parking strategy

[47] Coastal Port | Scotland | Perth Harbour
[48] SURFLOGH - SEStran

- The Transport (Scotland) Act 2019 bans pavement parking[49], double parking and parking at dropped kerbs, however, Perth & Kinross Council will be able to identify exemptions
- The current parking infrastructure is shown in Figure 21 and Figure 22

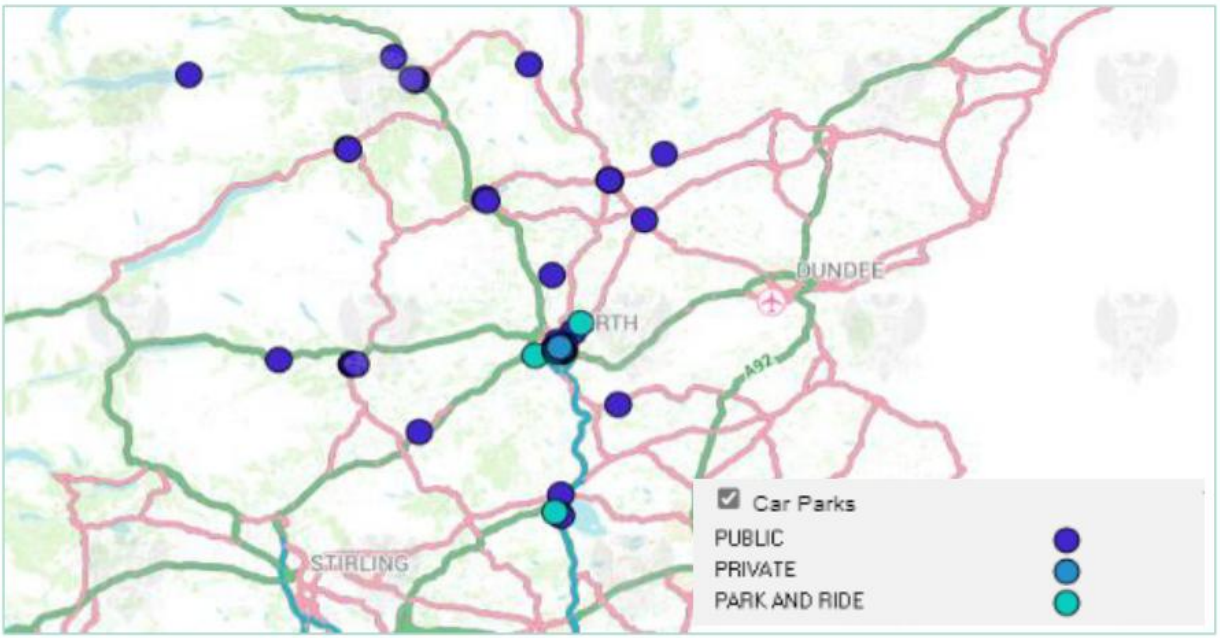


Figure 21 - Perth and Kinross car parks

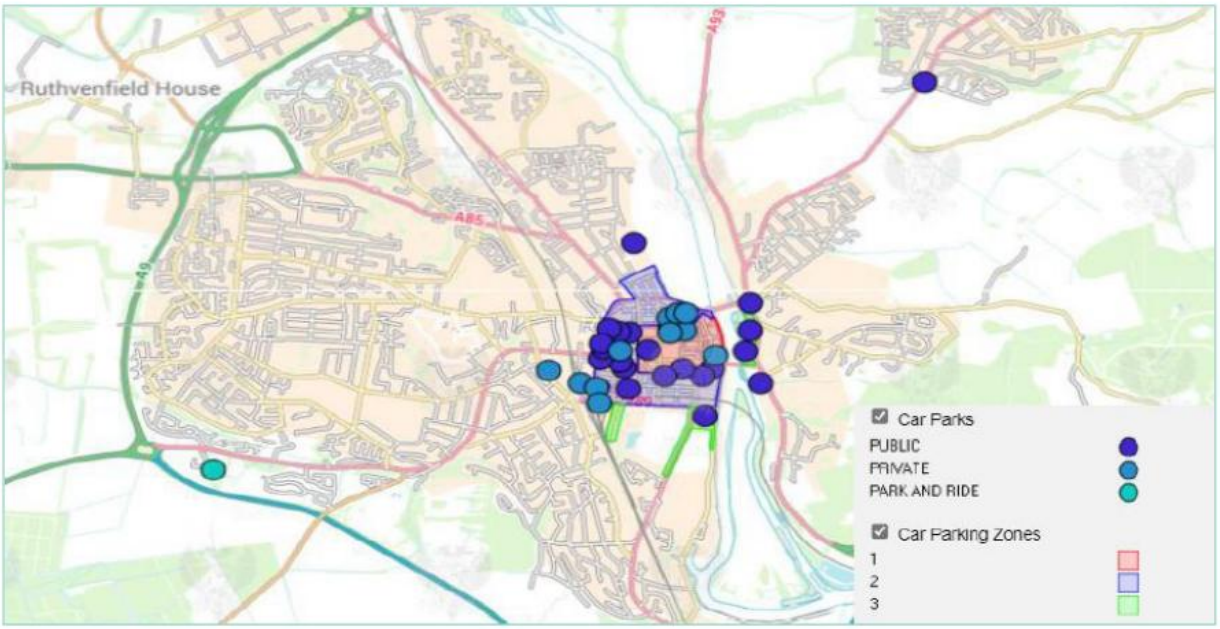


Figure 22 – Perth city car parks

[49] Scotland's Pavement Parking Prohibitions

3.5 PKC Transport Network, Existing Problems and Opportunities

Table 12 summarises the associated problems and opportunities.

Table 12: Problems and Opportunities on our Transport Network		
NTS Priority	Problem	Opportunity
Reduce Inequalities	• Limited public transport in rural areas • Cost of travel, specifically for deprived communities • Rural transport and accessibility challenges • Deprived areas, Rattray and Muirton • Child poverty • Areas at high risk of transport poverty • UK inflation/cost of living	• Demand Responsive Transport networks already up and running. • Mobility as a Service (MaaS) development on going (integrated ticketing) • Free bus travel for under-22s and 60+
Climate Action	• High car dependency (car km) • CO_{2e} emissions per person • Lack of rural and local key services to reduce the need to travel (including travelling to school) • Lack of active travel infrastructure • Lack of EV infrastructure • Long distance commutes (mainly by car) for the working population • Perth city centre inner ring road – barrier • Flooding across Perth and Kinross's 17 Potentially Vulnerable Areas • Transport integration - rural railway station accessibility and transport connections	• Home working/schooling opportunities • Walkable/wheelable city centre and rural village centres • Perth city centre inner ring road – scope to change • Broxden Low Carbon Hub • Central railway and neighbouring bus station • Cross Tay Link Road, removing the city centre through traffic • On-going maintenance opportunities • Well defined key corridors connecting Perth with rural neighbourhoods • 20-minute neighbourhoods (National Planning Framework 4) • Core path network • National Cycle Network • Blackford railway freight facility

Inclusive Economic Growth	• Unreliable journey times • Congestion/pinch points • Perth to Edinburgh rail time in comparison to car/road • Public transport operating costs • Council's reliance on external funding and/or private investment • Lack of sustainable freight options or hubs • Construction inflation • Council budget restraints (capital spend and revenue spend) • Freight driver resting zones • Railway freight limited from passenger journey focus • Bus subsidies, operating costs, and Council budget pressures	• Perth is well-connected strategically • Perth Harbour • Last mile logistics – cargo bikes (SURFLOUGH) • Rail freight • Walkable/wheelable city centre with central strategic connections. • Perth West, economic and housing development • Perth Museum, tourism and economic growth • Walnut Grove, economic development and multi modal hub • Cross Tay Link Road allowing for economic development
Health and Wellbeing	• Perth and Crieff AQMA • Lack of safe segregated active travel infrastructure • Road safety incidents/casualties • Car dominated streets • Physical health/obesity • Mental health	• Walkable/wheelable city centre and rural villages • Perth and Kinross walking statistics • Perth Royal Infirmary, proximity to city centre • A9's EV ambitions • Already existing rural services, GP's, schools, shops etc • Spatial planning

4 Public Engagement

4.1 Local and Community Action Plans

Information gathered by Perth and Kinross Local Action Plans have been considered in the development of this report. The following key points were noted:

In December 2016 each of the 5 Local Action Plans (LAPs) named transport as one of their top priorities.

