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Council Building
2 High Street
Perth
PH1 5PH

30 August 2018

A Meeting of the **Environment and Infrastructure Committee** will be held in the **Council Chamber, 2 High Street, Perth, PH1 5PH** on **Wednesday, 05 September 2018 at 10:00.**

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

JIM VALENTINE
Depute Chief Executive

Those attending the meeting are requested to ensure that all electronic equipment is in silent mode.

Please note that the meeting will be recorded and will be publicly available on the Council's website following the meeting.

Members:

Councillor Angus Forbes (Convener)

Councillor Kathleen Baird (Vice-Convener)

Councillor Alasdair Bailey

Councillor Michael Barnacle

Councillor Stewart Donaldson

Councillor Dave Doogan

Councillor John Duff

Councillor Anne Jarvis

Councillor Grant Laing

Councillor Roz McCall

Councillor Andrew Parrott

Councillor Crawford Reid

Councillor Willie Robertson

Councillor Lewis Simpson

Councillor Mike Williamson

Environment and Infrastructure Committee

Wednesday, 05 September 2018

AGENDA

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

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF THE MEETING OF THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE OF 23 MAY 2018 FOR APPROVAL AND SIGNATURE** **5 - 12**
(copy herewith)
- 4 HOUSING AND ENVIRONMENT BUSINESS MANAGEMENT & IMPROVEMENT PLAN 2018-19** **13 - 48**
Report by Executive Director (Housing & Environment) (copy herewith 18/253)
- 5 COMMUNITY GREENSPACE - WORKING WITH COMMUNITIES** **49 - 68**
Report by Executive Director (Housing & Environment) (copy herewith 18/268)

Note: Please note there will be a presentation on the above item.
- 6 DRAFT AIR QUALITY ACTION PLAN FOR CRIEFF** **69 - 164**
Report by Executive Director (Housing & Environment) (Report No. 18/269)
- 7 POLICY AND LEVEL OF SERVICE FOR WINTER 2018/2019** **165 - 190**
Report by Executive Director (Housing & Environment) (copy herewith 18/270)
- 8 PERTH CITY CENTRE WASTE CONTAINERISATION** **191 - 204**
Report by Executive Director (Housing & Environment) (copy herewith 18/271)
- 9 PERTH AND KINROSS OUTDOOR ACCESS FORUM ANNUAL REPORT 2017-18** **205 - 216**
Report by Executive Director (Housing & Environment) (copy herewith 18/272)

10	NEW RURAL FOOTWAYS Report by Executive Director (Housing & Environment) (copy herewith 18/273)	217 - 230
11	ACTIVE TRAVEL STRATEGY - RE-DETERMINATION OF ELM DRIVE, BLAIRGOWRIE - FOOTWAYS FOR SHARED USE Report by Executive Director (Housing & Environment) (copy herewith 18/274)	231 - 240
12	PROPOSED VARIATION TO WAITING RESTRICTIONS, MONCUR ROAD AND MAIN ROAD, INCHTURE (WARD 1) Report by Executive Director (Housing & Environment) (copy herewith 18/275)	241 - 248
13	PROPOSED 30MPH SPEED LIMIT AT HUNTINGTOWER ROAD (U44), RUTHVENFIELD (WARD 5) Report by Executive Director (Housing & Environment) (copy herewith 18/276)	249 - 256
14	PROPOSED 40MPH SPEED LIMIT AT GLENALMOND Report by Executive Director (Housing & Environment) (copy herewith 18/277)	257 - 266
15	PROPOSED 40MPH SPEED LIMIT AT TIBBERMORE (C410 & U47) (WARD 9) Report by Executive Director (Housing & Environment) (copy herewith 18/278)	267 - 274
16	PROPOSED ADDITIONAL GREEN ROUTES MUTHILL (WARD 7), LONG FORGAN (WARD 1), NEW ALYTH (WARD 2), BLAIRGOWRIE (WARD 3), ABERARGIE (WARD 9) Report by Executive Director (Housing & Environment) (copy herewith 18/279)	275 - 294
17	PROPOSED VARIATION TO WAITING RESTRICTIONS, MONART COURT ROAD AND VASSART COURT, PERTH (WARD 12) Report by Executive Director (Housing & Environment) (copy herewith 18/280)	295 - 302
18	AMMENDMENTS TO THE LIST OF PUBLIC ROADS Report by Executive Director (Housing & Environment) (copy herewith 18/281)	303 - 314

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PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 MAY 2018

ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Minute of meeting of the Environment and Infrastructure Committee held in the Council Chamber, 2 High Street, Perth on Wednesday 23 May 2018 at 10.00am.

Present: Councillors A Forbes, X McDade (up to and including Art. 283) (substituting for Councillor M Barnacle), C Ahern (Substituting for Councillor R McCall), A Bailey, K Baird, S Donaldson, D Doogan, D Illingworth (Substituting for Councillor C Purves) A Jarvis, G Laing, A Parrott, W Robertson, C Reid, R Watters and M Williamson.

In Attendance: B Renton, Executive Director (Housing & Environment); B Cargill, A Clegg, S D'All, A Graham, D McKeown, S Perfett, B Reekie, and W Young (all Housing & Environment) C Flynn and K Molley (both Corporate and Democratic Services).

Apologies for Absence: Councillors M Barnacle, R McCall and C Purves.

Councillor A Forbes, Convener, Presiding.

276. WELCOME AND APOLOGIES

The Convener welcomed everyone to the meeting and apologies and substitutions were noted as above.

277. DECLARATIONS OF INTEREST

There were no declarations of interest in terms of the Councillors' Code of Conduct.

278. REQUEST FOR DEPUTATION

In terms of Standing Order 72, The Committee agreed that Neil Combe be allowed to address the Committee in relation to Art. 281.

279. MINUTE OF PREVIOUS MEETING

(i) It had been agreed at the previous meeting (Art. 132 refers) that a report on the conditions of the Roads in Perth and Kinross be brought to this Committee. The Committee agreed to hear a presentation from S D'All, Housing and Environment on this subject. S D'All addressed the Committee and answered questions from members. It was agreed that all Councillors would get a copy of S D'All's presentation. The Convener thanked S D'All for his presentation.

(ii) Perth Winter Festival (Art. 134 refers)

In response to a query from Councillor Laing, regarding the closure of public toilets throughout the winter period, B Renton confirmed that the Council have their own stock of portable toilets and a number of comfort schemes already

PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 MAY 2018

exist for specific events. B Renton confirmed that she would check the difference in cost between deploying portable toilets compared to keeping the toilets open throughout the winter period.

- (iii) The minute of the meeting of the Environment and Infrastructure Committee of 21 March 2018 was submitted, approved and a correct record and authorised for signature.

280. BURIAL AND CREMATION FEES FOR CHILDREN

Resolved:

The Committee agreed to waive the fees for burials and cremations for children and young people under 18 years of age and to extend this to 21 years of age subject to the costs identified being within the delegated authority of the Executive Director (Housing & Environment).

281. RURAL EVENTS FUNDING AND RURAL EVENT APPLICATION – CRIEFF PROMENADE PERFORMANCE EVENT

Mr Combe addressed the Committee and answered questions from members before returning to the public gallery.

The Convener thanked Mr Combe for his attendance.

There was submitted a report by the Executive Director (Housing and Environment) (18/173) (1) proposing the approach to the criteria and approval process in respect of the 2018/19 non-recurring budget to support rural events; and (2) asking the Committee to consider a request for funding from Crieff Succeeds Ltd from this budget, for a new promenade performance event in Crieff.

Motion (Councillors A Forbes and C Ahern)

- (i) **The proposed approach to the management and allocations from the budget for rural start up events, as detailed in Report 18/173, be approved.**
- (ii) **The outlined criteria and conditions of funding for this budget be approved, as detailed in Report 18/173, and subject to the following amendments:**
- **Include Scone in the scheme and remove ‘for example, gala day type events, bonfire nights etc’ from the proposal to allow people who demonstrate the correct scale and that they will qualify for the scheme, no matter what the event may be (paragraph 1.4 of report 18/173 refers)**
 - **Change the criteria from ‘An event is in its inaugural year and appears viable’ to ‘An event which is in its first or second year and presents a robust indication of ongoing viability’ (paragraph 1.7 of report 18/173 refers)**
 - **Change the criteria ‘There are other sources of funding projected’ to ‘There are other sources of income identified including ticket**

PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 MAY 2018

sales, sponsorship and other grants' (paragraph 1.7 of report 18/173 refers)

- (iii) **The background to the development of the "Horrible Histories" promenade performance event concept by the Crieff Succeeds Ltd Business Improvement District be noted.**
- (iv) **A grant of £30,000 be awarded from the 2018/19 revenue budget for rural start up events to Crieff Succeeds Ltd for the purposes of staging the event in its first year.**

Amendment (Councillors D Doogan and G Laing)

In accordance with the Motion, with the grant awarded to Crieff Succeeds Ltd to be £15,000 in 2018/19 and £15,000 in 2019/20.

In terms of Standing Order 17 the Convener ruled that Councillor D Illingworth would not be permitted to vote as he was not present for the whole debate on the item.

In accordance with Standing Order 58, a roll call vote was taken.

7 members voted for the Motion as follows:

Councillors C Ahern, K Baird, S Donaldson, A Forbes, A Jarvis, C Reid and W Robertson

7 members voted for the Amendment as follows:

Councillors A Bailey, D Doogan, G Laing, X McDade, A Parrott, R Watters and M Williamson.

In accordance with Standing Order 56, the Convener made a casting vote for **the Motion**.

Resolved:

In accordance with the Motion.

282. VEHICLE-ACTIVATED SIGN (VAS) PROGRAMME

There was submitted a report by the Executive Director (Housing & Environment) (18/174) (1) detailing the development and implementation of the vehicle-activated sign (VAS) programme in 2017/18; and (2) seeking Committee approval for an expansion of the VAS programme through 2018/19 and 2019/20.

Resolved:

- (i) The list of new VAS installed in 2017/18, as detailed in Appendix 1 to report 18/174, be noted.
- (ii) The list of existing VAS replaced or upgrade in 2017/18, as detailed in Appendix 2 to report 18/174, be noted.
- (iii) The list of new VAS sites to be installed, starting in 2018/19 as detailed in Appendix 3 to report 18/174, be approved.
- (iv) The list of existing VAS to be replaced or upgraded, starting in 2018/19 as detailed in Appendix 4 to report 18/174, be approved.

PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 MAY 2018

- (v) It be noted that the implementation of the VAS programme is scheduled over the next two financial years (2018/19 and 2019/20).

283. ACTIVE TRAVEL STRATEGY – NEW RURAL FOOTWAYS ASSESSMENT CRITERIA

There was submitted a report by the Executive Director (Housing & Environment) (18/177) detailing the assessment criteria for the list of requested rural footways and recommends the new footway schemes to be progressed in 2018/19.

Resolved:

- (i) The revised assessment criteria for requests for rural footways be approved.
- (ii) The completed footway schemes, as detailed in Appendix 1 to report 18/177, be noted.
- (iii) The Executive Director (Housing and Environment) be instructed to bring back a further report in due course on the implementation of the assessment criteria.

284. ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER STREETS (CWSS) PROJECTS 2018/19

There was submitted a report by the Executive Director (Housing & Environment) (18/175)(1) detailing the Cycling, Walking and Safer Streets (CWSS) projects implemented in 2017/18; and (2) seeking approval for a list of Cycling, Walking and Safer Streets projects for 2018/19 and for potential schemes in 2019/20.

Resolved:

- (i) The schemes implemented from the Cycling, Walking and Safer Streets Grant Funding in 2017/18, as detailed in Appendix 1 to report 18/175, be noted.
- (ii) The list of works for Cycling, Walking and Safer Streets Projects for the financial year 2018/19, as detailed in Appendix 2 to report 18/175, be approved.
- (iii) The proposed subjects to be progressed in 2018/19 and carried out in 2019/20 be noted.

COUNCILLORS A BAILEY AND X MCDADE LEFT THE MEETING AT THIS POINT

285. COMMUNITY ENVIRONMENT FUND CHALLENGE

There was submitted a report by the Executive Director (Housing & Environment) (18/176) (1) providing an update on the award of Community Environment Challenge Funding to community groups between April 2017 and March 2018; (2) recommending that an allocation from the fund be available to assist community groups to leverage additional funding from the Scottish Landfill Communities Fund; and (3) recommending that the Fund is expanded to include applications in relation to the improvement of sports pitches and sports ground pavilions.

PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 MAY 2018

Resolved:

- (i) The Executive Director (Housing & Environment) be instructed to report the outcomes of the Community Environment Challenge Fund (CECF) for 2018/19 to the Committee in 12 months' time.
- (ii) The Council continue to act as a Contributing Third Party and that an allocation of £20,000 from the CECF is available as a contribution to assist community groups to leverage further funding from the Scottish Landfill Communities Fund.
- (iii) The expansion of the CECF to include applications in relation to the improvement of sports pitches and sports ground pavilions be approved.

286. ACTIVE TRAVEL STRATEGY - REDETERMINATION OF BUTE DRIVE, PERTH – FOOTWAYS FOR SHARED USE

There was submitted a report by the Executive Director (Housing & Environment) (18/177) (1) proposing to re-determine the footpath at Bute Drive, Perth to shared use for pedestrians and cyclists; and (2) indicating where shared use is proposed and seeking approval to commence the legal process required to implement this.

Resolved:

The legal process for the promotion of a Redetermination Order Under Section 15(2) of the Roads (Scotland) Act 1984 to allow the footways identified in Appendix 1 to report 18/177 to be converted to shared use for pedestrians and cyclists be approved.

287. ACTIVE TRAVEL STRATEGY - RE-DETERMINATION OF SHORE ROAD AND TAY STREET, PERTH – FOOTWAYS FOR SHARED USE

There was submitted a report by the Executive Director (Housing & Environment) (18/179) proposing to re-determine the footway at Shore Road and Tay Street, Perth to shared use for pedestrians and cyclists.

Resolved:

The legal process for the promotion of a Redetermination Order Under Section 15(2) of the Roads (Scotland) Act 1984 to allow the footways identified in Appendix 1 to report 18/179 to be converted to shared use for pedestrians and cyclists be approved.

288. PROPOSED VARIATION TO WAITING RESTRICTIONS BUTE DRIVE, PERTH (WARD 12)

There was submitted a report by the Executive Director (Housing & Environment) (18/180) (1) outlining problems experienced by residents in Bute Drive, Perth due to indiscriminate parking; and (2) recommending a variation to the Perth City Management Order to vary the waiting restrictions on Bute Drive, Perth.

PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
23 MAY 2018

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to introduce No Waiting at Any Time waiting restrictions on Bute Drive, as described in Report 18/180, be approved.

289. PROPOSED ONE WAY ROAD AT MARKET SQUARE, ALYTH (WARD 2)

There was submitted a report by the Executive Director (Housing & Environment) (18/181) (1) proposing to introduce a one way road restriction at Market Square, Alyth (Ward 2); and (2) recommending the start of varying the Traffic Regulation Order for the one way road restriction.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to allow the start of the process towards the introduction of a one way road restriction in Market Square, Alyth, be agreed.

290. PROPOSED 40MPH SPEED LIMIT AT STRATHTUMMEL(B8019) (WARD 4)

There was submitted a report by the Executive Director (Housing & Environment) (18/182) proposing to introduce a 40mph Speed limit at Strathtummel (B8019). The report recommended the start of varying the Traffic Regulation Order for the 40mph Speed Limit.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to allow the start of the process towards the introduction of a 40mph speed limit, be agreed.

291. PROPOSED 40MPH SPEED LIMIT AT NEWBURGH ROAD (A913), ABERNETHY (WARD 9)

There was submitted a report by the Executive Director (Housing & Environment) (18/183) (1) proposing to introduce a 40mph Speed Limit at Newburgh Road, Abernethy; and (2) recommending the start of varying the Traffic Regulation Order for the 40mph Speed Limit.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to allow the start of the process towards the introduction of a 40mph speed limit be agreed.

292. PROPOSED 30MPH SPEED LIMIT AT MONEYDIE (C408) (WARD 5)

There was submitted a report by the Executive Director (Housing & Environment) (18/184) (1) proposing to introduce a 30mph Speed Limit at Moneydie; and (2) recommending the start of varying the Traffic Regulation Order for 30mph Speed Limit.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to allow the start of the process towards the introduction of a 30mph speed limit be agreed.

293. PROPOSED 30MPH SPEED LIMIT AT CROFTINLOAN (U165), PITLOCHRY (WARD 4)

There was submitted a report by the Executive Director (Housing & Environment) (18/185) (1) proposing to introduce a 30mph Speed Limit at Croftinloan, Pitlochry; and (2) recommending the start of varying the Traffic Regulation Order for 30mph Speed Limit.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to allow the start of the process towards the introduction of a 30mph Speed Limit be agreed.