3 of 5 Local Action Plans (Eastern Perthshire, Highland and Strathtay, Kinross, Kinross shire, Almond and Earn) identified that a number of rural households do not have access to a car, with a particular focus on older groups, meaning it's difficult for those households to access everyday needs. Each of the 3 LAPs also identified concerns towards the cost of public transport.

Similarly, Strathallan and Strathearn's Local Action Plan highlighted that access deprivation remains a concern across the area, which considers access to key services by car and public transport.

Perth City Centre's Local Action Plan did not identify any key issues concerning transport.

4.2 Big Place Conversation

The Big Place Conversation involves a variety of stakeholder engagement activities to inform a range of projects and strategies across the Council, including the Mobility Strategy and the Local Development Plan 3.

Further information on the Big Place Conversation can be found here[50].

The Big Place Conversation will be used to inform the draft Mobility Strategy.

4.3 Public Consultation

The Main Issues Report will be used as a tool of information to inform public consultation and will be made publicly available for 6 weeks. This information will be collated and used alongside the Main Issues Report to inform the draft Mobility Strategy.

[50] The Big Place Conversation - Perth & Kinross Council (pkc.gov.uk)

PERTH AND KINROSS COUNCIL

Environmental, Infrastructure and Economic Development Committee

29 March 2023

WASTE MANAGEMENT PLAN 2010-2025 - PROGRESS REPORT

Report by Head of Environmental and Consumer Services
(Report No. 23/106)

1. PURPOSE

1.1 This report provides an update on progress with the Perth and Kinross Council Waste Management Action Plan. The report also gives an overview of the national policy and legislative position and recommends approval of 6 new actions 115-120 (shown in Appendix 1).

1.2 In November 2010, the (then) Environment Committee approved the Perth and Kinross Waste Management Plan 2010-2025 (Report No.10/597 refers). This was developed to work towards delivering Scotland's Zero Waste Plan targets at a local level, which were:

- recycle 60% of household waste by 2020, progressing to 65% municipal waste by 2035, in line with EU targets
- recycling 70% of all waste (includes commercial & industrial) by 2025
- a ban on biodegradable waste going to landfill. The implementation date of the ban was previously 2021 which has now been postponed until 2025.
- no more than 5% of waste going to landfill by 2025.

2. RECOMMENDATIONS

2.1 It is recommended that Committee:

- scrutinises the annual update on progress on the Waste Management Action Plan.
- approves the new actions 115 – 120.
- notes that the current Waste Management Plan will be reviewed in 2023/24 as per action 116.

3. STRUCTURE OF THE REPORT

3.1 The report is structured over the following sections:

- Section 4: Key Action Updates
- Section 5: Policy Update
- Section 6: Proposals
- Section 7: Conclusion
  Appendices

3.2 The aim of the Council's Waste Management Plan is to map out a way forward for the Council in terms of:

- achieving the national recycling and composting rates at local level;
- developing initiatives to control waste arisings and waste growth;
- determining the strategy for the procurement of residual waste treatment;
- determining the future financial implications for waste management in Perth and Kinross; and
- promoting the circular economy where products and materials are kept in high value use for as long as possible.
- addressing the greenhouse gas emissions associated with the waste sector.

3.3 Annual progress reports to Committee have provided a full update on all the original actions, as well as new actions. These had been developed considering the Waste (Scotland) Regulations 2012 and other national strategy or regulatory changes. The last update was provided on 26 January 2022 (Report 22/19 refers).

3.4 If an action was completed and previously reported, then no further update is provided. Of the 114 previously agreed actions, 98 have been achieved (86%).

3.5 These actions have contributed to improving performance in previous years. The 2022 update reported that the COVID pandemic had a negative impact in terms of recycling performance across the whole country. However, since the last reported figure, there has been a slight increase in the Scottish Recycling Rate now being 42.7% (which compares to the previous year performance of 42%), showing signs of recovery.

- In terms of waste minimisation, over the last 9 years, the average levels of general waste collected weekly from households in Perth & Kinross has decreased by 31.7%. In, May 2022, this was 5.81 Kg per household, compared to March 2013 when it was 8.3 kg per household.
- The household recycling and composting rate for Perth & Kinross was 50.2% for 2021, an increase of 0.8%. We are ranked 10th across local authorities in Scotland in terms of recycling rate.
- There was an increase in the recycling rate in 2021 from the previous year, with our carbon emissions continuing to decrease. The equivalent

2021 carbon emissions are 148,586 TCO2e (source: SEPA). These emissions have decreased from 209,000 TCO2e in 2011 - a reduction of 29%.

- Street cleanliness, which is monitored through the Local Environmental Audit & Management Scheme (LEAMS), established that 87.2% of streets were found to be at an acceptable standard of environmental quality in 2020/21, a decrease 5.1 % on the previous year. LEAMS results were below the national average (89.7 %) and below the benchmarking group average (88.3%).

4. KEY ACTION UPDATES

Scottish Government Recycling Improvement Fund (RIF)

4.1 The Council successfully secured £2.72m of capital investment from the Scottish Government Recycling Improvement Fund (RIF) in 2022. This funding ensures that the Council delivers a more equitable service for residents and that our kerbside recycling service is compliant with the Scottish Charter for Household Recycling (Action 78). It will also have the following benefits:

- increase the quantity of recyclable material captured which increases recycling rate, reduces waste arisings and contributes to the net zero agenda by reducing carbon emissions through capturing food and plastics
- increased participation in recycling and positive behavioural change by residents
- improvement in recyclate material quality and introducing a 4th bin (by moving from a co-mingled recycling service to twin stream service where card/paper are separated from other materials)

4.2 The first project, using RIF, was successfully rolled out in November 2022, when dry mixed recycling and food waste communal bins were installed at Perth city centre residual waste bin hubs. This has provided a recycling service to over 1000 households which have never previously had access to it.

4.3 In autumn 2023, Waste Services will deliver a 4th bin (Twin Stream Kerbside Recycling service) for over 71,000 Perth and Kinross households. The service roll out will commence late summer and the new service operating across the Council area from November 2023.

Residual Waste Procurement

4.4 The Council requires a long-term solution for residual waste in order to comply with the ban of municipal biodegradable waste to landfill which will come into force in December 2025. Waste services are currently procuring a new residual waste treatment solution that will result in reducing carbon emissions, as waste will no longer go to landfill. To allow adequate time for the procurement process to take place, the current contract which expired in September 2022 was extended until July 2023.

4.5 The contract notice was published in January 2023, with an anticipated contract start date of 1 August 2023. The new 10-year contract (plus option to extend for 5 years) will result in residual waste being diverted from landfill to an Energy from Waste treatment facility. Whilst incineration is less damaging to the environment than landfill, avoiding waste in the first place, reusing items and recycling materials are even better for the environment by further reducing emissions and saving natural resources. Therefore, there will be a continued focus on waste prevention, reuse and recycling to reduce residual waste requiring treatment.

Stick to the Six Campaign

4.6 Since summer 2020, Waste & Operational Teams have continued to focus on improving the quality of the blue bin Dry Mixed recycling (reducing contamination) by continuing to run the 'Stick to the Six' Campaign. This has proven successful by bringing the contamination rate down from 28.52% at its peak in November 2020 to an average of 19.38% in 2022. These continued improvements have meant no financial penalties from our recycling processor for 5 consecutive months in 2022.

4.7 Certain geographical areas within Perth are showing a trend of increasing contamination levels. As such, the team are currently revisiting these areas as a 'mop up', before moving onto those areas that have not benefited from the targeted invention and education approach.

4.8 The Stick to the Six campaign was nationally recognised and awarded silver at the APSE (Association for Public Service Excellence) Striving for Excellence Awards in the waste and recycling category in May 2022. Since then, several other Scottish Local Authorities have requested information on the campaign and are looking to replicate it within their local areas.

4.9 Additional 2022 Updates

4.9.1 Smart Waste Technology **-** Phase 2 of the Smart Waste Project has been partially completed with in-cab technology successfully installed in all 30 Refuse Collection Vehicles, resulting in real-time two-way communication with crews. This includes live updates of route collection progress and key route information such as bins that are not presented and recycling contamination (Action 97).

4.9.2 Asset Management Review **–** work commenced on the asset management review of waste & recycling infrastructure with building conditions surveys and suitability assessments undertaken. The next stage is to appoint a consultant who will compile the information collated and present high level costed options for further consideration. A report will be brought to a future Committee with the findings and recommendations. This will also be used to inform the Council's overall asset management approach as approved by Council as part of the Investment Blueprint and Investment Plan (Action 101).

4.9.3 Food Waste Action Plan (FWAP)– Work is ongoing to develop a Food Waste Action Plan. At the time of writing, the Council are awaiting the update to Scotland's Food Waste Reduction Action Plan which will also inform the FWAP. The FWAP will form part of the forthcoming Good Food Strategy & Action Plan which is being developed by the Perth & Kinross Good Food Partnership. (Action 107).

5. POLICY UPDATE

5.1 The Waste Management Plan was originally published in 2010, and since then, the policy landscape has developed and changed significantly. Further major policy and legislative changes will take place over the next two years. This includes the introduction of the national Deposit Return Scheme and the UK Extended Producer Responsibility for Packaging. Furthermore, there is potential for other key changes to take place which will inform future service design (set out in the Scottish Government Circular Economy Route Map below). These will all have an impact on what is delivered at a local level. Whilst the Waste Management Plan is updated annually and relevant actions reported in the Climate Change reporting, a significant review is required to ensure all these changes are captured (Action 116).

Climate Change Route Map to 2025 & Perth & Kinross Climate Change Plan

5.2 An update to Scotland's 2018-2032 Climate Change Plan sets out the Scottish Government's pathway to new and ambitious targets set by the Climate Change Act 2019.

5.3 The Government plan recognises that we still have a significant challenge ahead to meet our ambitious emissions reduction targets. Emissions in the sector are currently around 1.9 megatonnes per year; and the aim is to reduce these emissions to 1.2 megatonnes by 2025, and 0.8 megatonnes by 2030. Achieving these milestones will require meeting ambitious waste reduction and recycling targets, including ending landfilling of biodegradable municipal waste, and significantly reducing food waste; and ensuring a more rapid transition to a fully circular economy in Scotland.

5.4 These key waste related themes have been reflected within the Perth & Kinross Climate Strategy & Action Plan. The Climate Change Strategy & Action Plan was approved at Council in December 2021 (Report 21/245 refers). This included a waste & circular economy workstream and a range of actions, including the development of a food waste action plan. This has been a key focus for the Waste Services Team and is where key resources are being targeted. Additional actions have been added to the Waste Management Plan to reflect the Council's climate ambitions (Actions 105-114).

Delivering Scotland's Circular Economy

5.5 A circular approach to our economy, where we move from a "take, make and dispose" model to one where we keep materials in use, is imperative if we are to tackle the climate and nature crises. Around four fifths of Scotland's carbon footprint come from the products and services we manufacture, use and throw away. We also know that 90% of global biodiversity loss and water stress is caused by resource extraction and processing. Therefore, the transition to a circular economy will provide wider economic, environmental and societal benefits.

5.6 Two national consultations were launched by the Scottish Government in May 2022 - *Delivering Scotland's circular economy - proposed Circular Economy Bill* and *Delivering Scotland's circular economy - route map to 2025 and beyond.* These set out proposals for a strategic plan to deliver Scotland's zero waste and circular economy ambitions and the complementary legislation required to deliver this.

5.7 The objectives of the proposed Circular Economy Bill can be summarised as:

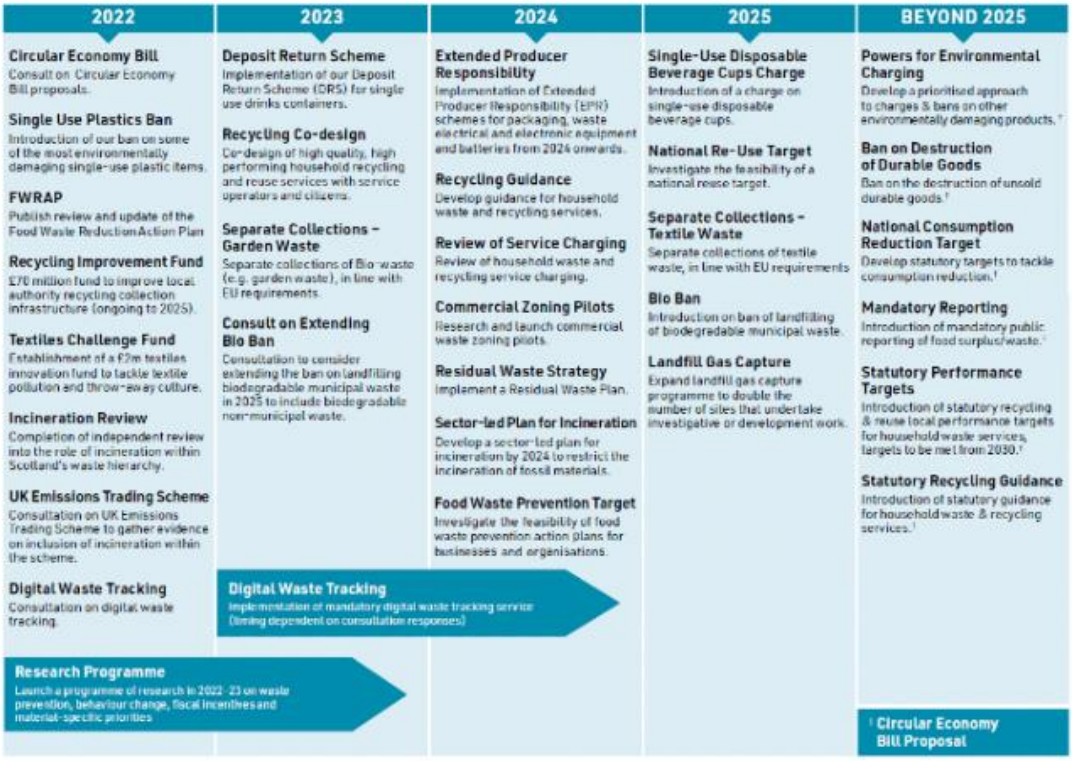
- reducing waste
- reducing litter
- reducing carbon and resource footprint
- increasing recycling rates and quality of recyclate
- maximising economic opportunities

5.8 In addition, the proposed priorities under the Circular Economy Route Map to reach our waste, recycling and emissions reduction targets are to:

- promote and support responsible production and consumption (including tackling consumption of single-use items and promoting reuse).
- reduce food waste from households and businesses.
- significantly improve recycling from households and businesses.
- embed circular construction practices.
- minimise the impact of disposal of waste that cannot be reused or recycled.
- strengthen data and evidence, sustainable procurement practices, and skills and training.

5.9 Many of these existing measures are already reflected in the current waste Management Plan. Further work will be undertaken to embed relevant actions once the final Route Map is published (anticipated in 2023). Once this happens, Waste Services will review and update the Waste Management Plan accordingly and report key actions as appropriate.

5.10 The existing and proposed new measures underpinning Scotland's Circular Economy Route Map to 2025 and beyond are summarised in the timeline below. Relevant actions from 2022 and 23 are reflected under the section 6 Proposals.



Deposit Return Scheme for Scotland

5.11 The Deposit Return Scheme for Scotland (DRS) was approved by the Scottish Parliament on May 13, 2020, passed into law and Circularity Scotland appointed as the Scheme Administrator. More information and FAQs are available at www.depositreturn.scot.

5.12 In summary, the industry led scheme will see a 20p deposit placed on all single use beverage containers made of PET (Polyethylene terephthalate) plastic, cans and glass and refunded when returned for recycling. The return to retail model will see all retailers who sell drinks being required to accept returned containers either over the counter, through reverse-vending machines or through takeback for on-line delivery customers. Retailers (if eligible) can apply for an exemption and non-retail spaces could also act as return locations. This includes recycling centres and schools operated by local authorities, as well as community hubs.

5.13 The commencement date for DRS is 16 August 2023. Key milestones for delivery of the scheme include:

- Circularity Scotland Limited (CSL) have signed contracts with partners to deliver its logistics, operations and IT schemes.
- CSL is raising awareness with the producers, retailers and hospitality sector and a public awareness campaign will follow in the summer.
- Producer Registration opened with CSL in December 2022 and SEPA in January 2023 and all registrations to be received before 1st March 2023.
- Return Point Operator Registration opened in March 2023.

- In July 2023, there will be end-to-end testing of containers through the scheme.