294. PROPOSED 40MPH SPEED LIMIT AT PERTH ROAD (B934), DUNNING (WARD 7)

There was a report submitted by the Executive Director (Housing & Environment) (18/186) (1) proposing to introduce a 40mph Speed Limit at Perth Road, Dunning; and (2) recommending the start of varying the Traffic Regulation Order for 40mph Speed Limit at Perth Road, Dunning.

Resolved:

The promotion of a variation to the relevant Traffic Regulation Order to allow the start of the process towards the introduction of a 40mph Speed Limit be agreed.

295. AMENDMENTS TO THE LIST OF PUBLIC ROADS

There was a report submitted by the Executive Director (Housing & Environment) (18/187) recommending that the List of Public Roads be updated to take account of the amendments detailed in the report.

Resolved:

The amendments to the list of public roads, as detailed in Appendix 1 to Report 18/187, be agreed.

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## PERTH AND KINROSS COUNCIL

Housing & Communities Committee - 22 August 2018  
 Environment & Infrastructure Committee – 5 September 2018  
 Scrutiny Committee - 12 September 2018

### Housing and Environment Business Management & Improvement Plan 2018-19

#### Report by Executive Director (Housing & Environment) (18/253)

#### PURPOSE OF REPORT

This report presents the first Housing & Environment Business Management Improvement Plan for the period 2018-19.

#### 1. BACKGROUND / MAIN ISSUES

- 1.1 Council Services produce Business Management Improvement Plans (BMIPs) on an annual basis. These BMIPs set out the key actions which each Service will deliver in the coming year. They are produced to ensure better outcomes for everyone in Perth & Kinross, and to demonstrate how they contribute to the delivery of the Council's strategic objectives for the Council and Community Planning Partnership.
- 1.2 These plans are an important part of the strategic planning framework for the organisation, translating the strategic objectives of the [Community Plan](#) and [Corporate Plan](#), into the contributions that each Service makes to achieving these objectives. They include the supporting actions and performance indicators. Individual team plans are then based on Service BMIPs.
- 1.3 In previous years, a joint report was presented to Council committees, which included both the Business Management and Improvement Plan, together with an Annual Performance Report. The recent Service restructure has required a review of our Service planning arrangements. As a result the Annual Performance Reports for the former Housing and Community Safety and The Environment Service were reported and approved by Perth & Kinross Council on 20 June 2018 (Report No. 18/213).

#### 2. PROPOSALS

- 2.1 This is the first BMIP for the new Housing and Environment Service. It focusses on our key service objectives and aims to:-
  - provide clear direction and actions for the future within the context of national agendas, the Community Plan (Local Outcomes Improvement Plan) and the Corporate Plan. Members are asked to note that the content of the "We will" sections of the BMIP are those agreed by Members when approving the Corporate Plan for 2018-2022 (Report No.18/68).

- outline our key strategic priorities and improvement areas.
- provide a focus on delivery of outcome focused services.
- set out objectives, with measures and targets.

2.2 The BMIP has been developed since April this year, through a number of workshops with managers and team leaders. These have included the development of our new Service objectives, a self evaluation exercise, along with the development of key priorities and performance targets. This has also led to a strong collective approach across the new Service, which we aim to build on over the coming years.

2.3 In the coming year our key priorities will be:-

- focussing on the connections between leadership, organisational culture and employee engagement to support the integration of our new Service.
- supporting inclusive economic growth and attracting investment and higher value jobs into Perth and Kinross.
- narrowing inequalities gaps and demonstrating a consistent and systematic approach to prevention, early intervention and fairness.
- further developing a strong “locality based” approach and strengthen relationships with our communities and Community Planning Partners.
- An increased focus on collaborative working with all our partners (including other Councils) to unlock efficiencies, share best practice and allow us to offer services to our communities that would be otherwise be unachievable in the current financial context
- Focussing on the delivery of our existing transformation programme and developing further transformative opportunities for shared working, digitisation and efficiency, to help meet the financial challenges ahead.

2.4 We will take forward these priorities by building a unified, single Service approach to performance management and internal controls. Key to demonstrating progress towards the achievement of these priorities will be team plans which will:

- provide clarity of purpose for teams across the Service and a yardstick to assess progress against targets.
- link strategic plans to employee roles (i.e. the ‘golden thread’ between strategic objectives and individuals’ contributions)
- improve accountability through objective setting and performance reporting
- ensure employee learning and development is linked to supporting improvement.

2.5 The work of Housing and Environment encompasses the remit of the Housing and Communities Committee and the Environment and Infrastructure Committee. The BMIP indicates the sections relevant to each committee.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 The Housing and Communities Committee and the Environment and Infrastructure Committee are asked to approve, for their specific areas of interest, the Housing and Environment Business Management Improvement Plan 2018/19, indicated as relevant to each Committee in the plan.
- 3.2 The Scrutiny Committee is asked to scrutinise and comment as appropriate on the contents of the plan.

#### Author

| Name           | Designation                                 | Contact Details                                                                                    |
|----------------|---------------------------------------------|----------------------------------------------------------------------------------------------------|
| Keith McNamara | Depute Director<br>Housing &<br>Environment | 01738 475000<br><a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                                 | Date         |
|----------------|---------------------------------------------|--------------|
| Barbara Renton | Executive Director<br>Housing & Environment | 31 July 2018 |

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**ANNEX****1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION**

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

**1. Strategic Implications**

1.1 The Community Plan and the Council's Corporate Plan, has five outcomes which provide clear strategic direction, inform decisions at a corporate and service level and shape resource allocation.

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

1.2 This report sets out how Housing & Environment will support and deliver these objectives.

**2. Resource Implications**Financial

2.1 None.

### Workforce

- 2.2 There are no workforce implications.

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

- 2.3 None.

## **3. Assessments**

### Equality Impact Assessment

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

### Strategic Environmental Assessment

- 3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals. However, no action is required as the Act does not apply to the matter presented in this report.

### Sustainability

- 3.4 None.

### Legal and Governance

- 3.5 None.

### Risk

- 3.6 The Housing & Environment Senior Management Team regularly review monitoring reports that highlight individual project progress and risk.

## **4. Consultation**

### Internal

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

### External

- 4.2 The Tenant Committee Report Panel were consulted in the preparation of this report and felt that it demonstrates the links between Housing and Environment Services.

## **2. BACKGROUND PAPERS**

- 2.1 Service Annual Performance Reports 2017/18 – Report to Council 20 June 2018 ( Report No. 18/213)

## **3. APPENDICES**

- 3.1 **Appendix 1** – Housing & Environment Business Management Improvement Plan 2018/19.

## **Appendix 1**

### **HOUSING AND ENVIRONMENT**

#### **BUSINESS MANAGEMENT AND IMPROVEMENT PLAN 2018/19**

**Version 1.9**

# CONTENTS

|                                                                                                    | Page |
|----------------------------------------------------------------------------------------------------|------|
| Introduction                                                                                       | 3    |
| Vision, Strategic Objectives and Local Outcomes                                                    | 4    |
| Giving Every Child the Best Start in Life & Developing Educated, Responsible and Informed Citizens | 5    |
| Promoting a Prosperous, Inclusive and Sustainable Economy                                          | 7    |
| Supporting People to live Independent, Healthy and Active Lives                                    | 11   |
| Creating a Safe and Sustainable Place for Future Generations                                       | 13   |
| Organised to Deliver                                                                               | 17   |
| Governance and Management Structure of the Service                                                 |      |
| Customer Focus and Engagement                                                                      |      |
| Preparing Our People For The Future                                                                |      |
| Partnership Working                                                                                |      |
| Financial/Resource Management                                                                      |      |
| Performance, Self-Evaluation and Risk Management                                                   |      |
| Health and Safety                                                                                  |      |
| Service Improvement Plan                                                                           | 26   |



## INTRODUCTION

We are delighted to introduce the first Business Management and Improvement Plan (BMIP) for Housing and Environment – our new service created on 1 April 2018.

Housing and Environment (created from the two former Services – Housing and Community Safety, and The Environment Service) is a substantial part of the Council's activity, with over 1,100 full time equivalent employees, an annual revenue budget of £134 million, and responsibility for capital investment of £600 million over 10 years. We are also hugely diverse in nature, with activities ranging from day to day functions such as refuse collection and roads services, valued and used by all our citizens; to services such as homelessness, trading standards and employability, which protect people in greatest need of our support; and also strategic functions, such as economic development, which seek to build long term infrastructure, economic prosperity, sustainability, and fairer futures for generations to come.

The scale and diversity of our combined services affords us great opportunities for developing services within Housing and Environment. Combined with working corporately, and with our partners, we can be confident about securing continuous improvement within the resources available to us. Activities such as property and housing development, more joined-up locality working and support for the emerging community empowerment agenda through the already excellent work of our teams, are just some examples of opportunities where working closely together will deliver improved outcomes.

This BMIP demonstrates how Housing & Environment contributes to achieving the aims set out in the Community Plan (Local Outcomes Improvement Plan) and the Council's Corporate Plan. Importantly, the document is also informed by those working in the service, through a series of sessions, with managers and team leaders. This has focused on developing the new service aims, along with undertaking a robust self evaluation and setting clear priorities. This has been combined with activities such as team meetings, and informal morning coffee and afternoon tea sessions, when senior managers get the chance to meet with, and hear from colleagues across the entire Service. Throughout these, there has been a huge amount of positive reaction to the creation of the new Service, which provides a firm foundation for the future.

This is all part of the strong focus we have going forward to build not only a unified Housing and Environment structure and common processes, but also a shared culture where we value passion; innovation; teamwork; a focus on preventative approaches; and a desire to work with partners and communities to make a positive difference.

Our BMIP is also shaped by the impact of emerging regulation and increasing demand for services as we prepare for new legislation on climate change, planning, local democracy and homelessness, while managing the impact of welfare reform and potential Brexit implications. We also reflect the need to create a vibrant, dynamic, and inclusive economy, along with continued support for the delivery of the Fairness Commission's recommendations. We appreciate the ongoing financial challenges facing public services, and this will continue to have an impact on what the service can deliver going forward. Managing expectations with the resources available will be a significant issue for the whole Service, and one which we will need to work together with elected members, partners and the public to address. This, along with ensuring value for money in everything we do, will be a major area of focus for Housing and Environment.

We are proud to be part of such a professional, dedicated team in Housing & Environment, and are confident that, working together, we can face the challenges, and build on the opportunities, to deliver the very best service for the people of Perth & Kinross.



**Barbara Renton**  
Executive Director



**Keith McNamara**  
Deputy Director

# VISION, STRATEGIC OBJECTIVES AND LOCAL OUTCOMES

## OUR VISION

We support the Vision of the Community Planning Partnership, for our area:

***“Creating a confident, ambitious and fairer Perth and Kinross, for all who live and work here.”***

This Plan aims to translate this vision into an agenda for Housing & Environment to deliver positive outcomes for our citizens and communities.

## THE COUNCIL’S STRATEGIC OBJECTIVES

The vision is reflected in the Council’s five strategic objectives and these inform decisions about policy direction and budget spending:

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

The vision and strategic objectives support the delivery of the Community Plan and the Council’s Corporate Plan. The following sections (pages 5 to 27) set out what we will do to support the achievement of these strategic objectives.

The strategic priorities for Housing and Environment are:

- Create and maintain safe, attractive and sustainable places to support healthy and independent living
- Promote a vibrant, dynamic and inclusive economy supporting house-holds to maximise income and reduce the impact of poverty
- Place – promote sustainable empowered communities with equal opportunities for all
- Provide access to good quality and affordable housing, with support to sustain people in their homes and prevent homelessness

Our ethos is:

- Fairness, Efficiency and Effectiveness in everything in Housing and Environment

Our culture within Housing & Environment is one of:

- Mutual trust and respect
- Shared collegiate approach “Team H and E” – supporting each other
- Business Head; Social Heart
- Empowerment – be responsible and accountable
- Recognise potential, and promote training and development
- Be risk positive
- Create time for reflections for all

**Our contribution:**

We continue to work with all partners to achieve positive outcomes for children and families and recognise the need to focus on equity in access to support as well as understanding the particular needs of individual communities, to achieve positive outcomes for children and families.

Key to achieving this is our approach to preventing and responding to homelessness and ensuring that families have access to good quality suitable and affordable housing.

Ultimately our aim is ensuring sustainable tenancies for families and young people.

Our Community Greenspace team ensures that quality play parks, paths and open space encourage family activity and sport, and provide activity programmes and educational events.

Our Public Transport team organises travel to school for school age children and low cost access to the amenities in our City, towns and villages.

Our focus on the Local Development Plan means that we ensure that appropriate resources are available to all citizens and their families.

**For 2018/19 we will:**

Improve the life chances of children and families at risk by:

- Placing a focus on early intervention and prevention, recognising that good quality housing of the right size and closeness to family networks can have an impact on children and families' health and well being, and life outcomes (Housing and Communities Committee)
- Providing support through housing, raising awareness in education, employment and promoting health lifestyles (Housing and Communities Committee)
- Ensuring that housing and homelessness services are accessible and, through our housing options and preventative work, we will intervene early wherever possible to prevent homelessness before it arises. In the event of homelessness we will secure settled permanent accommodation as quickly as possible and provide tenancy support but also working with Community Planning partners to ensure the right level of specialist support at the right time (Housing and Communities Committee)
- Through our Common Housing Register and our Housing Options approach we will continue to ensure that we make best use of our housing stock, through the creation of vacancy chains to address overcrowding and meet the housing needs of our tenants (Housing and Communities Committee)

| Indicator<br>(Source)                                               | Performance |       |       | Targets                        |       |       |       |
|---------------------------------------------------------------------|-------------|-------|-------|--------------------------------|-------|-------|-------|
|                                                                     | 15/16       | 16/17 | 17/18 | 18/19                          | 19/20 | 20/21 | 23/24 |
| Number of families presenting as homeless (Housing and Communities) | 337         | 319   | 306   | Target setting not appropriate |       |       |       |
| Number of overcrowded households (Housing and Communities)          | 127         | 115   | 108   | 99                             | 95    | 91    | 89    |

## PROMOTING A PROSPEROUS, INCLUSIVE AND SUSTAINABLE ECONOMY

### Our contribution:

Through the Tay Cities Regional Economic Strategy we will deliver inclusive growth by addressing inequality of economic opportunity, improve productivity by supporting the creation of higher value, better paid jobs, and deliver a more prosperous and fairer future for people in our area. We will finalise our Local Development Plan to ensure that our area continues to be an attractive place to live, and to ensure a good supply of serviced employment land to identify development opportunities for business.

Together with other public and academic partners, and the private sector, we will invest in physical and digital infrastructure, digital, business and skills development, cultural and sporting events and festivals, to sustain and grow our vibrant economy. We will ensure that the planned capital investment of £0.6 billion in infrastructure is delivered, to attract new business and employment and to make Perth one of Europe's great small cities.

We will use our investment to ensure that those most in need of employment are not excluded, through using Community Benefit clauses in our contracts whenever possible and encouraging payment of the Scottish Living Wage.

We will positively influence employment rates and average earnings by supporting business and targeting support for high wage businesses. We will enhance the resilience of the rural economy through enterprise growth support, and work with industry to ensure that all households can access superfast broadband.

We will develop innovative approaches through links with organisations and local universities and influence the continuing roll out of improved digital connectivity across our whole area.

We will support our tenants and residents to maximise their income through signposting and supporting them to enhance and develop their skills. By doing so we aim to enhance their employment opportunities and contribute to the Fairer Futures aims under Fairer Working Lives.

We will continue to focus on the delivery of efficient services to ensure that our tenants rents remain at levels that are affordable to them, based on local income levels.