5.14 Waste Services are currently investigating the feasibility of hosting RVM's at some of our Recycling Centres, with further consideration undertaken once the scheme is launched, and demand established. Discussions have also been taking place with Facilities Management and Tayside Contracts regarding implications for school estates, along with meetings with colleagues from Angus Council and Dundee City Council. Furtherurther will be provided to Elected Members in due course.

5.15 All these considerations have been used to inform our project timeline for the rollout of the new 4th bin recycling service in Perth & Kinross.

Extended Producer Responsibility (EPR) for Packaging

5.16 The Deposit Return scheme is a form of Extended Producer Responsibility (EPR) and EPR also covers packaging, waste electricals & electronic Equipment, batteries and end of life vehicles. EPR is a financial or physical responsibility on producers for post consumption products, with the aim of reducing waste, conserving resources, and encouraging better product design.

5.17 In addition to the DRS, the current UK Packaging Producer Responsibility Scheme is being reformed, with primary legislation enacted through the Environment Act 2021 and a summary of consultation responses was published in March 2022. EPR regulations will apply to all UK organisations that handle and supply packaging to consumers and to businesses.

5.18 This reform is significant from a local authority perspective as the proposals outline that, from 2024, local authorities will be compensated for managing packaging waste and will receive the 'necessary' costs of collected household waste containing packaging. It will also include a payment for packaging that is placed in street bins and consideration has also been given in Scotland to include payments for street litter. In 2021, Eunomia produced a model which measures the burden of costs associated with litter and payment will be based on this and the overall cost of street cleaning/litter bin disposal costs for each authority. Key costs and factors such as footfall, rurality and deprivation will be taken into account by the Scheme Administrator who will be in place sometime this year.

5.19 A public sector scheme administrator will collect fees and make payments to local authorities. Payments will reflect the costs that would be expected to be incurred when collecting, managing, recycling and disposing of household packaging. Services must be deemed efficient and effective, or deductions may be applied by the scheme administrator (no deductions will be made in year 1 of scheme operation).

5.20 Perth & Kinross Council have participated in a cost modelling exercise to exemplify costs incurred by rural and inaccessible authority areas in Scotland as well as a further workshop to assist DEFRA with the scheme design.

Single Use Items

5.21 A ban on some of the most environmentally damaging single-use plastic items came into effect in Scotland on 1 June 2022 and includes items such as plastic cutlery, plates, straws, beverage stirrers and containers made of expanded polystyrene.

5.22 In 2019, Waste Services undertook a Single Use Products Survey to obtain an understanding of usage of Single Use Products amongst Council employees and external organisations. The survey focused on items such as disposable cutlery, cups, gloves etc. At the same, time views were sought on possible alternatives and where barriers to using sustainable alternative lay. Work on the survey results and subsequent proposals halted during the Pandemic, during which time the Scottish Ban on certain single use products came into force. This, therefore, negated the need for Waste Services to introduce steps to tackle these items at a local level. The focus will now be to develop a Single Use Policy which will look at what the Ban has not covered, such as coffee cups and plastic bowls and trays.

Mandatory Digital Waste Tracking

5.23 SEPA and the Scottish Government have been working with UK partners to develop a digital waste tracking system that will be adopted by all four nations. This mandatory tracking will transform how waste and resources flow; tackle waste crime; and prioritise regulatory activities.

5.24 Consultation has taken place and a summary of responses published in December 2022. The Government is currently preparing a response to the consultation with proposals, and plan to publish these later in 2023. The mandatory tracking is expected to be in place in 2024.

6. PROPOSALS

6.1 The Council is contributing to the national ambitions and targets, as well as local outcomes, by delivering the actions within Appendix 1. These actions are also reflected in the Council's Climate Change Action Plan. Key actions, which will be progressed in the next year, are:

NEW ACTION POINTS

- Roll out of the 4th bin Twin Stream Recycling Service (action point 115)
- Waste Management Plan/Route Map review (action point 116)
- Packaging Extended Producer Responsibility (EPR) (action point 117)
- Implementation of Digital Waste Tracking (action point 118)
- Consultation on separate Garden Waste Collections – Scottish Government leading this work (action point 119)
- Single Use Policy – internal council and partners (action point 120)

7. CONCLUSION

7.1 This report provides an update on progress with the action plan of the Perth and Kinross Council Waste Management Plan. These elements provide a firm foundation from which the Council, residents and businesses can assist in achieving the targets relating to recycling and composting, along with a reduction of non-recyclable waste.

Author

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Approved

Name	Designation	Date
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APPENDICES

- Appendix 1 - Perth and Kinross Waste Management Plan Action Plan – Update on Progress/New Actions.

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

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

All Council Services can offer a telephone translation facility.

ANNEX

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

Community Plan/Single Outcome Agreement

1.1 This report supports all of the priorities within the Community Plan 2022-27.

(i) Reducing Poverty (including child poverty, fuel poverty and food poverty)
(ii) Mental and physical wellbeing
(iii) Digital participation
(iv) Skills, learning and development
(v) Employability

Corporate Plan

1.2 This report supports the objectives within the draft new Corporate Plan:-

(i) Children and young people grow up safe, respected, well-educated, and confident in their ability to realise their full potential;
(ii) People and businesses are increasingly able to prosper in a local economy which support low carbon ambitions and offers opportunities for all;
(iii) People can achieve their best physical and mental health and have access to quality care and support when they need it;
(iv) Communities are resilient and physically, digital and socially connected;

(v) Perth and Kinross is a safe and vibrant place, mitigating the impact of climate and environmental change for this and future generations.

2. Resource Implications

Financial

2.1 The cost of implementing the actions detailed in the Waste Management Action Plan will be prioritised from the approved Waste Services Revenue and Capital Budget.

2.2 The extent of funding received, as well as applied for and pending, over the last seven years, totals over £900,000 in external funding.

2.3 Funding was originally secured for £2.362k from Zero Waste Scotland from the Recycling Improvement Fund to improve recycling activities throughout Perth & Kinross. This includes the roll out of a 4th bin to Householders with an implementation date of 1st November 2023. However, additional funding has been awarded, therefore, the total amount funded for this project is £2.721k. The increased amount will be reported through Finance & Resources Report 4 in April 2023.

Workforce

2.4 The Smart Waste Project has a funded (ERDF) Smart Waste Schemes Officer, recruited to deliver the projects. A temporary Coordinator post was created to support the development of projects that align with the Climate Change Action plan and the development of a 4th bin twin stream service.

2.5 Given the scale of the 4th bin project, the Waste Team secured approval for the appointment of a full time Project Officer until March 2024. This is to assist the Project Lead for Collection Service Development to undertake all the activities associated with this project.

Asset Management (land, property, IT)

2.6 The proposals in this report have implications for ICT. ICT form part of relevant project boards to ensure full consultation and input to specific projects.

2.7 The Asset Management Review will consider options for all waste and recycling infrastructure including the 9 Household Waste & Recycling Centres, 4 transfer stations and associated depots.

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.

3.2 Carrying out Equality Impact Assessments for plans and policies allow the Council to demonstrate that it is meeting these duties.

3.3 The function, policy, procedure or strategy presented in the Perth and Kinross Waste Management Plan 2010-2025 report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcomes:

- assessed as relevant and the following positive outcomes have been investigated / implemented with updates provided in Appendix 1
- investigate feasibility of collecting reusable materials at Recycling Centres for resale and redistribution in the local area in conjunction with local charity and reuse organisations. This potentially could benefit people on low incomes including students, long-term sick, retirees, homeless families, migrant workers setting up home etc.

Strategic Environmental Assessment

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

3.5 The Perth and Kinross Council Waste Management Plan was modified by the SEA process with the following main themes incorporated into the plan:

- promoting the SEA objectives by utilising the objectives when developing assessment criteria for the residual waste treatment procurement exercise
- assumed mitigation through meeting modern regulatory standards and ensuring operator competency
- provide education and awareness to reassure residents about impacts of any waste management facilities that may be used in the future by PKC. By providing up-to-date, relevant and researched information to residents would allow them to make informed opinions

3.6 A post adoption statement, outlining how the plan incorporated the results of the Environmental Report, the responses received from the Consultation Authorities and other consultation responses, was prepared and submitted to the SEA Gateway once the Plan had been approved by the Council.

3.7 The post adoption statement contained information on how we would monitor the environmental effects of the Plan and the mitigation and enhancements proposed.

Sustainability

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

3.9 The actions contained within the Waste Management Plan are subject to both internal and external monitoring such as Scotland's Resource Sector Commitment and funding criteria and governance procedures related to external funding requirements.

Legal and Governance

3.10 The Head of Legal and Governance and the Head of Finance have been consulted on the content of this report.

Risk

3.11 Risks associated with individual actions are identified and managed accordingly through project implementation.

4. Consultation

Internal

4.1 The Head of Legal and Governance and the Head of Finance have been consulted on the content of this report. Individual actions are consulted upon with relevant internal stakeholders.

External

4.2 Individual actions are consulted upon with relevant external stakeholders.

5. Communication

5.1 The Waste Services Team engages in proactive communication with all known stakeholders for the delivery of domestic and commercial waste and recycling services.

5.2 Communication takes place in many forms, face to face, community led/public events, social media, videos, direct mailing etc and translation of documents occurs whenever identified as being of benefit

5.3 Stakeholders may include elected members, focus group candidates, online communities, internal colleagues, external partner organisations and charitable groups, social housing providers and community organisations, geographic communities of interest and service users. Communications plans are created for all significant campaigns and projects to identify the timeline for delivery. This includes the roll out of the 4th bin across Perth and Kinross.

2. BACKGROUND PAPERS

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

- report to the Environment Committee in November 2010 entitled Perth and Kinross Council Waste Management Plan 2010-2025 (Report Number 10/597)
- report to the Environment Committee in June 2013 entitled Waste Management Plan 2010- 2025 Progress Report (Report Number 13/267)
- report to Environment Committee in August 2013 entitled Containerisation of Waste in Perth City Centre (Report number 13/418)
- report to the Environment Committee in September 2014 entitled Waste Management Plan 2010- 2025 Progress Report (Report Number 14/364)
- report to the Environment Committee in June 2015 entitled Evaluation Report of the Improved Recycling Service Trial (Report Number 15/243)
- report to Environment Committee in November 2015 entitled Waste management Plan 2010-2025 – progress Report (Report Number 15/532)
- report to Environment Committee in January 2016 entitled Perth and Kinross Zero Waste Communities (Report number 16/12)
- report to Environment Committee in March 2016 entitled Household Waste and Recycling Charter (Report number 16/140)
- report to Environment Committee in June 2016 entitled Introduction of a Trade Waste Permit System at Council Recycling Centres (Report Number 16/240)
- report to Environment Committee in September 2016 entitled Update on Perth and Kinross Council's Volunteer and Community Advocate Programme - Zero Waste Highland Perthshire (Report Number 16/372)
- report to Environment Committee in September 2016 entitled Household Waste and Recycling Public Satisfaction Survey (Report Number 16/371)
- report to Environment Committee in November 2016 entitled Waste Management Plan 2010-2025 - Progress Report (Report Number16/491)
- report to the Environment, Enterprise and Infrastructure Committee in September 2017 entitled Zero Waste Update (Report Number 17/276)
- report to Environment, Enterprise and Infrastructure Committee in November 2017 entitled Waste Management Plan 2010-2025 - Progress Report (Report Number17/377)
- report to Environment & Infrastructure Committee on September 2018 entitled Perth City Centre Containerisation (Report Number 18/271)

- report to Environment & Infrastructure Committee on November 2018 entitled Waste management Plan 2010-2025 – Progress Report (Report Number 18/362)
- report to Environment & Infrastructure Committee on October 2019 entitled Waste management Plan 2010-2025 – Progress Report October 2019 (Report Number 19/310)
- Protecting Scotland, Renewing Scotland: The Government's Programme for Scotland 2020-2021 (Scottish Government, September 2020)
- Report to Environment & Infrastructure Committee January 2022 – Waste Management Plan 2010 – 2025 - Progress report (Report Number 22/19)
- Report to Perth & Kinross Council December 2021 -Climate Change Strategy and Action Plan Report . (Report No. 21/245)

APPENDIX 1

Part 1 outlines the Action Plan to support the delivery of Perth and Kinross Council's Waste Management Plan 2010 – 2025. The last two columns indicate respectively whether the action has been achieved (Yes or No) together with an update on progress. Part 2 comprises new actions which are a continuation of the original actions in Part 1, and which are in line with the Waste (Scotland) Regulations 2012 and other recent national strategy developments. The Action Plan is a list of key activities which excludes recurring work activities.

In the table below:

- ***Short term*** means within 1 year
- ***Medium term*** means within 3 years
- ***Long term*** means more than 3 years
- ***Ongoing*** means existing action set to continue

Priority was scored taking into account landfill diversion, resource implications and statutory requirements.

If an action was completed and reported last year and there is no further update, it has been removed from the table and reference should be made to earlier progress reports for more information. The greyed out areas are what has been completed from the last report

No.	Action	Timescale	Priority	Achieved Y / N	Progress
Waste Composition and Arisings					
5	Perth and Kinross Council to carry out annual waste composition analysis of household waste arisings.	Ongoing	Low	Y (on-going)	The Waste Analysis programme included: • In May 22, a large-scale analysis was carried out, funded by Zero Waste Scotland Waste Composition Analysis Programme. • Household Residual Waste and DMR analysis carried out from a representative sample from the following areas: Tulloch, Crieff, Bankfoot, Longforgan Rural & Auchterarder. • The May 2022 analysis has more robust data than previous years due to the size of the analysis (250hh compare with 75hh in previous analysis) as well as analysing DMR • The average weight per household of residual waste was 5.81 kg per week. • The average weight per household of DMR was 2.44 kg per week. • Average percentage of material in the residual waste that could be recycled or composted through the kerbside collection was 43%, a 4.6% increase on the previous year.

No.	Action	Timescale	Priority	Achieved Y / N	Progress
					• Kitchen/food waste is still the biggest single component found in the bin (28.2%) however this has reduced by 3.03% (from 31.23%) • A fifth of the residual waste bin is avoidable food waste (20.3%), a decrease on the previous waste analysis • Only 2.8% of the residual waste bin was recyclable glass • Only 10% of the residual waste content could be recycled in the blue lidded bin. • All together the recyclable content (kerbside and Recycling Centres/Points) of the residual waste bin was 54% (a decrease of just under 2%) • Further discussion is required to consider what is the best way to have reliable data and reduce cost for the future years.
Recycling and Composting					
26	Moving towards a recycling/composting target of 80% of source segregated Recycling Centre waste by 2013.	Medium term	Low	Partial	• The Recycling rate at Recycling Centres for 2021/22 was 72.8%. This is an increase of 4.5% on the previous year. • Initial work towards increasing the recycling rate that has been undertaken includes identifying further opportunities to increase the range of materials collected. The opportunity to pilot the recycling of mattresses has been discussed internally and agreed in principle. A discussion is due to take place with the processor to determine their appetite for trialling the collection of mattresses in 2023.

Part 2 comprises new actions which are a continuation of the original actions in Part 1, and which are in line with the Waste (Scotland) Regulations 2012. The Action Plan is a list of key activities which excludes recurring work activities.

In the table below:

- ***Short term*** means within 1 year
- ***Medium term*** means within 3 years
- ***Long term*** means more than 3 years
- ***Ongoing*** means existing action set to continue

Priority was scored taking into account landfill diversion, resource implications and statutory requirements.

If an action was completed and reported last year and there is no further update, it has been removed from the table and reference should be made to earlier progress reports for more information.

No.	Action	Timescale	Priority	Status	Progress / Comment
Actions Added in 2016					
General					
78	Commence Planning for Household Waste and Recycling Charter and associated Code of Practice.	Long-term	High	Partial	• In partnership with the Convention of Scottish Local Authorities (COSLA), the Scottish Government created the voluntary Scottish Charter for Household Recycling, which seeks to deliver more consistent recycling collections across Scotland. It also has an associated Code of Practice which provides guidance and best practice to support the design of recycling services and promote reuse. • Scottish Government are currently reviewing the Household Recycling Charter's supporting Code of Practice to ensure it continues to reflect best practice, to account for the introduction of DRS and packaging EPR requirements, and to encourage a more holistic approach to service design. This work was delayed by the Covid-19 pandemic. They have also committed to work with COSLA to evaluate the overall Charter. • Zero Waste Scotland commissioned a nationwide, future glass collections options appraisal; to help build evidence to support the Household Recycling Charter & Code of Practice review. This high-level appraisal is considering the proposed collection options for glass, post DRS introduction (segregated kerbside, co-collected and bring sites) to understand the performance, cost, and carbon impacts of more consistent approaches to the collection of glass across Scotland. PKC have completed a data request to enable an appropriate level of collection modelling to be completed for the kerbside and co-collected options and this will provide some useful outputs to allow us to consider options for glass collections in the future.