### For 2018/19 we will:

- Encourage and promote international, national and local events, maximising our outstanding natural assets (Environment and Infrastructure Committee)
- Ensure that the planned capital investment of £0.6 billion in infrastructure, to attract new business and employment and to make Perth one of Europe's great small cities is delivered (Environment and Infrastructure Committee)
- Provide support to small and medium sized enterprises to facilitate growth (Enterprise and Infrastructure Committee)
- Facilitate high value skilled employment support and encourage upcoming businesses, particularly in digital and professional services (Enterprise and Infrastructure Committee)
- Support our tenants through a range of measures to maximise their incomes and reduce household costs minimising the effects of Welfare Reform and household poverty (Housing and Communities Committee)

- Continue to work with our tenants so that they and other customers receive services that provide continually improving value for rent and charges they pay (Housing and Communities Committee)
- Continue to support all home owners to access HEEPS Equity Loan Scheme to improve the energy efficiency of their homes and to reduce household bills (Housing and Communities Committee)
- Ensure that business cases for all major Tay Cities Deal funded projects in Perth and Kinross are approved, maximising the economic gain to Perth and Kinross through collaborative working (Environment and Infrastructure Committee)
- Work with partners and the private sector to sustain high rates of employment, maximise enterprise opportunities for all our residents - both urban and rural. We will deliver three sector skills academies in Construction, Tourism and Care and secure entry level employment opportunities for young people in culture, heritage and tourism (Environment and Infrastructure Committee)
- Complete the A9/A85 link road to reduce significantly traffic congestion and open up land for economic development (Environment and Infrastructure Committee)
- Ensure, with partners, that Superfast Broadband is available to all premises across the area by 2020/21 along with free public Wi-Fi in Perth City (Environment and Infrastructure Committee)

| Indicator<br>(Source)                                                                                             | Performance |       |       | Targets |       |       |       |
|-------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|---------|-------|-------|-------|
|                                                                                                                   | 15/16       | 16/17 | 17/18 | 18/19   | 19/20 | 20/21 | 23/24 |
| Economic impact of events supported by the Council (Environment and Infrastructure Committee)                     | -           | -     | £9.6m | £10m    | £11m  | £12m  | £13m  |
| Number of new businesses started up with support from Business Gateway (Environment and Infrastructure Committee) | -           | -     | 321   | 300     | 325   | 330   | 330   |
| No. of businesses supported by a growth programme (Environment and Infrastructure Committee)                      | -           | -     | 40    | 40      | 45    | 50    | 55    |

| Indicator<br>(Source)                                                                                                                                                          | Performance |       |       | Targets |       |       |       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|---------|-------|-------|-------|
|                                                                                                                                                                                | 15/16       | 16/17 | 17/18 | 18/19   | 19/20 | 20/21 | 23/24 |
| Perth City Centre Footfall (Nos) % above the national level                                                                                                                    | -3.9%       | 9.2%  | 5.8%  | 4.0%    | 4.0%  | 4.0%  | 4.0%  |
| % of vacant retail units in Perth City Centre                                                                                                                                  | 7.9         | 9.2   | 9.4   | 9.2     | 9.0   | 8.8   | 8.5   |
| Area of available Serviced business land (Ha) (Environment and Infrastructure Committee)                                                                                       | 54.7        | 48.6  | 81.2  | 14.9    | 14.9  | 14.9  | 14.9  |
| % of Scottish average monthly earnings (Environment and Infrastructure Committee)                                                                                              | 98.2        | 98.5  | 94.6  | 95      | 97    | 98    | 100   |
| % of working age population unemployed, based on the Job Seekers Allowance claimant count (Environment and Infrastructure Committee)                                           | 1.1         | 1.1   | 1.1   | 1.0     | 1.0   | 1.0   | 1.0   |
| No. of unemployed people supported into work as a result of Employability programmes supported by the Housing & Environment service (Environment and Infrastructure Committee) | 400         | 425   | 449   | 450     | 460   | 475   | 500   |
| Gross arrears as a % of gross rent due for the reporting year (Housing and Communities Committee)                                                                              | 10.39       | 10.05 | 10.38 | 9       | 8     | 8     | 8     |
| Rent collected as a % of the total rent due in the reporting year (Housing and Communities Committee)                                                                          | 98          | 99.59 | 98.73 | 100     | 100   | 100   | 100   |

| Indicator<br>(Source)                                                                                                      | Performance |       |       | Targets |       |       |       |
|----------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|---------|-------|-------|-------|
|                                                                                                                            | 15/16       | 16/17 | 17/18 | 18/19   | 19/20 | 20/21 | 23/24 |
| % of rent due in the year that was lost due to voids (Housing and Communities Committee)                                   | 0.63        | 0.61  | 0.7   | 0.8     | 0.8   | 0.8   | 0.8   |
| % of residential and business premises with access to Next generation broadband (Environment and Infrastructure Committee) | 63          | 71.2  | 83.9  | 90      | 95    | 97    | 100   |
| % of employees paid Living Wage                                                                                            | 24.1        | 21.6  | n/a   | 20.5    | 20    | 19.5  | 19    |



**Our contribution:**

We want to make sure people have access to the right type of housing and support to enable them to live as independently as possible at home or in a homely setting. People are living longer and many are healthy and independent. People who experience ill health or have a range of support and care needs, due to mental health, homelessness, learning disability, age, substance misuse issues, often need additional support.

Our Housing Service is a partner in the Perth and Kinross Health and Social Care partnership, and plays a key role in helping to achieve the national health and social care outcomes and priorities. The condition of a property, its surrounding environment, and the availability of support can have a huge impact on the health and wellbeing of an individual and their ability to live independently.

We need to ensure that housing developments are flexible and can meet people's longer term needs. We also need to take account of the need for specialist provision, as well as how we can support people in general needs accommodation through better use of technology, aids and adaptations alongside the provision of care and support.

We will continue to work closely with our partners, tenants and residents to allow people to remain in their homes, preventing homelessness and ensure housing needs are identified and met.

**For 2018/19 we will:**

- Continue to enhance our approach to the delivery of homeless services through the preparation of a Rapid Rehousing Transition and Homeless Improvement Plan. To do this we will take forward the recommendations outlined by the Homeless and Rough Sleeping Group (HRSAG) (Housing and Communities Committee)
- Continue to provide a range of accommodation and support options for people with support needs and engage with individuals as early as possible to prevent homelessness and support better outcomes (Housing and Communities Committee)
- Take forward the recommendations made by the Special Needs Housing Group (Housing and Communities Committee)
- Continue to provide support, advice and information to enable people to find and sustain a home, whilst recognising that there are a wide range of factors contribute to whether someone can successfully maintain their tenancy. (Housing and Communities Committee)
- Continue to involve and empower communities on matters that are important to them, helping them find solutions to local problems and build community capacity and spirit (Housing and Communities Committee)
- Progress community initiatives and work closely with our partners, tenants and residents to deliver environmental improvements and to address community safety issues (Housing and Communities Committee)
- Through the implementation of the Local Housing Strategy (LHS) and the Strategic Housing Investment Plan (SHIP) ensure the supply of affordable housing to meet housing need in the area (Housing and Communities Committee)
- Ensure that our tenants live in attractive well managed neighbourhoods in homes that are warm safe and comfortable (Housing and Communities Committee)

| Indicator<br>(Source)                                                                                          | Performance |        |       | Targets                        |       |       |       |
|----------------------------------------------------------------------------------------------------------------|-------------|--------|-------|--------------------------------|-------|-------|-------|
|                                                                                                                | 15/16       | 16/17  | 17/18 | 18/19                          | 19/20 | 20/21 | 23/24 |
| Number of housing options interviews completed (Housing and Communities Committee)                             | 2,027       | 2,435  | 2,438 | Target setting not appropriate |       |       |       |
| Number of households presenting as homeless (Housing and Communities Committee)                                | 898         | 825    | 999   | Target setting not appropriate |       |       |       |
| Number of applicants assessed as homeless (Housing and Communities Committee)                                  | 745         | 706    | 829   | Target setting not appropriate |       |       |       |
| Number of people who slept rough the night before their homeless application (Housing and Communities)         | 32          | 26     | 24    | Target setting not appropriate |       |       |       |
| Average days in temporary accommodation (all types) (Housing and Communities Committee)                        | 131.58      | 131.98 | 81.53 | 80                             | 80    | 80    | 80    |
| % of allocations to homeless households in permanent settled accommodation (Housing and Communities Committee) | 55          | 60.7   | 56.3  | 50                             | 50    | 50    | 50    |
| % of tenants satisfied with the overall service provided (Housing and Communities Committee)                   | 85.16       | 85.16  | 95    | 95                             | 95    | 95    | 95    |

| Indicator<br>(Source)                                                                                                                            | Performance |       |       | Targets |       |       |       |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|---------|-------|-------|-------|
|                                                                                                                                                  | 15/16       | 16/17 | 17/18 | 18/19   | 19/20 | 20/21 | 23/24 |
| Average time (in days) taken to complete approved applications for medical adaptations in the reporting year (Housing and Communities Committee) | 57.6        | 73.75 | 95.53 | 80      | 75    | 70    | 70    |
| % of tenants satisfied with opportunities given to them to participate in the landlords decision making (Housing and Communities Committee)      | 74.45       | 74.45 | 98.74 | 98.74   | 99    | 99    | 99    |

## CREATING A SAFE AND SUSTAINABLE PLACE FOR FUTURE GENERATIONS

### Our Contribution:

Our outstanding nature and landscapes in Perth & Kinross play an important role in supporting economic growth, improving health and wellbeing, adapting to climate change and providing us with a strong sense of identity.

Everyone has the right to live in a safe and secure environment, where they feel protected and able to go about their business without fear of crime. We want our communities to be places where people want to live, in houses they can afford which are warm and safe, and in neighbourhoods that are well maintained and have a positive community spirit.

Responding to the climate change agenda is a key challenge for local authorities. We are developing plans to meet the Scottish Government's ambitious targets for emission reductions, and energy strategies. We will continue to work with our Community Planning partners to meet these targets, address climate change issues, tackle pollution, make sustainable energy choices, reduce and recycle waste, and promote active transport options.

The rural nature of our area presents challenges for accessible and affordable transport. One in five households across Perth & Kinross do not have access to a car or van. Feedback from Local Action Partnerships and the recommendations of the Fairness Commission highlight public transport as a significant concern for many rural communities. Accessible transport is essential for people to stay mobile, connected and able to access services and activities.

### For 2018/19 we will:

- Bring the communities that we are currently engaged with, to conclude fully functioning local resilience partnerships, ensuring the capacity to prepare for and respond locally to emergency situations (Environment and Infrastructure Committee)
- Ensure that communities feel safe and protected by
  - addressing the underlying causes, and effectively manage and support community integration, to prevent and reduce offending (Housing and Communities Committee)
  - resolving disputes between neighbours over noise and other anti-social behaviours (Housing and Communities Committee)
- Continue to work with communities to deliver Estate Based Initiatives, enabling communities to decide and influence enhancements to their local environment.
- Continue to progress the Repairs Transformation to enhance efficiency, productivity and tenant experience.
- Increase the number of community transport schemes particularly within rural communities and agree a new road safety plan featuring community led road safety initiatives (Environment and Infrastructure Committee)

- Take forward the recommendation from the “Active Travel Strategy” and the collaborative working with Sustrans Scotland on the “Bike Life Scotland” project (Environment and Infrastructure Committee)
- Implement the Air Quality Action Plan actions for Perth and complete the plan for Crieff in order to reduce air pollution and support improved health and wellbeing (Environment and Infrastructure Committee)
- Develop measures to reduce traffic and congestion related emissions, increase the number of electric charging stations across Perth and Kinross (Environment and Infrastructure Committee)
- Extend and improve cycle and walking routes as well as encourage a shift in transport from cars to active travel (Environment and Infrastructure Committee)
- Working with partners and communities, we will map and reduce domestic energy consumption in our area (Environment and Infrastructure Committee for wider sectors; Housing and Communities for Council Housing)
- Provide intelligent street lighting, community safety messaging as well as integrating public spaces and CCTV with community alarms to keep people safe (Environment and Infrastructure Committee)
- Increase household recycling, contributing to the Scottish Government’s target of 60% recycling by 2020 (Environment and Infrastructure Committee).
- Build on our success between Community Greenspace and volunteer groups, which is sector leading at a national level (Environment and Infrastructure Committee)

| Indicator<br>(Source)                                                                                 | Performance |        |        | Targets |        |        |        |
|-------------------------------------------------------------------------------------------------------|-------------|--------|--------|---------|--------|--------|--------|
|                                                                                                       | 15/16       | 16/17  | 17/18  | 18/19   | 19/20  | 20/21  | 23/24  |
| Number of communities with local resilience plans (Enterprise and Environment Committee)              | 20          | 20     | 22     | 24      | 26     | 28     | 30     |
| Emissions from Council properties (tonnes CO2) (Enterprise and Environment Committee)                 | 18,065      | 16,387 | 15,055 | 14,500  | 14,000 | 13,500 | 13,000 |
| Municipal waste collected that is recycled or composted (%) (Enterprise and Environment Committee)    | 49          | 55     | 55.5   | 56      | 58     | 60     | 60     |
| Vacant residential / commercial premises brought back into use (Enterprise and Environment Committee) | 149         | 139    | 146    | 135     | 135    | 135    | 135    |
| No of new publicly available social housing units including buy backs, conversions and empty          | 132         | 126    | 159    | 200     | 200    | 200    | 200    |

| Indicator<br>(Source)                                                                                                       | Performance |       |       | Targets |       |       |       |
|-----------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|---------|-------|-------|-------|
|                                                                                                                             | 15/16       | 16/17 | 17/18 | 18/19   | 19/20 | 20/21 | 23/24 |
| homes conversions<br>(Housing and Communities Committee)                                                                    |             |       |       |         |       |       |       |
| Proportion of operational buildings that are suitable for their current use<br>(Enterprise and Environment Committee)       | 85.5        | 83.97 | 83.48 | 90      | 90    | 90    | 90    |
| Proportion of internal floor area of operational buildings in satisfactory condition (Enterprise and Environment Committee) | 91.0        | 91.24 | 85.14 | 95      | 95    | 95    | 95    |
| Overall % of new tenancies sustained for more than a year<br>(Housing and Communities Committee)                            | 87.9        | 89.8  | 88.0  | 90      | 90    | 90    | 90    |
| Average length of time taken (hours) to complete emergency repairs<br>(Housing and Communities Committee)                   | 3.74        | 3.78  | 3.57  | 4       | 4     | 4     | 4     |
| Average length of time to complete non-emergency repairs (Housing and Communities Committee)                                | 13.26       | 13.42 | 8.59  | 8       | 8     | 8     | 8     |
| % tenants satisfied with the repairs service<br>(Housing and Communities Committee)                                         | 90.06       | 90.24 | 90.42 | 95      | 95    | 95    | 95    |
| Average calendar days to re-let properties (Housing and Communities Committee)                                              | 25.17       | 24.05 | 27.81 | 29      | 29    | 29    | 29    |
| % of dwellings meeting SHQS (Housing and Communities Committee)                                                             | 94.57       | 95.62 | 96.15 | 97      | 97    | 97    | 97    |
| % of properties meeting the EESSH (Housing and Communities Committee)                                                       | 72.7        | 76.5  | 80.2  | 84.4    | 84.4  | 84.4  | 84.4  |
| % of council dwellings that are energy efficient<br>(Housing and Communities Committee)                                     | 99.7        | 99.9  | 99.8  | 100     | 100   | 100   | 100   |
| Overall level of public satisfaction with the way the antisocial behaviour                                                  | 76.1        | 65.6  | 41.4  | 75.0    | 75.0  | 75.0  | 75.0  |

| Indicator<br>(Source)                                                                                      | Performance |       |       | Targets |       |       |       |
|------------------------------------------------------------------------------------------------------------|-------------|-------|-------|---------|-------|-------|-------|
|                                                                                                            | 15/16       | 16/17 | 17/18 | 18/19   | 19/20 | 20/21 | 23/24 |
| complaint was dealt with<br>(Housing and<br>Communities Committee)                                         |             |       |       |         |       |       |       |
| % of ASB complaints<br>resolved within locally<br>agreed targets (Housing<br>and Communities<br>Committee) | 94.57       | 96.68 | 81.23 | 90      | 90    | 90    | 90    |

## ORGANISED TO DELIVER

This part of the Plan sets out how we are going to work together, and shape our Service to ensure it is fit for purpose and to face the changes, challenges and opportunities over the coming years. This will be the blueprint for taking Housing and Environment forward to support the delivery of the strategic objectives in the [Community Plan](#), the [Corporate Plan](#) and the commitments expressed in the previous section of this Plan. This part of the Plan:

- explains how we will continue to secure positive outcomes for people and communities, within the changing context of public service reform, increasing demand and reducing budgets
- addresses our response to other influences, including new models of service delivery, locality planning, collaborative working and strategic partnerships, such as the Tay Cities Deal and the Fairness Commission's Fairer Futures report
- sets out our approach to the reshaped workforce, the Fair Work Agenda, future workforce planning, organisational development and transformation
- outlines our commitment to giving the people, communities and businesses which use our services more choice around how we engage, how we act on that engagement to meet their needs, and how we facilitate greater community empowerment
- demonstrates how we will continue to deliver Best Value in this changing environment, including our self-evaluation activities, and identification of areas for improvement

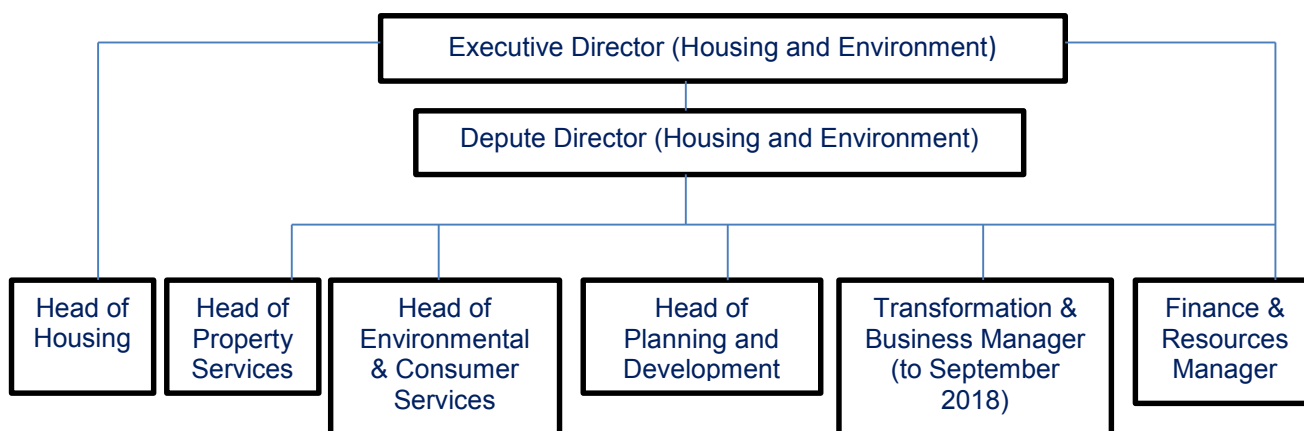
We have set our approach to this part of the plan via themes which reflect the four priorities of public service reform, developed from the [Commission on the Future Delivery of Public Services](#). The themes are:

- **Place** based partnerships and integrated service provision
- **Prevention** and approaches that deliver better solutions and outcomes for individuals and avert future costs to the public sector
- **People** work together across organisational boundaries to provide seamless, high quality integrated services
- **Performance** management of strategic objectives, actions and measures to improve outcomes



## GOVERNANCE AND MANAGEMENT STRUCTURE OF THE SERVICE

Our Management structure is:



There are five teams within the Service:

[Environmental and Consumer Services- Head of Service, Willie Young](#)

[Housing – Head of Service, Clare Mailer](#)

[Performance and Resources – Fraser Crofts, Finance and Resources Manager, and James Dixon, Business and Transformation Manager](#)

[Planning and Development - Head of Service, David Littlejohn](#)

[Property Services- Head of Service, Stephen Crawford](#)

Housing and Environment has overall responsibility for the Roads Maintenance Partnership (RMP) and the Street Lighting Partnership (SLP), as well as corporate responsibility for health and safety, corporate asset management and the monitoring of the Council's capital programme.

The majority of our work is overseen by two Committees of the Council:

- Environment and Infrastructure Committee
- Housing and Communities Committee

There are clear links to Strategic Policy and Resources Committee, and in particular, Property Sub Committee, as well as the Common Good Fund Committees and Licensing Committee.

Our services are also subject to a range of inspections carried out by external organisations. These inspections check that our service delivery meets national standards, provides value for money, and satisfies user requirements. The two main regulatory bodies for our Housing activities are the Care Inspectorate and the Scottish Housing Regulator, although we are also assessed by the Foods Standards Agency, for our statutory food business enforcement role.

## CUSTOMER FOCUS AND COMMUNITY ENGAGEMENT

As a customer focussed organisation, we continually explore improved ways to ensure that the needs of our service users are at the heart of service design and delivery.

We employ a wide range of methods of engagement, ranging from information sharing and feedback to consultation and active involvement. There are many examples of our employees helping local communities to develop their skills, abilities and capacity to address their own needs. These are detailed in our [Consultation and Community Engagement](#) web site pages. Service led examples include the [Local Development Plan](#), the [Tay Landscape Partnership](#), Conservation Areas, Traffic Management, Flood Mitigation and Waste Management.

Our customer satisfaction survey showed that the majority of responders confirmed they experienced no problems in dealing with our Service, although keeping customers up to date on progress with their enquiries is an area for improvement. We need to develop new approaches to effectively managing both current and increasing demand for our services, and keeping customers informed of progress with their requests.

Putting our tenants at the heart of what we do is the central aim of our Housing Service. For example our tenants have been fully involved in the development of the new model of rent calculation through the Rent Restructure Tenant working group. Our Service Review and Evaluation (SURE) Team undertook a review of Tenant Participation activities in preparation for developing a new 3 year strategy. A strategy for tenant involvement has been written by tenants themselves - a first for Perth and Kinross Council. Our Estate Based Initiatives (EBIs) continue to involve more local people about improving where they live. Building on this engagement activity, we have had some excellent, and improving, feedback from our tenants through our Tenant Satisfaction Survey.

Extending on our approach to delivering services to communities we will continue to work with Community Planning Partners and the Local Action Partnerships to establish a clear and shared understanding of the area's needs. We will continue to develop a strong 'locality based' approach in Housing and Environment to tackle challenges and strengthen relationships among Community Planning Partners, local communities, the Third Sector and business interests, to deliver the services which our communities want.

Narrowing inequalities gaps, and building family and community capacity, are challenges which sit at the heart of our role as public servants. By focussing on dealing with the symptoms of disadvantage and inequality, and tackling their root causes, we make a difference to our most vulnerable citizens and give people an equal chance in life - while making more sustainable use of public resources. This has been demonstrated, for example, through the successes of our sector-leading Home First initiative. We will extend this approach, wherever possible, to systematically embed preventive interventions across all our services.

### **Our priorities are to:**

- integrate the systems and processes from our two former services to ensure seamless monitoring and reporting of complaints, service requests and gathering of customer feedback. This will allow us to focus on our target response rates and continuously improve service delivery, based on customer and citizen feedback, while also working towards more inclusive service delivery.

- assess our customer consultation and engagement approach for each activity across the Service. This is to ensure every team is proactive, has a clear plan around how they deploy customer engagement, and use the feedback effectively
- focus on closing feedback loops - by ensuring we respond to customers appropriately when we take action, using a clear 'you said, we did' approach

## PREPARING OUR PEOPLE FOR THE FUTURE

At the very heart of what we do in Housing and Environment is the commitment and dedication of those who work in the Service. We will collectively focus on leadership, organisational culture and employee engagement, to support the integration of our new Service; manage the pace and scale of reform; and retain our talented and committed workforce.

We are committed to supporting and maintaining a high performing workforce, with the capabilities and resilience to meet the changing demands of public service delivery. The world of work is changing - we will respond to this complex environment, and emerging challenges, using the Councils' 'Learn, Innovate, Grow' organisational development framework.

We will have an increasing focus on supporting learning and skills development, particularly in areas such as digital skills, commercial/ entrepreneurial activity, and community capacity building, developing new working relationships with our communities and promoting fairness - as well as working across organisational boundaries, as more services are delivered on a collaborative basis.

We will continue our work on how the Service is structured, ensuring that job roles are flexible and responsive to the changing needs of the organisation. This will provide opportunities for personal and professional development, create opportunities for employees to fully participate, and develop leadership at all levels. Succession planning, and growing our own, will be a focus as we seek to develop strong leaders and a responsive workforce to navigate the complex challenges, and transform service delivery.

We recognise the pressures on recruiting and retaining people in several key work areas, and we will build on our current approach to attracting more young people into our work activities.

Sustaining effective employment relationships is vital and we will collectively create the conditions for fair work, equality, diversity, mutual trust, dignity and respect.

### Our priorities are to:

- focus on employee engagement to bring the new Housing and Environment Service together in a strong and cohesive way, which develops a culture where we have a shared understanding of purpose, where everyone can identify with the Council's strategic objectives, and how we can all contribute to delivering the best services possible.
- develop a Communication and Engagement plan for Housing and Environment
- progress our approach to workforce planning, to:
  - identify and developing talent at all levels
  - promote staff development and succession planning
  - create the conditions for empowering employees to devolve decision making and leadership to the most appropriate level throughout the Service, and
  - support fair work principles

- continue to invest in young people, to develop career paths, targeting occupational areas of growth and hard to fill posts

## PARTNERSHIP AND COLLABORATIVE WORKING

Partnership working - ranging from individual locality level to large scale regional and national partnerships - will drive our service delivery in the coming years. Housing and Environment are already delivering public services through shared leadership of partnerships at all levels - such as statutory partnerships, regional partnerships and partnerships with our communities.

We currently support the Perth and Kinross Community Planning Partnership (CPP), through leading and contributing to several groups such as the Public Realm and Environment Partnership, and the Economy & Lifelong Learning Partnership.

The delivery of the Perth City Plan, along with the Perth City Development Board and the ongoing work in delivering a Cities Deal for the Tay Cities Region, in partnership with Angus, Dundee City and Fife Councils, will be integral to the delivery of an ambitious programme of infrastructure improvements in the Perth and Kinross and wider area. Building our partnerships with the Scottish Government, Health & Social Care Partnership, Tayside Contracts, the local business community; the local voluntary sector, Police Scotland, the Scottish Fire and Rescue Service and Perth College UHI will be central to the delivery of our Service objectives.

Strong relationships with our elected members are essential, as we support them to navigate the complexity of public service delivery, provide challenge and scrutiny, and make informed, evidence based decisions on future priorities.

An increased focus on collaborative working with other Councils will help to unlock efficiencies, share best practice, and potentially allow us to offer services to our communities to an extent that could otherwise be unachievable in the current financial context.

We also work in partnership with local and national developers to extend supply of affordable mainstream and supported housing, with services attached, to support people to live as independently as possible, in suitable housing.

A practical example of successful partnership at locality level is the improved local resilience to severe weather events through the development of Local Resilience Partnerships with rural communities. Further opportunities to work more closely in partnership with local communities are emerging through our contribution to Local Action Partnerships, in areas such as transport in the community.

### Our priorities are to:

- deliver on key partnership arrangements, particularly the Tay Cities Deal and its significant inclusive economic benefits potential, and develop further collaborative opportunities with other local authorities
- support the Local Action Partnerships in the co-ordination and delivery of priority needs for local areas, through their Local Action Plans, as we work together as teams in localities, to deliver services, and develop active, self-sustaining and resilient communities

- continue to support wider community empowerment and prudent management of Council assets in areas such as Community Asset Transfers, participatory budgeting and participation requests
- support the Health & Social Care key outcomes through the delivery of the Housing Contribution Statement

## FINANCIAL / RESOURCE MANAGEMENT

Housing and Environment manages a net annual revenue budget of £134m and a 10 year capital budget of £600m. The Housing Revenue Account has a gross budget of £28.4m. In addition, we manage a capital allocation of £16.7m relating to investment within the Housing Revenue Account.

We continue to operate in a very challenging financial environment, with reducing real term resources set against a background of increasing demand for the more 'traditional' Council services we deliver. The Council's medium term financial plan recognises that these challenges will remain at least into the foreseeable future. Our approach to asset management and rationalisation will be a key part of our response to the financial challenges. One of our strengths in Housing and Environment is the ownership that staff have for managing their budgets with financial decisions being made by staff closest to the delivery of services.

The increase in the number of older people and the impact of UK Government welfare reform will, in particular, lead to increased risks to service delivery. We have prepared for increased pressure in regard to income maximisation, benefit advice and claims, and this focus will continue, working with colleagues from other Council services. We are also expecting to face increased difficulty in recovering monies due to the Council, based on experiences in other local authorities. We are anticipating increased demand for affordable housing, as well as services for those who are homeless or threatened with homelessness, along with changing needs as a result of our ageing population.

We face the ongoing challenge of meeting an ever increasing demand for high quality services, with decreasing resources both in terms of funding and staff. In addition, we are responding to market pressures for some of our fee generating services - for example Commercial Property and recycled waste - as well as having to meet the cost of contract inflation and inflationary increases for core service provision.

A key element of our strong financial management has been our transformation and service redesign programme. The Council's Transformation Strategy takes a proactive approach to public sector reform and will help us sustain the high quality services we provide. We are focussed on delivering our existing transformation reviews, and also the need to develop further transformative opportunities for innovation, shared working, digital service delivery, and efficiencies, to respond to the financial challenges ahead. However, this will only go some way to addressing increasing pressures on resources.

### Our priorities are to:

- focus on delivering savings already committed from budget decisions, and managing the consequential impacts on service delivery.
- deliver on existing Transformation reviews to ensure financial savings and service improvement are realised, and also ensure the sustainable use of Council assets (e.g. property, fleet)
- generate proposals for further innovations and efficiencies, based on benchmarking and best practice.

## PERFORMANCE, SELF EVALUATION AND RISK MANAGEMENT

Our performance management approach is critical to ensuring the Service delivers on the Council's, and the Community Planning Partnership's, ambitious strategic objectives. To maintain high quality and the best services possible, we have established clear objectives along with a positive, performance driven culture.

Performance plans are developed from this Business Management and Improvement Plan (BMIP) into Team Plans and Individual Work Plans. The Senior Management Team is accountable and responsible for the delivery and review of BMIP outcomes and objectives. Progress is regularly monitored at the Executive Officer Team, Corporate Management Group, the Service Management Team, Service Committees, as well as Divisional and Team meetings. The Scrutiny Committee also has a clear role to play in monitoring the performance of the whole service. Performance on the BMIP is reported on an exception basis to Committees after six months, and comprehensively for the period, normally to committees in June each year.

This BMIP has been informed by the annual evaluation of Service performance, capability and capacity, using the Council's 'How Good is our Council?' toolkit which drives our forward planning, by identifying areas for improvement. Our priorities are, therefore, also influenced by the outcome of external inspection reports from scrutiny bodies, customer feedback, the employee survey and engagement sessions with our own staff.

We undertake a range of benchmarking activities through forums such as the Scottish Housing Network, Housemark, Association of Public Service Excellence, the Local Government Benchmarking Framework and its family groups including Active Asset Management, Tenancy Sustainability and Housing Options to support networking, transformation and professional development. This allows us to measure our performance at a national level and identify innovative and new ways of working to drive improvement.

As our services are publicly funded, we are accountable to the public for the spending decisions that we make and the services that we deliver. It is important that the public understands what we are doing and why, what we are doing well and what we can be doing better. We achieve this through our public performance reporting arrangements.

Risk management is embedded within the day to day operations of the Service. Key risks have been identified - this is a particular focus this year, as we combine the risk profiles for the two former Services, and embed these into the new corporate approach to risk management. Our regular review of risks examine any required additions, amendments or deletions and include a review of progress with controls and actions associated with risk

**Our main strategic risks are:**

| Strategic Objective                                                                                                                                                              | Risk                                                                                                          | Residual Risk |             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------|-------------|
|                                                                                                                                                                                  |                                                                                                               | Impact        | Probability |
| Promoting a prosperous, inclusive and sustainable economy                                                                                                                        | Build the local economy by attracting new businesses and employment                                           | 4             | 4           |
|                                                                                                                                                                                  | Reduced EU Grants and reduced availability of skilled staff from EU labour                                    | 4             | 5           |
|                                                                                                                                                                                  | Welfare Reform and the impact of Universal Credit impacting on the economy and residents income               | 4             | 5           |
| Creating a safe and sustainable place for future generations.                                                                                                                    | Deliver the expectations of the Community Empowerment Act                                                     | 3             | 3           |
|                                                                                                                                                                                  | Availability of suitable housing land to meet population needs and achievement of Scottish Government targets | 3             | 4           |
| <b>KEY</b><br><b>Impact</b> 1 – Significant 2 – Minor 3 – Moderate 4 – Major 5 – Critical<br><b>Probability</b> 1 – Rare 2 – Unlikely 3 – Possible 4 – Likely 5 – Almost Certain |                                                                                                               |               |             |

**Our priorities are to:**

- develop a single Service approach to performance management and internal controls across Housing and Environment, to evidence that performance is driving improvement, or to understand the reasons why this is not the case.
- ensure that a robust approach to benchmarking is systematic across the Services (e.g. APSE, LGBF)
- conclude the new Service risk profile, and embed the new corporate approach to risk to contribute to empowerment of leadership and decision making at all levels, and ensure our people are risk aware, not risk averse

## HEALTH AND SAFETY

We fulfil the corporate role to support the entire organisation in meeting its legal obligation as well as providing a duty of care to employees, and people who may be affected by our activities.

We will follow the corporate governance arrangements for Health, Safety and Wellbeing, and ensure that staff, and elected members across the Council are familiar with the Corporate Occupational Health and Safety Policy.