Street Sweeping & Litter					
85	Review of current approaches to litter enforcement and identify any opportunities for trialling new approaches	Short-term	Medium	Partial	• A mobile camera to detect fly-tipping at hotspot areas has been purchased and has been deployed successfully by the Safer Communities Team at the Food and Drink Park where fly tipping has been reduced. A second camera has been procured and deployed at other identified hotspots. • Nationally, Scottish Government are developing a Litter and Fly Tipping Strategy and forward planning will need to take account of the final action plan which will support the strategy. • The Strategy will also have a separate theme specifically addressing fly-tipping and a consultation on the strategy content was carried out between December 2021 until end of March 2022. • PKC submitted a lengthy response to the consultation including a recommendation that the legal enforcement powers of Local Authorities in Scotland should be extended to reflect the civil powers currently available to SEPA • PKC have continued to press at national level for local authorities to be given civil enforcement measures, which are currently only available to SEPA, through the Scottish Waste Managers network and APSE, to address fly tipping issues. • A question on amendment of enforcement powers for Local Authorities was subsequently included within the Scottish Government's consultation paper on a National Litter and Fly Tipping Strategy. • PKC were developing a fly tipping enforcement partnership with SEPA whereby evidence gathered by PKC could be used by SEPA using their civil enforcement measures. This initiative has now been superseded by the potential outcome of the question posed, in terms of civil enforcement powers for Local Authorities, by the consultation on the Scottish Government's Litter and Fly Tipping Strategy. The Strategy is due to be published in early Spring 2023 following agreement of the Scottish Government's Budget. Once the results and recommendations from the consultation are released, the development of the fly tipping enforcement partnership will recommence.
86	Investigate the use of 'Flymapper' and GIS for mapping fly-tipping incidents	Medium-term	Medium	Y	• The original Flymapper project was never fully concluded. Instead, PKC developed a Total Mobile solution for street sweeping crews to log location and details of fly tipped materials • The Scottish Government's Litter and Fly Tipping Strategy is anticipated to be published in Spring 2023. This has sought agreement on the development of a mandatory data sharing protocol with data gathered being incorporated into a national database to ensure the development of a live picture of fly tipping across Scotland. PKC responded in agreement with this proposal

					• A review of the fly-tipping data gathered by street sweeping crews using the Total Mobile App has revealed that excess household black bag waste and bulky waste items make up most of the recorded incidents. This scenario is mirrored across a majority of urban Scottish Local Authorities and the matter was raised in the PKC response to the SG consultation. Publication of the strategy is still awaited and will inform the strategic direction of how to respond to this ongoing problem.
Actions Added in 2017					
General					
89	Deposit Return Scheme – Extended Producer Responsibility	Medium Term	Medium	N	• The Deposit and Return Scheme for Scotland (DRS) was approved by the Scottish parliament in May 2020 and has now passed into law. • DRS will see people pay a 20p deposit on metal cans and PET (Polyethylene terephthalate) plastic and glass bottles, refunded when they are returned for recycling • From 16 August 2023, the scheme is due to be operational, with an ambitious target of 90% capture requiring to be achieved by 2024. • To date Circularity Scotland (CSL) have signed contracts with partners to deliver its logistics, operations and IT systems • CSL are raising awareness with the producers, retailers, hospitality and public awareness campaign will follow in the summer producers • Producer Registration opened with CSL and SEPA (Closing date was 28 February) • Registration for Return Point Operators will open March 2023 • In July 2023, there will be end-to-end testing of containers through the system, both manual returns and reverse vending machines. • Waste Services are currently investigating the feasibility of hosting reverse vending machines at some of our Recycling Centres with further consideration being afforded once the scheme is launched and demand established. Discussions have also been taking place with Facilities Management and Tayside Contracts regarding implications for school estates, along with meetings with colleagues from Angus Council and Dundee City Council, further updates will be provided to Elected Members. • As part of the review of The Household Charter/Code of Practice, work is being carried out by Zero Waste Scotland who are modelling options for glass recycling post DRS. It is anticipated that findings will be shared with Local Authorities in April 2023. • Once this information is shared then Waste Services will review at a local level and inform of any decisions.

Recycling and Composting					
93	Self-Catering Properties Recycling Project	Medium-term	Medium	Partial	• This project identifies self-catering/holiday accommodation properties (with a non-domestic rates classification) and provide information on waste & recycling services to ensure legal compliance. • Customisable materials and reusable recycling bags will be offered to accommodation providers with a Council collection contract to provide to their customers to support recycling. • To date 3 phases (of 9) have successfully been completed with 60% of properties choosing PKC to collect their waste (total Income generated £9,272). The remaining are fully compliant with waste contracts with alternative private collectors. • Phase 4 is still on-going with 54% of properties choosing PKC to collect their waste. • Phase 4 resulted in 67 new customers from 178 properties (Total Income generated £12,502) and 23 properties are now domestic, and 11 properties are with private collectors. The project is currently on hold due to workload and other service commitments. • The remaining 77 properties were contacted in early 2023. Phase 5 will be looked at in the new financial year.
Street Sweeping & Litter					
95	Code of Practice on Litter and Refuse (Scotland) 2018	Short-term	Medium	Partial	• The Code of Practice provides practical guidance on fulfilling duties under the Environmental Protection Act 1990 to keep land free of litter and refuse and to keep roads clean. • The revised CoPLAR was passed by Parliament in July 2018 and explains what the duties are, who is responsible, what types of land are in scope and how to zone land and roads based on the likelihood of issues arising. • Actions to ensure compliance with the new 2018 CoPLAR guidance include taking a focus on litter prevention, a new monitoring regime and re-zoning. • A new Litter Management System has been developed by Keep Scotland Beautiful. The LMS is now available and PKC officers have undertaken LMS training. The new online application will be used to record both LEAMS and LMS data during the remaining 22/23 audits as part of the transition to the new system. • All PKC land has been zoned as per the requirements of the new system. • A new performance indicator is being introduced in 2024/25, which will update the system from the current 2006 methodology. As a result 2023/24 will be a transition year to allow the new systems to bed in. • It is anticipated that one of the enhancements will include the ability to capture information following the introduction of DRS and its impact on ground litter.

Actions added in 2018					
97	Smart Waste Project – Phase 2	Medium -term	Low	Partial	Phase 2 has focused on using technology to design and optimise Waste & Recycling Services. • Installation of 'in-cab' technology in all Refuse Collection Vehicles; which refers to the use of IT hardware and software within waste collection vehicles is now complete. This development allows live reporting of a range of information, such as bins not being presented, contamination and completion of routes, all directly from collection crews. Installation has been completed and the data received is being used to improve services. Further efficiencies are expected through the use of Fleetroute routing software (installed in October 2022), which will be utilised to optimise the current collection routes. • Fill level sensors will be installed on litter bins in Perth City Centre, to enable expansion of reactive servicing and establish more efficient collection routes – installation is expected by summer 2023. • Automatic Number Plate Recognition (for traffic monitoring at Recycling Centres) was part of Phase 2 of Smart Waste funding but will not be progressed at this stage due to insufficient time before project funding ends.
98	Single Use Purchasing Policy for Perth & Kinross Council	Short-term	Low	Y	• Legislation has been laid that sees Scotland ban some of the most environmentally damaging single-use plastic items, the ban came into effect on 1 June 2022. • The ban applies to the following single-use items: plastic cutlery, plates, straws, beverage stirrers and balloon sticks; food containers made of expanded polystyrene; and cups and other beverage containers made of expanded polystyrene, including their covers and lids. In 2019. • Waste Services undertook a Single Use Products Survey including Council employees and external organisations to obtaining an understanding of the actual usage of Single Use Products and gather views on possible alternatives, however given the subsequent ban as detailed above, the focus regarding developing a Policy will now be that of a general Single Use Policy (Action 121) superseding the previous intention of a Single Use Purchasing Policy.