We consult with all staff through the Service Health & Safety Consultative Committee. Membership of the Committee includes senior managers from every area within the Service as well as safety representatives from all the trade unions. Health and Safety performance is regularly reported to both individual management teams and is included within the key performance monitoring process to the Senior Management Team. The team will also continue to support all Services and the Corporate Health and Safety Committee in the delivery of their functions.

**Our priorities are to:**

- provide proactive and reactive health & safety monitoring information at a strategic level to the Corporate Management Group and the Corporate Health, Safety and Wellbeing Consultative Committee, and maintain a Health and Safety document framework which supports managers and employees in fulfilling their statutory health and safety duties.
- monitor and review the application of Health & Safety Policy and Management Arrangements and advise on their effectiveness using Team Performance Monitoring Records which evidence the completion of risk assessments, safe systems of work and operational procedures.
- provide a comprehensive Direct Health and Safety Advice and Support Service to Managers and employees in all Council services, and co-ordinate health & Safety training, including arranging, preparing and delivering training courses, E-Learning and Blended learning courses in line with the Council's Learn, Innovate, Grow Strategy.
- monitor trends and issues of concern within Housing and Environment, and take prompt remedial action



## SERVICE IMPROVEMENT PLAN for 2018/19

| Focus and Major Change for 2018/19                           | Key Action                                                                                                                                           | Delivery Timescale | Lead Officer                                |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------|
| Developing a Prosperous, Inclusive and Sustainable Economy   | Continue the Commercial Property Investment Programme                                                                                                | 31 March 2019      | Head of Planning and Development            |
|                                                              | Support the delivery of the Perth City Plan                                                                                                          | 31 March 2019      | Head of Planning and Development            |
|                                                              | Deliver the projects agreed through the Tay Cities Deal                                                                                              | 31 March 2019      | Head of Planning and Development            |
|                                                              | Complete the A9/A85 link road, and continue to develop the Cross Tay Link Road                                                                       | 31 March 2019      | Head of Planning and Development            |
|                                                              | Complete and publish the updated Local Development Plan                                                                                              | 31 March 2019      | Head of Planning and Development            |
| Independent, Healthy and Active Lives                        | Ensure we are supporting the implementation of Full Service Universal Credit                                                                         | 31 March 2019      | Head of Housing                             |
|                                                              | Delivery of the key priority areas outlined within the Local Housing Strategy                                                                        | 31 March 2019      | Head of Housing                             |
|                                                              | Delivery of a range of Estate Based Initiative projects identified and prioritised in consultation with tenants across Perth and Kinross             | 31 March 2019      | Head of Housing                             |
|                                                              | Support the delivery of the Fairness Commission's Fairer Futures report                                                                              | Ongoing            | Head of Housing                             |
|                                                              | Produce a Rapid Rehousing Transition Plan                                                                                                            | 31 December 2018   | Head of Housing                             |
| Creating a Safe and Sustainable Place for Future Generations | Complete the Crieff Air Quality Action Plan                                                                                                          | 31 March 2019      | Head of Environmental and Consumer Services |
|                                                              | Create a new 'Transport in the Community' group with local community groups, and with expert support, to develop new community transport initiatives | December 2018      | Head of Environmental and Consumer Services |
|                                                              | Produce a revised Road Safety Plan                                                                                                                   | 31 March 2019      | Head of Environmental and Consumer Services |

| Focus and Major Change for 2018/19      | Key Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Delivery Timescale | Lead Officer                   |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------------------|
| Organised to Deliver                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                    |                                |
| Governance and Management               | Complete the management review following the merger of two Services into Housing and Environment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 31 December 2018   | Executive Director             |
| Customer Focus and Community Engagement | Integrate systems and processes from two former Services to ensure consistent monitoring and reporting of complaints, requests and feedback                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 31 March 2019      | Business and Resources Manager |
|                                         | Ensure effectiveness of feedback loops to keep customers up to date with progress on their requests                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 31 March 2019      | Depute Director                |
|                                         | Review consultation and engagement approaches, ensuring consistency and good practice across all parts of Housing and Environment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 31 March 2019      | Business & Resources Manager   |
| Preparing our people for the Future     | Develop and implement a service specific plan with particular emphasis on: <ul style="list-style-type: none"> <li>Bringing the new service together in terms of culture, strategy, structure, synergy and systems</li> <li>Continuously improving how we engage, communicate and value contribution</li> <li>Ensuring fair work and wellbeing</li> <li>Developing skills in priority areas of commercial, business, digital, community engagement and equality/diversity</li> <li>Managing skills requirements in areas of growth and hard to fill roles (flexible workforce/transferable skills – linked to job families)</li> </ul> | 31 March 2019      | Depute Director                |
|                                         | Develop our approach to workforce planning to ensure a suitable supply of qualified employees                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 31 March 2019      | Depute Director                |
|                                         | Prepare a communications plan to manage the integration of the new Service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 30 September 2018  | Depute Director                |
| Partnership and Collaborative working   | Support the five Action Partnerships in the co-ordination and delivery of priority needs for local areas, evidence this through Local Action Plans and follow up support activities by Housing and Environment                                                                                                                                                                                                                                                                                                                                                                                                                        | 31 March 2019      | Senior Management Team         |

|                                                  |                                                                                                                                                                                                                                                               |                                      |                                                                    |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------|
|                                                  | <ul style="list-style-type: none"> <li>Implement the collaboration with Dundee and Angus Councils for Roads Network, Street Works and Traffic Signals Management</li> <li>Develop further collaborative opportunities with other local authorities</li> </ul> | 1 November 2018<br><br>31 March 2019 | Head of Environmental and Consumer Services<br><br>Depute Director |
|                                                  | Integrate participatory budgeting, community asset transfers and participation requests into the mainstream of our activities                                                                                                                                 | 31 March 2019                        | Depute Director                                                    |
|                                                  | Support the delivery of the Council's capital programme to achieve objectives in project delivery and spend.                                                                                                                                                  | 31 March 2019                        | Executive Director                                                 |
|                                                  | Deliver on the Transformation Reviews being led by Housing and Environment: <ul style="list-style-type: none"> <li>➤ Property Asset Management</li> <li>➤ Housing Repairs</li> <li>➤ Equip, Engage, Empower</li> <li>➤ Sponsorship of Assets</li> </ul>       | As per individual review timescales  | Executive Director                                                 |
|                                                  | Develop proposals for future service improvement and transformational activities                                                                                                                                                                              | 31 March 2019                        | Senior Management Team                                             |
| Performance, Self-Evaluation and Risk Management | Integrate performance monitoring, reporting and publishing                                                                                                                                                                                                    | 1 November 2018                      | Business & Resources Manager                                       |
|                                                  | Ensure a robust approach to benchmarking is taken across all parts of Housing and Environment                                                                                                                                                                 | 31 March 2019                        | Business & Resources Manager                                       |
|                                                  | Complete the new risk profile for Housing and Environment                                                                                                                                                                                                     | 1 November 2018                      | Senior Management Team                                             |

| Acronyms Explained |                                                                |           |                                             |
|--------------------|----------------------------------------------------------------|-----------|---------------------------------------------|
| APSE               | Association for Public Service Excellence                      | HRA       | Housing Revenue Account                     |
| ASB                | Anti-Social Behaviour                                          | LGBF      | Local Government Benchmarking Framework     |
| CCTV               | Close Circuit Television                                       | RGBS      | Rent Bond Guarantee Scheme                  |
| CoSLA              | Convention of Scottish Local Authorities                       | SCARF     | Save Cash and Reduce Fuel                   |
| CPP                | Community Planning Partnership                                 | SHQS      | Scottish Housing Quality Standards          |
| EBI                | Estate Based Initiative                                        | SIMD      | Scottish Index of Multiple Deprivation      |
| ECS                | Education and Children's Services                              | SOLACE    | Society of Local Authority Chief Executives |
| EESSH              | Energy Efficiency Standard for Social Housing                  | SURE Team | Service User Review and Evaluation Team     |
| EU                 | European Union                                                 | SLP       | Street Lighting Partnership                 |
| GIRFEC             | Getting it Right for Every Child                               | TBC       | To be Confirmed                             |
| HCS                | Housing and Community Safety                                   | UC        | Universal Credit                            |
| HEEPS-ABS          | Home Energy Efficiency Programme Scotland – Area Based Schemes | UHS       | Universal Home Insulation Scheme            |
| HRSAG              | Homeless & Rough Sleepers Action Group                         |           |                                             |
| HMO                | Houses in Multiple Occupation                                  |           |                                             |
| HMRC               | HM Revenues and Customs                                        |           |                                             |

## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

5 September 2018

#### Community Greenspace – Working with Communities

#### Report by Executive Director (Housing and Environment) (Report No. 18/268)

This report provides an 18 month update on the previous Community Greenspace 'Working with Communities' report to the Environment Committee in January 2017. It outlines the considerable work undertaken to engage, equip and empower local communities to participate in activities such as paths work, project delivery and grounds maintenance.

### 1. BACKGROUND / MAIN ISSUES

- 1.1 Public parks and open spaces managed by Perth and Kinross Council are of key importance to the quality of life and wellbeing of residents throughout the area. They continue to be a key indicator of the quality and character of an area or community, and directly contribute to a sense of civic pride.
- 1.2 The Council's 1,600 public parks and open spaces provide both amenity, and (being free at the point of use for informal recreation) provide the opportunity for everyone to enjoy healthier lifestyles. They range in size from parks of 'regional' significance, such as MacRosty Park in Crieff and the North and South Inches in Perth, attracting visitors from beyond Perth and Kinross; to smaller local including amenity areas, green path corridors and small play areas.
- 1.3 With continued pressure on Council resources, it is essential that we maximise the opportunities to work in partnership with our communities on the maintenance and improvement of greenspaces. Community Greenspace have a long, and sector leading, track record of doing this through:
  - 48 'Bloom' environmental groups participating in the Take A Pride In Perth and Kinross Campaign
  - 17 Paths Groups
  - Four 'Friends of Parks' groups
  - 8 community allotment associations, and
  - several local sports clubs.
- 1.4 The Bloom groups are the longest established of these partnerships, and have over 450 committee members. Together with hundreds of volunteers, they deliver over 20,000 hours of voluntary effort on an annual basis. This brings communities together, uniting them behind a single, common purpose; to make towns and villages better and more attractive places to live in and to visit. This creates a very strong sense of civic pride and identity in these communities, encouraging cross generational social interaction, and healthy

outdoor activities. Their success has been regularly recognised at regional and national level for almost 3 decades, through awards from Beautiful Scotland and Britain in Bloom competition awards. Perth and Kinross are sector leading in this within the UK, based on a strong partnership and mutual trust between Community Greenspace and the volunteer groups.

1.5 The Council is very fortunate to have so many volunteers committed to maintaining and improving greenspace. The challenge is now to both sustain and increase the level of activity. Starting at such a high level means we have good delivery models and years of experience to allow us to widen out the opportunities for participation. However, it also means that change will always be more incremental than revolutionary.

1.6 As reported to the Environment Committee on 11 January 2017; Community Greenspace – Working with Communities (Report No.17/3 refers). Community Greenspace was awarded £20,000 per annum for two years to undertake the “Engage, Equip, Empower” Transformation project. This led to the appointment of a part-time Greenspace Partnership Officer, who was tasked with:

- engaging with communities and partners to encourage them to take on maintenance of greenspace sites and encourage use of these sites
- equipping communities with the relevant tools and training to undertake the maintenance
- empowering communities to take on further sites.

1.7 In the last 18 months, the following has been achieved:

- **Perth Lade** – this was a key focus of activity, as it is an important and historic linear greenspace and off-road route, with several challenges in terms of litter, graffiti, dog fouling and other anti-social behaviour. With an additional revenue budget of £50,000 for 17/18, we were able to support a wide range of works to physically improve the Lade and foster community buy-in to encourage pride and on-going community action. A full summary and photographs of some of the activities can be found in Appendix 1.
- **Rannoch Station** - The local community group have taken on the grounds maintenance at this site, which means that this has been able to be removed from the Council’s Grounds Maintenance squad’s work schedule. It also removes a 2 hour round trip travelling time as it is such a remote site. Officers have supplied the community group with equipment and training.
- **Rattray Common** - Working with local councillors and residents on a review of shrub beds which have become a maintenance problem, we started with the removal of a shrub bed at Glendevon Court. The plan is to review all shrub beds in this area and remove beds of no amenity value,

focusing on the larger beds and re-planting/re-designing where required, with community involvement in each stage.

- Other sites which the Community Partnership Officer has been working with communities on include:
  - Hill Church, Blairgowrie
  - St Michael's Churchyard, Crieff
  - Open spaces, Balbeggie
  - Burnbank Meadows, Kinross
  - Blairgowrie Riverside
  - Letham (Dalreoch area)
  - Abernethy Housing area beds – partnership maintenance
  - Working with Alyth In Bloom on various sites
  - Pitlochry Recreation Park beds
- The Greenspace Partnership Officer, through working closely with communities, has saved the Council recurring and non-recurring maintenance costs, and facilitated almost 2,000 hours of volunteer time. If the Council provided that number of hours of service, the cost equivalent would have been around £30,000.

1.8 In addition to the work of the Greenspace Partnership Officer, the Community Greenspace team has also had several notable successes in partnership working with our communities, including:

- **Pitlochry Recreation Park** – this was a two phase major refurbishment of the main park in Pitlochry to replace ageing play equipment and dilapidated viewing terraces. The local Pitlochry User Groups (PUGS) contributed significantly to this project - £15,000 to the £103,000 playpark upgrade and £87,000 to the £187,000 terraces upgrade project. Further details are included in Appendix 2.
- **North Muirton Community Play Park** – This project was chosen by the community to be funded from £220,000 held by North Muirton Community Council for participatory budgeting. It delivered the community aspiration for a robust but exciting new play park in an area which had suffered from vandalism, was detrimental for the community, and a burden to the Council in terms of repairs. Photographs of the works are shown in Appendix 2.
- **Blackford Community Park and Play Area** – Partnership working took place with the local community who were proactive and keen to improve their local worn out play park. In response to this, Community Greenspace were able to allocate £50,000 of capital funding for play area upgrades. With the support of elected members, the Blackford Improvement Group was formed to help design the park upgrade and raise funding. The additional £78,000 of funding which they raised enabled an additional zip wire and a more exciting rope climbing unit to be included, which would

not have been possible through Council funding alone. Photographs of the works are shown in Appendix 2.

- **Path Group Development** – The Council has reduced the capacity to maintain the extensive path network in Perth & Kinross to the standards users would like. Many paths are on private ground so there is an increasing need to work together with communities to keep the path network maintained. There is a growing network of volunteer paths groups across Perth and Kinross who, with our support, are engaged in fundraising and carrying out practical work, to keep the paths in their local area open. For further information see Appendix 2.
- **MacRosty Park All Abilities Equipment** – the extension of the existing popular play area included a new area specifically aimed for use by children and adults with restricted mobility. The project was requested, and fully funded, by the Friends of MacRosty Park group, which has raised £121,000 to install 5 large items of play equipment and 4 sensory panels. A plan of the proposals is included in Appendix 2.
- **Take A Pride in Perth and Kinross** - in addition to the ongoing success and major contribution of the 48 'In Bloom' Groups to their communities across Perth and Kinross, the groups and their unique 'umbrella' Association continue to deliver projects in partnership with the Council. Current and recent projects include Aberfeldy Lower Birks upgrade, Brickhall Community Garden in Bridge of Earn, Coupar Angus Burn and the Burrell Square Highland Coos in Crieff (see Appendix 2).
- **Community Environmental Challenge Fund (CECF)** – the CECF is a highly successful Council initiative, with up to £10,000 available to community groups to improve their local environment. A total of £100,000 of funding has been made available annually since 2011/12. A wide range of projects have been delivered and for every £1 spent at least a further £3 has been added from other funders or 'in kind' contributions. The outcomes of this fund are reported separately to Committee – the most recent being to Environment and Infrastructure Committee on 23 May 2018 (Report No.18/176 refers).

## **2. PROPOSALS**

- 2.1 Given the success of both the work of the Greenspace Partnership Officer and the Community Greenspace Team as a whole, it is proposed to continue and expand the work being done within the resources available. In addition to sustaining the support for the large number of diverse groups working in virtually every community in Perth and Kinross, the following community partnership projects and initiatives are planned:

- **Crieff To Comrie Off Road Path** - in partnership with Crieff Community Trust and key stakeholders, it is proposed to materialise the long term vision of a multi-use path for walkers, cyclists and equestrians between Crieff and Comrie. The path would have local and national significance;



and also wide-ranging benefits for health and well-being to the local economy.