Actions added in 2019					
100	Investigate the procurement vehicle for Residual Waste Treatment	Short-term	High	Y	• The current contract expired in September 2022 and to allow the procurement process to take place it was extended until July2023. • The contract notice was published in January 2023, with an anticipated contract start date of 1 August 2023. • The new 10-year contract (plus option to extend for 5 years) will see residual waste being diverted from landfill to Energy from Waste.
101	Asset Management Review of Waste & Recycling Infrastructure	Medium-term	Medium	Partial/ongoing	• An asset management review is being carried out which will consider Household Waste Recycling Centres, Transfer Stations, Depots, closed landfill sites and ancillary operational buildings. • The aim of the review is to develop a long-term strategic plan for ensuring that the infrastructure is fit for purpose, maximises performance, meets statutory requirements and provides cost effective network management to provide the public with the best possible service. • Building Condition Surveys have been completed for all assets and suitability surveys carried out. In-depth financial analysis in relation to revenue implications have also been undertaken. • This work has been supported by a public consultation in 20/21 for public toilets and comfort scheme partnerships. This identified some key issues around condition of buildings, opening hours, facilities for motorhome users and requests to review charges and providing card payment options as well as an indication of where people would prefer to see facilities. • The next stage is to appoint a consultant who will compile the information collated and present high level costed options for further consideration. • A report will be brought to a future Committee with the findings and recommendations.
Actions added in 2020					
102	Roll-out of recycling provision in Perth City Centre	Short-term	Low	Yes	• The Council successfully applied for funding from the Scottish Governments Recycling Improvement Fund (RIF) to roll out a Dry Mixed Recyclable and Food Waste to City Centre Bin Hub locations. • Circa 1000 city centre properties received the facilities to recycle in November 2022 • Monitoring is currently on-going and will be reported as part of the Recycling Improvement Fund reporting.

103	Develop further reuse and repair opportunities	Medium -term	Low	Partial/on -going	• Opportunities regarding funding and discussions with Circular Communities relating to how to promote reuse/repair opportunities have taken place previously and have provided joint working and useful partnerships and collaborative working, including: • A Partnership with PUSH, providing a new reuse container at Kinross Recycling Centre to divert reusable items from landfill. Now four of the nine Recycling Centres have reuse containers • Support reuse and repair organisations to develop further reuse and repair opportunities focussing on increasing diversion of furniture, textiles (school uniform), waste electrical and electronic (WEEE) items and bikes. • A multi-agency reuse workshop was undertaken with Circular Communities and third sector reuse organisations. This workshop focused on what the organisations wanted going forward with regards development support, partnership working and networking. It also explored the option of a reuse facility at Inveralmond Recycling Centre which has been mentioned in action 73. • A pilot between Circular Communities and the Welfare Rights team took place in early 2021. The pilot aimed to provide an alternative source of good quality sofas to those who were entitled to a grant when being re-homed. The furniture was sourced from donated items through a Circular Communities consortium of reuse organisations. These items are cost effective and often more robust. • The potential of the pilot was not fully reached in 2021, again because of the issues with the pandemic and resourcing pressures with the Welfare Rights Team. A review meeting took place in November 2021 with a new pilot organized in May to June 2022 and from July 2022 offering reuse sofas and is standard practice by the Welfare Rights Team. • Potential collaborative working with a private organisation who repurpose unwanted office furniture and make into affordable furniture such as beds and chest of drawers is to be further investigated. There is potential for this to be a source of furniture by the Welfare Rights Team as per the pilot mentioned above. • The Zero Waste Space that was funded and built as part of the Zero Waste Perth programme has been closed to community groups throughout the Pandemic. Discussions took place in 2022 with The Bike Station to restart the use of the space for groups who have an interest in environmental issues, reuse & repair, further discussions to implement this are due in 2023. • A tool lending library was proposed to be hosted and run by The Bike Station Perth who host the Zero Waste Space. Again because of the Pandemic this has not been progressed. A review of proposals will be carried out in 2023 to move this forward which will include discussions with The Bike Station or other interested groups. • Visits to Tayside Recyclers and Robert Workman (Industrial Salvage) were undertaken January 2023 to discuss further working partnerships.

					• A workshop will be held in March with Moray Busters and Aberdeenshire Council to learn from the Moray Reuse shop, regarding how they set up, lessons learned and funding opportunities. • A key action from the workshop is establishing a local Reuse Network. This will be set up by PKC initially with the vision that the attending organisations would run this themselves. It is recognised that there is value in these organisations coming together to share ideas, update on their current position and form cross working relationships. The Waste Team are collating the information gained and are due to meet with interested organisations in early 2023.
Action added in 2021					
104	Improving the quality of Dry Mixed Recycling	Short-term	Medium	Yes	• The 'Stick to the Six' recycling improvement campaign launched in 2020 following a sharp increase in the kerbside blue wheeled bin contamination rates and drop in recycling quality. This behavioural change campaign focused on simplifying the messages of what could be recycled. • The campaign was a mixture of direct mailing to households, intense monitoring of collection routes, tagging bins with contamination and where necessary door knocking. • The campaign continues to focus on key areas, with Kinross commencing in spring 2023. • This will be the last large geographical area covered as our service will move from a Dry Mixed Recycling collection to that of Twin Stream (4th bin). It is anticipated that when launched due to the publicity push and an easier system to understand that contamination will lessen naturally • Until the 4th bin is rolled out in November 2023, the Stick to the Six campaign will target, on a smaller scale known areas of high contamination.
105	Conduct a more detailed greenhouse gas assessment of the Waste projects and activities, to prioritise future climate change activities	Short-term	Low	Yes	• A Carbon Metric Factors Summary Report and Scenario Modelling has been developed. • The top 5 materials recording the greatest carbon impact and require targeted are: *1. Food Waste 2. Household (residual) 3. Textiles 4. Plastics & 5. Paper & Cardboard* • There is a further requirement to investigate national co-ordination and support to ensure a consistent methodology and accurate dataset is utilised. • In support of the Recycling Improvement Fund bid the project was assessed against potential carbon savings as a result of the changes. This will continue to be monitored and reported against as part of the project funding agreement. • The figures will be reviewed on an ongoing basis (annual)

106	Undertake a Perth & Kinross Circular Scan to establish a baseline for the Circular Economy Route Map	Short-term	High	Partial	A current state analysis was conducted which involved a Material Flow Analysis (MFA) relevant to the built environment of the region and a socioeconomic scan with a focus on key economic, employment and well-being. Due to data restrictions further work is required to collate further baseline data. • Research and policy mapping is being carried which will consider international, national, regional and local best practice and legislative requirements to inform the themes and priorities to be considered. In addition, as part of the Climate Change Action Plan the Council are working with Resource Management Association for Scotland (RMAS) and this pilot project will feed into the Circular Economy mapping.
107	Develop a Food Waste Action Plan	Short-term	High	Partial	• Food waste in landfill is harming our environment and contributing to climate change. Therefore, it is essential that PKC produce a Food Waste Action Plan. • This will involve gathering data to create a baseline of knowledge, participation, and barriers. A Food Waste Survey #foodwasteequalsclimatechange was conducted and results will inform development of the Action Plan. • Delivery of Mini-Projects were undertaken throughout 2022, including Climate Café talks & information stalls. Composting & Food Waste Workshops, Food Waste Action week and Adult Education Workshops. A comprehensive report detailing the findings from the projects undertaken including participation rates and feedback from attendees has been compiled. • In late 2022, initial meetings were held, and internal working groups (Domestic, Commercial and PKC Estate) formed, with each group tasked with collating information pertaining to their area to feedback to the group to form terms of reference. This work is still being undertaken but the FWAP will be developed utilising information derived from the findings and in consultation with external stakeholders to tackle this issue. • At the time of writing the Council are awaiting the update to Scotland's Food Waste Reduction Action Plan which will also inform the FWAP. The FWAP will be completed later in 2023 and will form part of the forthcoming Good Food Strategy & Action Plan which is being developed by the Perth & Kinross Good Food Partnership.
108	Maximise value from waste through reduction of greenhouse gas emissions via diversion of organic	Short-term	High	Partial	• As described in Action 100, the Council are securing a long-term residual waste treatment solution to meet the implementation date for the ban on landfilling biodegradable municipal waste ban by 31 December 2025. This treatment solution will mean any organic waste remaining in residual waste is diverted from landfill into energy production. • In addition, as part of the Contract requirements, the successful contractor will be required to provide an annual carbon management plan that demonstrates how the overall carbon footprint of the Services is to be managed over the life of the Contract and initiatives to be employed to reduce the footprint over the term of the Contract.