- **St Fillans Community Play Area** - This project, developed by the St Fillans Community Trust with support from Community Greenspace, aims to provide a themed play area within St Fillans which is currently lacking in play equipment. The Community Trust has successfully fundraised to enable it to deliver this ambitious project, with LEADER funding and a grant from PKC Community Environment Challenge Fund, together with a contribution from Community Greenspace. Officers have worked closely with the group and agreed the specification and design of the equipment, and will undertake the maintenance of a defined area within the playpark, with the Community Trust maintaining (and insuring) the equipment outside the area that the Council is responsible for.
- **Management Plans for Kinnoull Hill Perth, The Knock Crieff, Birks of Aberfeldy and Rumbling Bridge** – this will focus on the upgrade of key countryside sites in Perth and Kinross, which are of both local and visitor importance. These sites will benefit from greater investment to do justice to the high quality and potential of these natural assets. Site based management plans have/are being developed through local community and stakeholder group engagement.
- **Westbank Enterprises and Shrub Bed Review** – A new specialist Horticulture Squad has been set up with the plant nursery staff based at Westbank in Perth, managed by Community Greenspace. This compliments the Greenspace Infrastructure Squad also based at Westbank, and the Council's Community Payback Team. The Horticulture Squad will coordinate the plant supply and distribution of bedding and hanging baskets for the Council and community Bloom Groups. Collaborative working will be undertaken to widen the range of services and community benefits being provided at Westbank.
- **Accessible play parks** – we will continue to work with communities to maximise the availability of play parks suitable for all abilities. This will continue the additional funding of £150,000 awarded by the Council in June 2018, with opportunities for communities to leverage additional funding from other sources.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 Partnership working between the Council, communities and the third sector is well established in Perth and Kinross and forms a strong foundation to build upon. Continuing pressure on public finances and a drive towards community empowerment and asset transfer means the Council needs to sustain the current level of partnership working, and maximise the opportunities for expanding this approach.

- 3.2 The Council will continue to seek opportunities to improve efficiency and ensuring that resources are targeted at community's priorities. This can only be achieved through effective partnership working which ensures local communities have an attractive, accessible environment that residents, visitors and business can enjoy and be proud of. This, in turn, leads to social confidence, healthier lifestyles and strong, vibrant communities.
- 3.3 It is recommended that the Committee:
- i. notes the progress made in the last 18 months
  - ii. requests the Executive Director (Housing & Environment) to bring forward a further report on work undertaken in 18 months time.

#### Author

| Name       | Designation                      | Contact Details                                                                                    |
|------------|----------------------------------|----------------------------------------------------------------------------------------------------|
| Andy Clegg | Community Greenspace Team Leader | 01738 475000<br><a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                                | Date           |
|----------------|--------------------------------------------|----------------|
| Barbara Renton | Executive Director (Housing & Environment) | 24 August 2018 |

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

- 1.1 The proposals relate to the delivery of the Perth and Kinross Community Plan/ Corporate Plan in terms of the following priorities:

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

### 2. Resource Implications

#### Financial

- 2.1 There are no financial implications arising directly from this report. No saving is allocated against this project. It focuses on cost avoidance by being aimed at small community greenspace sites to reduce maintenance operations and create capacity for future site adoptions.

#### Workforce

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

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

- 2.3 The proposals have been assessed in terms of the requirements to manage the Council's Greenspace assets in a sustainable long term way. This will allow the areas of more importance to communities and the overall environmental quality of Perth and Kinross to be maintained to the best possible standard.
- 2.4 There are reputational risks to the Council of reducing maintenance in areas of public open space for which the Council has responsibility. The approach in this report will allow officers to continue to communicate with communities to ensure grounds maintenance resources are prioritised to areas of greatest community benefit.

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

- (i) Assessed as not relevant.

### Strategic Environmental Assessment

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

### Sustainability

- 3.4 Through this approach the creation of small scale community gardens, allotments, orchards etc. will be considered in order to reduce the Grounds Maintenance asset stock in order to reduce maintenance operations and create capacity for future site adoptions.
- 3.5 This will include engaging, equipping and empowering local communities to participate in activities such as paths work and grounds maintenance.

### Legal and Governance

- 3.6 The governance for the Transformation aspects of project will be monitored through the Transformation governance process.

## Risk

### 3.7 Please see key risks below:

|                                                                                                                                               |   |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------|---|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Risk of Council reputation in reduction of grounds maintenance operations                                                                     | 2 | 4 | <p>Establish &amp; maintain open dialogue with communities, user groups and media throughout the process to ensure that the reasons for the project are explained and understood.</p> <p>Ensure a fair distribution of projects across communities.</p>                                                                                                                                                                                                                                                         |
| Risk of inequality of provision within and between communities                                                                                | 2 | 2 | <p>Work with local elected members and communities to ensure a fair distribution of projects across communities.</p> <p>Unplanned reduction in resource should be avoided as there is a risk of increasing inequality.</p>                                                                                                                                                                                                                                                                                      |
| Risk that communities are not engaged, equipped or empowered locally to participate in activities such as paths work and grounds maintenance. | 1 | 2 | <p>Provision of adequate staff time to engage with communities.</p> <p>This will allow officers to continue to communicate effectively with communities to ensure grounds maintenance resources are prioritised to areas of greatest community benefit.</p> <p>This will build on the strong network of Bloom Groups and other community groups, many of whom have accessed the Community Environment challenge fund and other external funding sources to manage, enhance and maintain public open spaces.</p> |

## 4. Consultation

### Internal

#### 4.1 The Head of Legal and Governance and the Head of Democratic Services were consulted in the preparation of this report.

## External

- 4.2 This report reflects on the high levels of community engagement and partnership working being fully embedded in the core business of the Community Greenspace Team and partner bodies and advocates for the continuation and development of this approach.

## **5. Communication**

- 5.1 As part of the project a communications plan will be drafted in order partnership with local landowners and communities to maintain public open space

## **2. BACKGROUND PAPERS**

- 2.1 Report to Environment Committee entitled Community Greenspace Working with Communities on 11 January 2017 (Report No 17/3)
- 2.2 Report (Private) to Environment, Enterprise and Infrastructure Committee entitled Perth and Kinross Countryside Trust - Service Level Agreement review 2016/17 and Proposal 2017/18 on 14 June 2017 (Report No (17/217)
- 2.3 Report to Environment, Enterprise and Infrastructure Committee entitled Perth and Kinross Outdoor Access Forum Annual Report 2016-17 on 6 September 2017 (Report No 17/274)
- 2.4 Report to Environment, Enterprise and Infrastructure entitled Community Environmental Challenge Fund Update on 23 May 2018 (Report No 18/176).

## **3. APPENDICES**

- 3.1 Appendix 1 – Perth Lade Community Engagement Projects
- 3.2 Appendix 2 - Community Greenspace Partnership Projects

## Appendix 1

### **Perth Lade Community Engagement Projects**

Following Council approval through the revenue budget, £50,000 was allocated for improvements to the Perth Lade in 2017/18. Community Greenspace were able to support the following works to physically improve the Lade and foster community buy-in to encourage pride and on-going community action:

- Supply materials to enable Community Payback to paint the railings from Lower City Mills to Crieff Road
- Tidying up of cobbled area that has been loosened due to tree roots, repair slabbing and cutting back of hedges at area beside City Mills Hotel
- 4 October 2017 – planting the Rae Place Bed with the pre-school, also started the run of the poster competition for No Dog fouling/No litter campaign with posters displayed along the Lade to encourage responsible behaviour
- 26 October 2017 – action day with Balfour Beatty/Beautiful Perth and Community Greenspace - this dealt with litter picking and cutting back of overhanging vegetation. Also worked with Tulloch Blooming Lade group and contractor in planting bulb areas throughout the Tulloch area. Good community feedback on the Spring displays.
- Vegetation works, regular communication with SEPA on guidelines etc and being mindful of the bio diversity/wildlife in that area. We have covered the area at Red Brig, area running along Drumhar Court/Pamelia Court, area from Barrack Street all the way up to Viewfield flats. Then proceeded with the area from Stanley Crescent to White bridge, then some of the Tulloch area.
- Path and steps installed by Balfour Beatty for easier access for Operational staff to access the Lade to enable more robust litter picking and debris clearance.
- Replacement of fencing from Stanley Crescent onwards as required in line with the ROSPA guidelines. Also installation of fencing at Huntingtowerfield to conform with water risk assessments. At the Huntingtowerfield area we have also relaid a path.
- Tree works carried out during the summer of 2017 to end of March 2018 on a number of different sites along the Lade, this was for various reasons from removing tree branches to allow more light in from the street lights, removal of trees that were becoming in a dangerous state and the removal of self-seeders.
- March 2018 –planting/ gapping up at the following areas:- seating area at the back of the police station, beds beside the graffiti art wall opposite Sports Direct, St Catherines Road and the bed beside the Stanley Crescent play area
- Regular community litterpicks

### Future events

- Carry on with the Action days – looking to carry out two a year where possible
- Looking to carry out a bio-blitz which identifies wildlife in a given area
- Carry on working with Tulloch Primary school on project
- Carry on working with the City of Perth Early Childhood Centre
- Develop management plan identifying future works required and to be used as a focus for future community action days

### Dalreoch, Letham



### Dalreoch, Letham



Taken on the Action day carried out on the 15 April 2018, additional action days took place in the Letham Area.



Photo courtesy of Richard Wilkins/Perthshire Advertiser



Bed which was planted with the City of Perth Early Childhood Centre.



## Appendix 2

### **Community Greenspace Partnership Projects**

#### **Pitlochry Recreation Ground**

As one of PKC's premier parks it was essential to develop a high quality recreational facility for the town – to deliver an exciting play experience and revitalise the park and terraces. With its beautiful natural setting, this is an important destination for visitors and residents alike and both Community Greenspace and Pitlochry User Groups (PUGs) were committed to creating a space befitting a town the size of Pitlochry, particularly with its high level of tourists. The planning process was extensive to ensure that not only the physical requirements of the site were considered but an inclusive approach to identify and involve a wide range of stakeholder needs was undertaken – the community have been involved through all stages of project planning and very much involved with raising extra funds to ensure the project could be realised. PUGs was established and their aims and ambitions reach far beyond this particular project.

Community Greenspace consulted regularly with all user groups of the site – Parent Council, parents, school, Community Council, Highland Games, Highland Nights, Football Club and dog walkers. Stakeholder needs were addressed by involving them every step of the way with Community Greenspace officers attending monthly user group meetings and giving regular updates. We involved the school children with the design, and asked them to create a colourful letterhead for the PUGS group.

By addressing these needs, Community Greenspace has:

- Worked in partnership with the community to deliver an extremely successful project to a very high standard
- Developed community cohesion –PUGS are very well supported in the town with people approaching them with ideas, supporting their fundraising events and local businesses donating money to the cause.
- Developed community pride in their locality and in the work they have achieved
- Strengthened relationships between Community Greenspace and the community

PUGS added significant financial value to this project as well by contributing £15,000 to the £103,000 playpark upgrade and an incredible £87,000 to the £187,000 terraces upgrade project.



By consulting, informing and working directly with the community something incredible has evolved. The Pitlochry community are truly involved with their greenspace facilities and by working collaboratively we are jointly delivering an enhanced public space for all to enjoy. The facilities were used to host a major Football Festival and Gala Day in June this year.

BREADALEANE & STRATHTAY YOUTH FC  
HIGHLAND PERTHSHIRE FOOTBALL

# FESTIVAL

FUN 4S (2011S), SUPER 5S (2010S),  
7 A-SIDES (2009S & 2008S)



PITLOCHRY PAVILION USERS GROUP AND BSYFC WELCOME YOU  
TO FABULOUS HIGHLAND PERTHSHIRE FOR A FUN DAY OF  
FOOTBALL AND GALA ACTIVITIES, STALLS AND FUNDRAISING.

## SAT 23RD JUNE 10AM-4PM

## PITLOCHRY RECREATION GROUND

In line with SYFA small sided game guidelines BSYFC will be running:  
4 a-sides for 2011s (10 min games) 6 players max per team &  
5 a-sides for 2010s (12min games) 8 players max per team, from 10am-1pm  
7 a-sides for 2009s & 2008s (15min games) 10 players max per team, 1pm-4pm  
All on a non-competitive basis.  
Each team must complete a registration form for the festival [CLICK HERE](#)  
Entry fee £20 introductory offer, via BACS, SYFA permit (E10) also required.  
Spaces are limited - acceptance will be given on a first come first served basis. (max 2  
teams per club, per age group)  
Each player will receive a medal. Fair play trophies will be awarded for each age group.  
CONTACT main: mcadam@hotmail.co.uk or 07966581172

## & GALA DAY

INFLATABLES, STALLS,  
CATERING, CLOWN,  
FACEPAINTING, BALLOONS  
& MUCH MORE!

There is still a tremendous buzz in the town about all the improvements and partnership working. This model of partnership working clearly demonstrates how the relationship between the Council and community can very effectively deliver excellent services which would not be achievable otherwise. This is a great example of what can be achieved by working together to ensure success, now and into the future.

## Paths Group Support

Community Greenspace work with local groups to maintain, improve and promote our shared open spaces for all to enjoy. A key part of this is to keep our path networks in good shape.

PKC can no longer maintain the path network to the standards we would like, with maintenance further complicated as many of these paths are on private ground. We recognise the need to work together with communities to do this. There is a growing network of volunteer paths groups across Perth and Kinross who, with our support, are engaged in fundraising and carrying out practical work to keep the paths in their local area open.

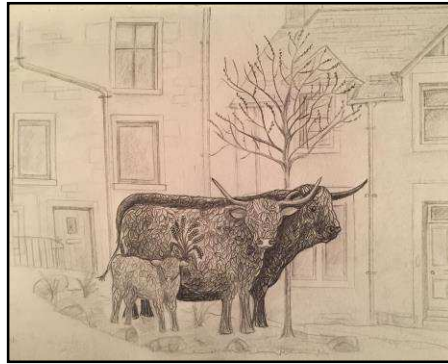
In recent years, Community Greenspace has actively encouraged the establishment of such paths groups by providing hands on support through our greenspace rangers and coordinators.

Our Path Group Development project promotes effective communication between paths groups and the Council; coordinated through the greenspace rangers who assist groups with planning tasks, lending tools, providing insurance, training and financial support (including grant aid through the Community Environment Challenge Fund) and facilitating negotiations with landowners.

By working closely with our local paths groups, we can better prioritise our paths and greenspaces, allowing us to make greater use of our own resources. The groups can assist us by maintaining paths that we cannot and accessing funding that is not available to the Council, allowing them to take forward larger projects that we don't have the capacity to undertake.







### Take A Pride in Perth and Kinross

Working with the Take A Pride in Perth and Kinross Association, the activity of bloom groups reaches far beyond baskets and containers! While significantly enhancing our environment and all the health and well-being benefits, there is also a significant financial benefit to the Council. Some examples are:

**Coupar Burn, completed Spring 2017 – £30k** removal of invasive plants and non-native trees, creation of path and seating area.

**Aberfeldy Lower Birks, completed Winter 2018 – £73k** enhancement of entrance to Lower Birks from town centre with scrub clearance, creation of accessible path, picnic area and sculpture. Although PKC will continue to cut the grass group responsible for on-going maintenance. Phase 2 is about to go live with the creation of a reflections garden as a WW1 project (£15k).

**Brickhall Community Garden, Bridge of Earn, completed Summer 2018 - £40k –** creation of community garden with drystone walling, new planting and renewal of hedging. The group will be responsible for all maintenance including grass cutting.

### Other new projects for 2018/19 include:

Pitlochry Wildlife Garden, Auchterarder Garries Corner (creation of community garden to give the village a focal centre), Kinnesswood Benarty View – clearing scrub on recently adopted developer land to create a community garden to make the most of the spectacular views over Loch Leven, Blairgowrie Coronation Corner taking on the site under Licence to Occupy, Alyth Burnside enhancements and Burrell Square, Crieff.

### Burrell Square, Crieff

This area of grass and traditional annual bedding will be completely transformed this summer (2018) by community group, Crieff in Leaf's environmental project. The two large annuals beds will be replaced by herbaceous planting and an iron sculpture of a family of "Leafy Coos" to reflect the Drover's heritage of Crieff will be installed. PKC will continue to cut the grass but again under Licence to Occupy, the community will undertake all the maintenance and care of the new herbaceous beds. This gives a significant saving to PKC with the withdrawal of the



maintenance of the beds and the supply of bedding plants each year. This is calculated at £5066 for the maintenance and supply of plants recurring annually.