	waste from landfill into recycling and energy production				• The work on the food waste action plan (Action 107) and the delivery of projects such as new recycling provision in Perth City Centre (Action 102) and other areas without access to organics collection will increase diversion of organic waste from landfill.
109	Develop a Circular Economy Route Map including an action plan for Circular Textiles & Sustainable Fashion	Short-term	High	N	• In a circular economy, resources are kept in use for as long as possible, the maximum value is extracted from them whilst in use and then products and materials are recovered and regenerated at the end of each product's viable life cycle. • A Circular Economy Routemap will be developed, and work has started to consider the key themes that will be included such as Construction & Built Environment, a Circular Food System and Manufacturing. Linked to manufacturing will be the development of a Circular Textiles and Sustainable Fashion Action Plan. • To develop the Routemap will involve carrying our baseline mapping and data gathering to establish areas for prioritisation. • Stakeholder engagement and a public Consultation will be carried out and Route Map developed.
110	Develop a Circular Economy Route Map including actions to reduce consumption of products and materials and make better use of existing products including tackling single use items	Short-term	High	N	• As per Action 109 a Circular Economy Route map will be developed and will take cognisance of the Scottish Government's Circular Economy Routemap. • In addition to key economic themes the Routemap will also consider cross cutting themes such as Procurement, Commissioning and Community Wealth Building. • It will ensure that the Sustainable Procurement Duty is embedded, and sustainable procurement tools promoted. Circular Procurement opportunities will be explored, and these will be captured by the Council's current Procurement & Commissioning Transformation Review.

111	Development of a Resource Management Plan for Education & Children's Services	Short-term	Medium	Partial	• A Schools Climate Change Working Group was set up by the Climate Change & Sustainable Development Officer and the group is looking to improve the reduction and recycling of waste, energy efficiency and environmental messaging within schools. • Work is also being undertaken to develop presentations on various waste and recycling topics for self-delivery by school's staff.
112	Work with the Resources Management Association (RMAS) to decarbonise sector and liaise with the Business & Industry Group	Short-term	High	Partial	• RMAS have produced a Sector Intelligence Report which is based on interviews with key sectors in Scotland which explores how the Sector can provide services and support, identify new economic, technical and system innovations and opportunities, support the development of strong supply chains and cluster development at the local and regional levels for all key sectors in Scotland. • These activities could also directly contribute to Scotland's net-zero carbon target of net-zero emissions of all greenhouse gases by 2045; the Circular Economy Bill; and to the policy programmes of action within Scotland's National Strategy for Economic Transformation: Delivering Economic Prosperity (2022). • RMAS have discussed the opportunity to pilot this at the regional level across Perth and Kinross to demonstrate how working collaboratively across different sectors could help to realise net zero and circular economy objectives. Meetings to develop this are on-going and work will potentially feed into Action 109/110 on the Circular Economy Routemap
113	Establish a Stakeholder Advisory Group to review & develop the Waste & Circular Economy Action Plan	Short-term	Low	N	• A group has not yet been established but as described in Action 112 initial work is ongoing with RMAS.

Action added in 2023					
114	Commercialisation Review	medium	High	Partial	• As part of Transformation and Change programme, a review of current commercial waste activities in order to develop recommendations and a business plan was commissioned. • APSE was commissioned in late 2022 to carry out the review. A first draft has been received and discussed and it is anticipated that a final report will be received by April 2023. • All aspects of PKC commercial waste services will be reviewed and considerations like the effect of Covid -19, Deposit Return and Extended Producer Responsibility will be assessed. • Full market potential will also be investigated and recommendations for shaping the service and maximising income/custom will be reported. The current operating structure including staffing will form part of the review. • The final report, recommendations and any associated budget impact will be brought to Committee later in 2023.
115	Rollout of 4th bin (Twin Stream) Recycling Service	Medium	High	Partial	• In June 2022, the Waste Services Team received confirmation that their application to secure funding from the Scottish Government Recycling Improvement Fund (RIF) had been successful and that a 4th bin for the collection of a twin stream recycling collection service can be introduced. The total funding allocation is now at £2.72M. • The new service is being introduced to over 71000 households on the 3 bin kerbside service and 4000 households who are serviced by bulking bins which equates to in excess of 97% of households throughout Perth & Kinross. • The new service will split the material currently captured through Dry Mixed Recycling Service (DMR, separating at source the Cardboard/Paper (Fibres), from Metals, Plastics and Cartons (Containers). • A requirement of being able to undertake this new service will be the procurement and distribution of an additional bin so householders can present the different material streams separately for collection. • Due to the scale of this project 2 dedicated members of staff have been allocated to overseeing the roll out of this project to March 2024. • There will also be a comprehensive Communications programme operating so that relevant information will be delivered at key times to keep householders up to date and informed. • Along with the procurement of additional bins the funding will also be used to undertake road end bin hub and transfer station improvements. • Roll out of the 4th bin will commence in late summer 2023 with the new service expected to start in November 2023.

116	Waste Management Plan/Route Map	Long	Medium	Not yet started	• The current Waste Management plan was written and approved in 2010 and spanned 15 years to 2025. Much has changed this time in the Waste, Recycling and Resources industry. • A review will be carried out in 2023/24 and will be informed of the outcome from Scotland's Circular Economy Route Map to 2025 and beyond, which is expected in Late 2023
117	Packaging Extended Producer (EPR)	Long	High	Partial	• Extended Producer Responsibility forms an important part of the Scottish Governments Circular Economy vision. The 4 current schemes for Packaging, Waste Electricals (WEEE), batteries and End of Life Vehicles (ELVs) will be reviewed; along with research into including other items such as mattresses. • A response was submitted for the Extended Producer Responsibility consultation for Packaging in 2021 and indicative cost & performance modelling data to inform the research phase for EPR and inform payments for rural areas has also been provided. • The Waste Services Manager has attended a consultation workshop in Autumn 2022 and attends a Local Authority Engagement Forum in order to understand the implications for the Council and be part of testing proposals d guidance, research, and inputting into policies and processes. • The Extended Producer Responsibility (EPR) packaging reforms started in January 2023 and industry are now required to start collecting data on packaging waste. • From 2024, local authorities will be compensated for managing packaging waste and will receive the 'necessary' costs of collected household waste containing packaging. It will also include a payment for packaging that is placed in street bins and consideration has also been given in Scotland to include payments for street litter.
118	Implementation of Digital Waste Tracking	Long	Medium	Not yet started	• SEPA and the Scottish Government have been working with UK partners to develop a four-nation approach to digital tracking of waste movements. The Environmental Act 2021 provides powers for the Scottish Government to develop regulations to introduce digital waste tracking service in Scotland. • A mandatory UK digital waste tracking service will inform the way we track waste and resource flows, tackle waste crime and prioritise regularity activities. • Consultation ran from January 2022 to April 2022 to ascertain the practical implications of providing this service to determine: • what waste will be tracked, what information will be recorded, when should information be recorded, what different ways should this be recorded and ascertain how charges for the operation and maintenance of this service are set. • Consideration is being given to all responses provided when developing the digital waste tracking service. Key themes from the responses to the 56 questions issued on the consultative paper are being identified, along with ongoing user research and engagement with stakeholders will be used whilst drafting the Government response, with the aim to publish in 2023.

119	Consultation on separate Garden Waste collections	Medium	High	Not yet started	• The Scottish Government have committed to consult on requirements to separately collect garden waste (by 2023), as set out in their Climate Change Plan update (2020), and in line with EU Commission's Circular Economy Package. • Perth & Kinross Council will provide a response to any forthcoming consultation. • Previous work has been done to model financial implications of rolling out mixed food and garden service to those not currently covered and this would require further revisions to understand the current financial and operational implications.
120	Single Use Policy	Medium	Medium	Partial	• Legislation came into force on 1 June 2022 which bans some of the most environmentally damaging single-use plastic items in Scotland like plastic cutlery and straws. • In 2019 Waste Services undertook a Single Use Products Survey including Council employees and Tayside Contracts to obtain an understanding of the actual usage of Single Use Products and gather views on possible alternatives, however given the subsequent ban as detailed above, the focus regarding developing a Policy will now be that of a general Single Use Policy superseding the previous intention of a Single Use Purchasing Policy. • Consultation regarding Scotland's Circular Economy: A Route Map to 2025 and beyond undertook consultation between May 2022 and August 2022 to prioritise tackling the consumption of single-use items and promoting re-use. One proposal will be the introduction of a single use cup charge like that of the plastic bag charge.