### St Fillans Community Play

## Area

This project developed by the St Fillans Community Trust with support from Community Greenspace aims to provide a themed play area within St Fillans which is currently devoid of play equipment. On a wider scale, the project will create an attraction for family day visitors whose number will increase once the new cycleway is completed on the disused railway line between Lochearnhead and St Fillans. The Community Trust have successfully fundraised to enable them to deliver this ambitious project with LEADER funding and a grant from PKC Community Environment Challenge Fund together with a contribution of £30,000 from Community Greenspace. We have worked closely with the group and agreed the specification and design of the equipment and will undertake the maintenance of a defined area within the playpark, with the Community Trust maintaining (and insuring) the equipment outside the area PKC is responsible for. The concept for this play area combines conventional apparatus with a collection of landscape and artistic features based on the theme of "Scottish Beasties" and is imaginative, innovative and adventurous. This project will be under construction in the Autumn of 2018.

## Other Project Images

### Blackford Play Park Upgrade



Before



After



## North Muirton Play Park Upgrade



Before

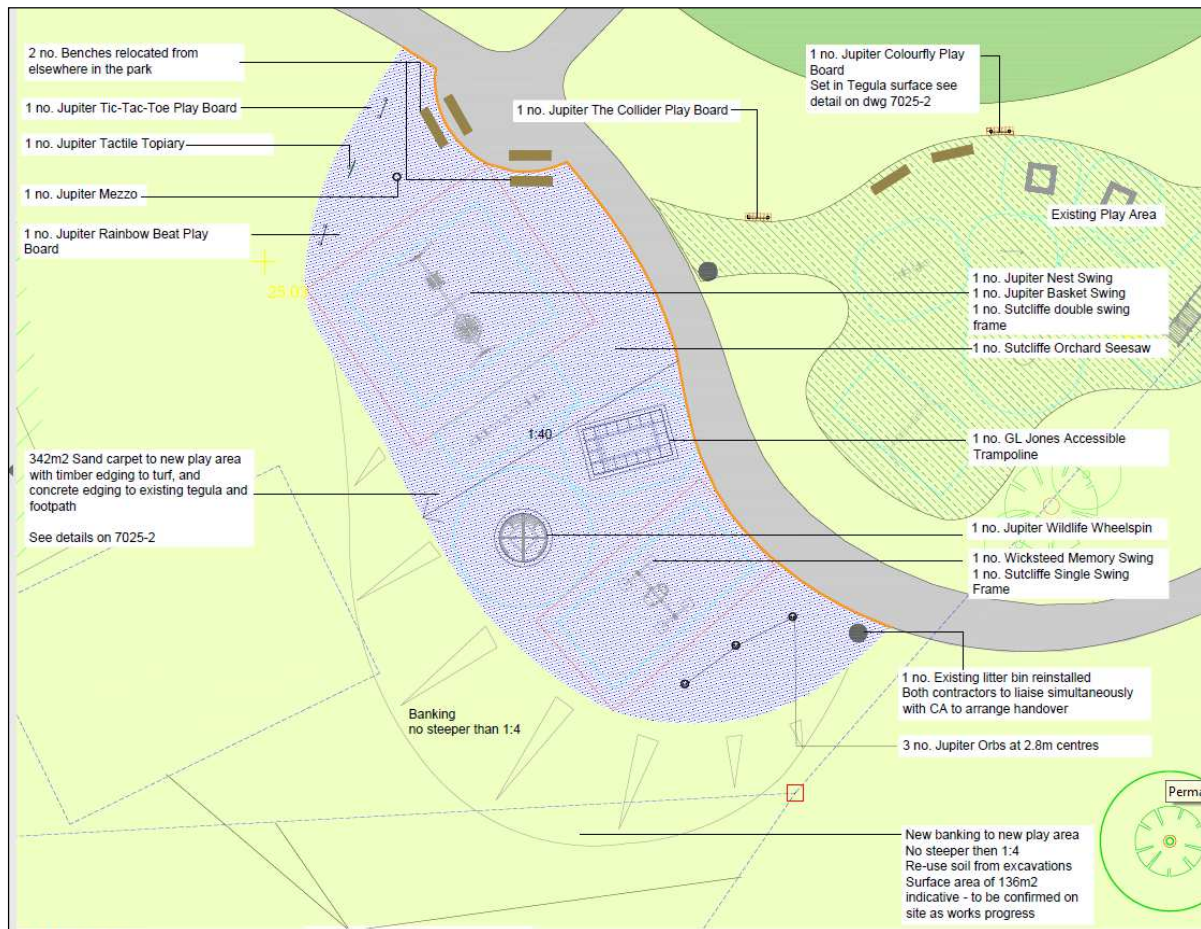


After



After

## MacRosty All Abilities Play Area







# **PERTH AND KINROSS COUNCIL**

## **Environment & Infrastructure Committee**

**5 September 2018**

### **Draft Air Quality Action Plan for Crieff**

**Report by Executive Director (Housing & Environment) (Report No. 18/269)**

Perth & Kinross Council's Environmental Health Team has a statutory duty to monitor air quality throughout Perth & Kinross, particularly within areas incorporating busy traffic routes.

Over a number of previous years, exceedances of national air quality objectives have been identified within the high street corridor in Crieff. As a result, this area was declared an Air Quality Management Area in 2014.

In order to seek compliance with air quality objectives, and in accordance with Scottish Government policy guidance, Perth & Kinross Council is required to create an Air Quality Action Plan (AQAP) for Crieff detailing the short and long term improvement measures proposed.

A draft AQAP has now been produced (see Appendix 1) and feedback is sought from members of the Environment & Infrastructure Committee on the content of this document, prior to external consultation.

Following external consultation, the final AQAP will be submitted for Committee approval.

## **1. BACKGROUND / MAIN ISSUES**

### **Health Impacts of Air Pollution**

- 1.1 Air pollution has been associated with a wide range of effects on the wider environment. However, it is the potential negative impacts of ambient air pollution on human health that is the primary focus of local air quality management.
- 1.2 In the long-term, scientific evidence indicates that air pollution can have a significant effect on human health, especially those more vulnerable members of the community. In recent years, emissions from motor vehicles have been shown to have an increasing impact on urban air quality. As a result, a large number of authorities across the UK have declared Air Quality Management Areas in response to identified exceedances of air quality strategy objectives, and are developing plans to improve air quality at the local level.

- 1.3 The 'Cleaner Air for Scotland Strategy' (CAFS) considers the impact of air quality on health, and looks at the estimated costs, as well as the premature deaths associated with poor air quality. It has been estimated that 2,000 premature deaths and around 22,500 lost life-years across the Scottish population are linked to fine particulate air pollution.

### **Monitoring and Managing Air Quality (Crieff)**

(Please see Appendix 2 for a Glossary of Air Quality Terms).

- 1.4 All Councils have a statutory duty to manage local air quality within their designated boundaries in accordance with Part IV of The Environment Act 1995. Under the Strategic Policy Framework for Local Air Quality Management, published by the Scottish Government, Perth & Kinross Council (PKC) has undertaken a programme of air quality assessments. The strategy requires each authority to undertake a series of air quality assessments to determine the current situation regarding local air quality, and to outline the progress of their local air quality management procedures to date.
- 1.5 Air quality objectives are stated within the Air Quality (Scotland) Regulations 2000/2002/2016 (see Appendix 4). Elevated concentrations marginally exceeding Annual Mean objectives for Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>) have been measured within the High Street corridor of Crieff for a number of years. This corridor comprises a narrow street with tall buildings either side of the A85 trunk road. This has resulted in a canyon effect which prevents air pollutants from dispersing. The narrow road often becomes congested, particularly at peak times throughout the day.
- 1.6 Where an authority identifies an exceedance at a location of relevant exposure, it is obligated under The Environment Act 1995 to declare an Air Quality Management Area (AQMA) and undertake a further assessment of existing and predicted future air quality. The Authority must then develop an Air Quality Action Plan (AQAP), setting out the local actions that will be implemented to improve air quality and work towards meeting the NO<sub>2</sub> and PM<sub>10</sub> objectives currently being exceeded. Appendix 3 summarises the AQAP process as a simple flow chart.
- 1.7 A detailed assessment was conducted in 2012 which quantified the likely exceedance area within Crieff. As a result, this area was officially declared an Air Quality Management Area (AQMA) in 2014.
- 1.8 A further assessment in 2015 identified that emission reductions of road NO<sub>x</sub> in the Crieff AQMA were required in order to achieve compliance with the annual mean NO<sub>2</sub> objective, along with a reduction in the traffic contribution of PM<sub>10</sub>.
- 1.9 This assessment also indicated that, in addition to local residents and visitors, up to 70 residential properties within the AQMA were exposed to exceedances of the annual mean NO<sub>2</sub> and PM<sub>10</sub> objectives.

1.10 In order to determine the probable causes of the air quality problems, source apportionment analysis was undertaken and concluded:

- The proportion of emissions from queuing traffic was higher at the western end of West High Street than at other locations. Traffic surveys indicate that traffic appeared to queue regularly throughout the day at this location with longer queues occurring during peak periods.
- The source apportionment also indicated that the highest proportion of NO<sub>x</sub> emissions at all receptors is from HGVs and cars.
- NO<sub>x</sub> and PM<sub>10</sub> emissions from buses are relatively low when compared to other vehicle types.

However recent monitoring results indicate a general downward trend in levels of both NO<sub>2</sub> and PM<sub>10</sub> within the Crieff AQMA. This trend, which is being seen on a national basis, is most likely due to the reduction in emissions from newer vehicles.

1.11 Although exceedances are marginal (5-10% above objective limits), further monitoring is required to establish if this is a continual trend that could eventually lead to compliance with the objectives. In the interim, the Council is unlikely to be in a position to revoke the AQMA for some time. As a result, the application of an action plan is still required.

### **Development of a Draft Air Quality Action Plan (AQAP)**

1.12 In creating the action plan, the key requirements as detailed in Department for Environment, Food & Rural Affairs (DEFRA) Technical Guidance TG(16) were followed, principally to:

- develop the AQAP in stages
- undertake appropriate local monitoring and assessment (source apportionment)
- decide what level of actions are required
- establish links to other key policy areas/strategies
- establish a Steering Group with key stakeholder groups at an early stage
- undertake measure selection and impact assessment
- agree monitoring and evaluation of success

1.13 A steering group including key representatives from the Council and other organisations was formed to develop the AQAP. It considered a wide range of potential options for improving air quality within Crieff.

1.14 The steering group was made up of teams that will ultimately be required to work together in order to deliver the agreed action plan measures. The steering group consists of Council officers from the following services:

- Environmental Health
- Sustainable Development

- Roads
- Transport Planning
- Public Transport
- Planning
- Parking

1.15 In addition two other organisations were also represented on the steering group:

- Transport Scotland (as the High Street corridor, the A85, is a trunk road)
- Tayside and Central Scotland Transport Partnership (TACTRAN)

1.16 There is no viable 'quick fix' to improve the air quality issues in Crieff. Therefore, a package of measures are proposed and presented within the Draft AQAP (see Appendix 1). These range from broad strategic measures, to additional traffic management and active travel measures. The potential measures were assessed against the following criteria:

- potential air quality impact
- potential costs
- overall cost-effectiveness
- potential co-environmental benefits, risk factors, social impacts and economic impacts, feasibility and acceptability.

1.17 The draft AQAP outlines the actions the Council will deliver in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to Crieff.

## **2. PROPOSALS**

### **Consultation Process**

2.1 A broad external engagement process is proposed to ensure all relevant parties have the opportunity to be consulted on the draft AQAP and to inform the final plan. The consultation process will consist of the following stages/timescales.

### **Piloting of the Air Quality – Place Standard Tool**

2.2 As members of the Scottish Government's 'Cleaner Air for Scotland' Governance Group, the Council proposes to pilot, in conjunction with SEPA and Planning Aid Scotland (PAS), the new 'Air Quality Place Standard'. This community engagement tool helps to structure conversations regarding Crieff's air quality on a holistic basis.

2.3 Public on-street engagement in August 2018 will contribute to the action planning process, and make the options easier to understand, by acting as a prelude to the official AQAP external consultation in October/November 2018.

## **Multi-Disciplinary Air Quality Place Standard Workshop**

- 2.4 The workshop scheduled for September 2018 will be attended by the existing steering group members and other interested parties, to aid understanding of how a multi-disciplinary approach to air quality improvement is achieved. This approach will also enable the draft AQAP to be further assessed taking into account ongoing changes in relevant strategies and government policy.

## **Wider Consultation**

- 2.5 It is proposed that, following agreement of the Committee, the wider consultation of the draft AQAP be initiated in October/November 2018. This will include the following organisations/agencies:

- Scottish Ministers
- SEPA
- neighbouring local authorities
- other public authorities as appropriate
- bodies representing local business interests, other organisations and communities as appropriate (including representatives of the public e.g. community councils)
- any National Park authority within or adjacent to the local authority area
- NHS Tayside.

- 2.6 Copies of the draft AQAP will be circulated to the above consultees and made available to the public in order to adequately consult interested parties on the content and significance of the plan. In addition, local workshops will be held to further engage with residents and businesses, providing an opportunity for consultees to contribute to the process. It is recommended that the consultation period be no less than 6 weeks, with the actual dates to be determined subject to approval of this report.

## **Approval of final AQAP for Crieff**

- 2.7 Following consultation and necessary amendment, the final Action Plan will be submitted to the Environment & Infrastructure Committee for approval no later than the first Committee of 2019.
- 2.8 The final Plan will be reviewed every five years. Progress on measures set out within this plan will be reported annually within the Council's Annual Air Quality Progress Report to Scottish Government.

## **Further Traffic Modelling & Scenario testing**

- 2.9 Following agreement with Transport Scotland and the Council, an extensive update of the existing Crieff traffic model is to be undertaken. This will involve the gathering of significant traffic data utilising on street observers and various ANPR (Automatic Number Plate Recognition) cameras to create a microsimulation model of Crieff (note: all personally identifiable data will be removed).

- 2.10 This model will then be utilised to undertake scenario testing and, in conjunction with air quality modellers, assess the subsequent air quality impacts. Such scenarios may include alterations to existing junction priorities, reviewing parking restrictions or changing traffic signalling/crossing controls. The 'Do Nothing' option will also be considered.
- 2.11 The aforementioned work will be funded by the Scottish Government at a cost of approximately £112,000.

### **FUTURE NATIONAL AIR QUALITY CONTROLS**

- 2.12 The Scottish Government's, 'Cleaner Air for Scotland Strategy' 2015 has committed to a National Low Emission Framework for Scotland. This states, in the Government's programme for Scotland 2017-18 that the Scottish Government will work with Local Authorities to introduce Low Emission Zones (LEZs) to all AQMAs by 2023.
- 2.13 Any future feasibility study to determine the need for any LEZ or vehicle access restrictions will be assessed, and influenced, by the subsequent effectiveness of the AQAP.

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

- 3.1 A draft AQAP has now been developed for Crieff, based on work undertaken by the steering group. It is now proposed that this document should be subject to wider consultation, outlined above, in order to create a final AQAP for Crieff
- 3.2 It is recommended that the Environment & Infrastructure Committee:
  - a) Notes and agrees the content of the Draft AQAP for Crieff prior to external consultation.
  - b) Agrees the consultation proposals to engage with all relevant stakeholders in order to create a robust action plan, containing realistic improvement measures.
  - c) Requests the Executive Director (Housing & Environment) to bring the proposed final AQAP for Crieff back to this Committee in due course.

**Author**

| <b>Name</b>   | <b>Designation</b>                         | <b>Contact Details</b>                         |
|---------------|--------------------------------------------|------------------------------------------------|
| Kirsty Steven | Principal Officer,<br>Environmental Health | 01738 475000<br>TESCommitteeReports@pkc.gov.uk |

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>    |
|----------------|-----------------------------------------------|----------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 24 August 2018 |

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

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

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

### 1. Strategic Implications

#### Community Plan

1.1 The proposals detailed within this report support each of the following priorities:

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

### 2. Resource Implications

#### Financial

2.1 There are no financial implications associated directly with this report; however the subsequent and final Crieff AQAP, detailing air quality improvement measures, may require funding and will require approval.



### Workforce

- 2.2 There are no resource implications associated directly with this report with the exception of time commitments from officers in attending the proposed external consultation events; however, the subsequent and final Crieff AQAP may require further resource input and therefore further approval.

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

- 2.3 There are no asset management implications associated with this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 This report recognises that poor air quality affects the health of those more vulnerable members of the community. However, as there are no relevant actions resulting from the recommendations in this report then at this stage it has been assessed as 'not relevant' for the purposes of EqIA.

### Strategic Environmental Assessment

- 3.2 The Committee are requested to note the contents of the report and only agree to the proposed external consultation proposals, however the measures associated with the final Crieff Air Quality Action Plan will be fully assessed.

### Sustainability

- 3.3 There are no sustainability issues associated directly with this report; however the final Crieff Air Quality Action Plan detailing improvement measures will require further sustainability assessment.

### Legal and Governance

- 3.4 The monitoring of air quality in Crieff, the subsequent determination of exceedances, the creation of an internal steering group and subsequent draft action plan have been carried out in accordance with current environmental/air quality legislation and policy guidance.
- 3.5 Approval is sought regarding the content of the Draft Air Quality Action Plan and proposed approach to the external consultation.

### Risk

- 3.6 There are no risks associated with the content of the report.

## **4. Consultation**

### Internal

- 4.1 All relevant internal stakeholders, in particular representatives of Crieff Air Quality Internal Steering Group have been consulted on the content of the Draft Air Quality Action Plan for Crieff. These stakeholders support the draft measures contained within the report and the future external consultation proposals.

### External

- 4.2 Both Transport Scotland and Tayside and Central Scotland Transport Partnership (TACTRAN) have been consulted in conjunction with the aforementioned internal steering group and assisted in the creation of Crieff's Draft Air Quality Action Plan.

## **5. Communication**

- 5.1 The communication strategy has been outlined within the report including the proposed external consultation programme.

## **BACKGROUND PAPERS**

- 2.1 The background papers are:

- Further Assessment of Air Quality in Crieff  
[http://www.scottishairquality.co.uk/assets/documents//ED45590\\_Crieff\\_FA\\_Final\\_report\\_final\\_March2015.pdf](http://www.scottishairquality.co.uk/assets/documents//ED45590_Crieff_FA_Final_report_final_March2015.pdf)
- Cleaner Air For Scotland Strategy: The Road to a Healthier Future  
<http://www.gov.scot/Resource/0048/00488493.pdf>
- The Air Quality (Scotland) Regulations 2000/2002/2016  
<http://www.legislation.gov.uk/ssi/2000/97/made>  
<http://www.legislation.gov.uk/ssi/2002/297/made>  
<https://www.legislation.gov.uk/sdsi/2016/9780111030837>
- The Environment Act 1995  
<https://www.legislation.gov.uk/ukpga/1990/43/contents>
- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf)
- Local Air Quality Management: Policy Guidance (PG(S)16)  
<http://www.gov.scot/Resource/0053/00534614.pdf>
- Local Air Quality Management: Technical Guidance (TG16)  
<https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf>

### **3. APPENDICES**

Appendix 1 - Draft Air Quality Action Plan for Crieff

Appendix 2 - Glossary of Air Quality Terms

Appendix 3 - AQAP flow chart

Appendix 4 - Air Quality Objectives







# Crieff Draft Air Quality Action Plan



Draft AQAP July 2018





|                         |                                                            |
|-------------------------|------------------------------------------------------------|
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| Reference number        | DAQAPCREIFF18                                              |
| Date                    | July 2018                                                  |



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## Executive summary

The Council has a statutory duty to manage local air quality within its designated boundaries. Under the Strategic Policy Framework for Local Air Quality Management published by the Scottish Government, Perth & Kinross Council (PKC) has undertaken a programme of air quality assessments. The strategy requires each unitary authority to undertake a series of air quality assessments to determine the current situation regarding local air quality, and to outline the progress of their local air quality management procedures to date.

Where an authority identifies an exceedance at a location of relevant exposure, it is obligated to declare an Air Quality Management Area (AQMA) and undertake a further assessment of existing and likely future air quality. The Authority must then develop an Air Quality Action Plan (AQAP), setting out the local actions that will be implemented to improve air quality and work towards meeting the objectives currently being exceeded.

Air pollution has been associated with a wide range of effects on the wider environment however; it is the potential negative impacts of ambient air pollution on human health that is the primary focus of local air quality management.

A detailed assessment was conducted in 2012 which quantified the likely exceedance area within Crieff and PKC declared an AQMA in 2014.

Exceedances of Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter less than 10 micrometres in diameter (PM<sub>10</sub>) have been measured within Crieff as a result of traffic congestion within Crieff Town Centre. High Street which runs through the centre of Crieff is a narrow street with tall buildings either side of the road. This has resulted in a canyon effect which prevents air pollutants from dispersing. The narrow road often becomes congested, particularly at peak times throughout the day.

### *What is the cause of the problem?*

The source apportionment analysis undertaken for the Crieff AQMA concluded:

- The proportion of emissions from queuing traffic is higher at the western end of West High Street than at other locations. Traffic surveys indicate that traffic appears to queue regularly throughout the day at this location with longer queues occurring during peak periods.
- The source apportionment also indicated that the highest proportion of Oxides of Nitrogen (NO<sub>x</sub>) emissions at all receptors is from HGV's and cars.
- NO<sub>x</sub> and PM<sub>10</sub> emissions from buses are relatively low when compared to other vehicle types.

### *Creation of Draft Air Quality Action Plan*

A steering group including key representatives from Perth and Kinross Council (PKC) was formed to develop the AQAP. The steering group considered a wide range of potential options for improving air quality within Crieff.

Subsequently the steering group undertook an assessment of each of these options. The options were assessed against the following criteria:

- Potential air quality impact
- Potential costs
- Overall cost-effectiveness
- Potential co-environmental benefits, risk factors, social impacts and economic impacts, Feasibility and Acceptability.

A package of measures has been taken forward by the steering group that target vehicle types as identified through the further assessment which contribute most to the concentrations of particulate and nitrogen dioxide, other wide ranging measures have also been considered; such as active travel and parking provisions within the AQMA.

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The measures will be taken forward for public consultation and all responses will be reviewed and evaluated to determine the measures to be included in the final AQAP.



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# Contents

|                                                                                             |           |
|---------------------------------------------------------------------------------------------|-----------|
| <b>1. Introduction.....</b>                                                                 | <b>1</b>  |
| <b>2. Summary of Current Air Quality in Crieff .....</b>                                    | <b>2</b>  |
| <b>3. Ambient Air Quality and Local Air Quality Management.....</b>                         | <b>2</b>  |
| 3.1 Potential Impacts of Air Pollution on Human Health .....                                | 2         |
| 3.2 Cleaner Air for Scotland - The Road to a Healthier Future .....                         | 3         |
| 3.3 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland .....        | 3         |
| 3.4 The Local Air Quality Management Regime .....                                           | 4         |
| 3.5 Existing Strategies and Policies relevant to Air Quality in Crieff .....                | 4         |
| <b>4. Development of Draft Air Quality Action Plan.....</b>                                 | <b>9</b>  |
| <b>5. Action Plan Option and Assessment.....</b>                                            | <b>11</b> |
| 5.1 Initial Assessment of Options .....                                                     | 11        |
| 5.2 Development of Proposed Measures .....                                                  | 14        |
| <b>Appendix 1: AQMA Order .....</b>                                                         | <b>40</b> |
| <b>Appendix 2: Existing Strategies and Policies Relevant to Air Quality in Crieff .....</b> | <b>42</b> |
| <b>Appendix 3: Consultation on the Draft Air Quality Action Plan.....</b>                   | <b>43</b> |
| <b>Appendix 4: Conclusions of LAQM Review and Assessments .....</b>                         | <b>44</b> |
| <b>Appendix 5: Evaluation of Action Plan Measures.....</b>                                  | <b>60</b> |
| <b>Appendix 6 - Glossary of Air Quality Terms.....</b>                                      | <b>65</b> |
| <b>References .....</b>                                                                     | <b>67</b> |

---

|                                                                                                                                                                     |    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Table 1: Air Quality Objectives .....                                                                                                                               | 4  |
| Table 2: AQAP Options Eliminated from Further Consideration .....                                                                                                   | 12 |
| Table 3: Measures Proposed to be included in the Crieff AQAP .....                                                                                                  | 13 |
| Table 4: Proposed Action Plan Measures (to be read in conjunction with Section 5) .....                                                                             | 28 |
| Table 5: Scenario 1- Increase Average Speed through AQMA-Predicted NO <sub>2</sub> Annual Mean Concentrations .....                                                 | 55 |
| Table 6: Scenario 1- Increase Average Speed through AQMA-Predicted PM <sub>10</sub> Annual Mean Concentrations .....                                                | 55 |
| Table 7: Scenario 2- Reduce queuing times at junction of West High St/Comrie St - Predicted NO <sub>2</sub> annual mean concentrations at relevant receptors .....  | 57 |
| Table 8: Scenario 2- Reduce queuing times at junction of West High St/Comrie St - Predicted PM <sub>10</sub> annual mean concentrations at relevant receptors ..... | 57 |
| Table 9: Scenario 3 Decrease in %HGV in AQMA – Predicted NO <sub>2</sub> annual mean concentrations at worst case receptors .....                                   | 58 |
| Table 10: Scenario 3 Decrease in %HGV in AQMA – Predicted PM <sub>10</sub> annual mean concentrations at worst case receptors .....                                 | 58 |
| Table 11: Criteria for Feasibility Analysis .....                                                                                                                   | 64 |

---

|                                                                             |    |
|-----------------------------------------------------------------------------|----|
| Figure 1: AQMA Boundary .....                                               | 1  |
| Figure 2: The Complete AQAP Process.....                                    | 10 |
| Figure 3: Annual mean Concentrations NO2 at 1.5 m.....                      | 45 |
| Figure 4: NO2 Annual Mean at 4 m.....                                       | 46 |
| Figure 5: PM10 annual mean at 1.5 m .....                                   | 47 |
| Figure 6: PM10 annual mean at 4 m .....                                     | 48 |
| Figure 7: Worst case receptor locations used for source apportionment ..... | 50 |
| Figure 8: NOx expressed as % .....                                          | 51 |
| Figure 9: NOx expressed as $\mu\text{g.m}^{-3}$ .....                       | 52 |
| Figure 10: PM10 expressed as % .....                                        | 52 |
| Figure 11: PM10 expressed as $\mu\text{g.m}^{-3}$ .....                     | 53 |

# 1. Introduction

This draft report outlines the actions PKC proposes to deliver in order to reduce concentrations of air pollutants within the declared AQMA (see Figure 1) and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to Crieff.

It has been developed in recognition of the legal requirements on the local authority to work towards Air Quality Strategy Objectives (see Table 1) under Part IV of the Environment Act 1995, to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

A Final AQAP will be developed once this draft has undergone this consultation process and comments have been considered.

The Final Plan will be reviewed every five years and progress on measures set out within this Plan will be reported annually within PKCs Annual Progress Report to the Scottish Government.

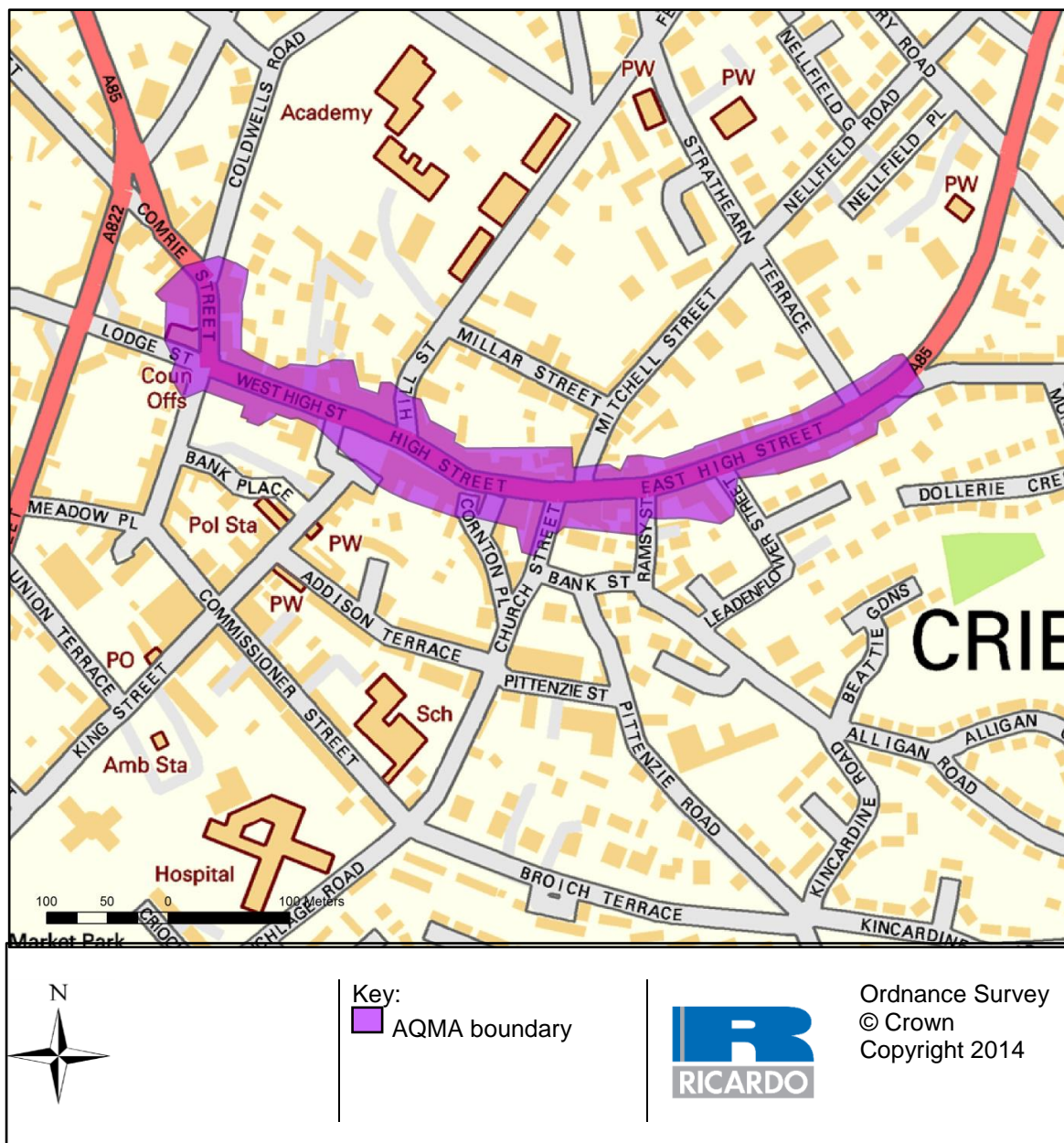


Figure 1: AQMA Boundary

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This Action Plan adopts the following structure meeting the requirements of LAQM technical guidance TG (16) for an effective Action Plan:

- **Chapter 2** presents a summary of recent monitoring data and reviews of local air quality undertaken by Perth & Kinross Council.
- **Chapter 3** provides a brief overview of the significance of local air quality management on human health, the statutory duties placed on local authorities, and a summary of existing plans and strategies which may influence air quality at the study location.
- **Chapter 4** describes how the AQAP has been developed by Perth & Kinross Council.
- **Chapter 5** presents the range of potential options that were considered when aiming to improve local air quality within the designated AQMA and a summary of proposed measures to be adopted by Perth & Kinross Council.

## 2. Summary of Current Air Quality in Crieff

The AQAP focuses on the Crieff High Street corridor, where an AQMA (see Figure 1) has been declared as a result of elevated concentrations marginally exceeding the Air Quality Standards (AQS) Annual Mean objectives for NO<sub>2</sub> and PM<sub>10</sub>.

Previous Review and Assessments, including the Detailed and Further Assessment, which included source apportionment, identified the area of exceedance. For more details on the aforementioned assessments see Appendix 4.

PKC have a statutory duty through the LAQM process to report annually to the Scottish Government on monitoring undertaken within Perth and Kinross. All reports and assessments, including the existing AQAP for Perth, are available at <http://www.pkc.gov.uk/article/15307/Air-quality-reports>.

Recent monitoring results indicate a general downward trend in levels of both NO<sub>2</sub> and PM<sub>10</sub> within the Crieff AQMA. This trend, which is being seen on a national basis, is most likely due to the reduction in emissions from newer vehicles. Although exceedances are marginal (5-10% above objective limits) further monitoring is required to establish if this is a continual trend that could eventually lead to compliance with the objectives. A period of 3-5 years of compliance is required before PKC would be in a position to consider amending/revoking the AQMA. As a result, the application of an action plan is still required.

## 3. Ambient Air Quality and Local Air Quality Management

### 3.1 Potential Impacts of Air Pollution on Human Health

Air pollution has been associated with a wide range of effects on the wider environment however; it is the potential negative impacts of ambient air pollution on human health that is the primary focus of local air quality management.

In the long-term, the available scientific evidence indicates that air pollution can have a significant effect on human health, although the effects will vary depending on where an individual lives (urban or rural) and the type of pollutant(s) to which they are exposed. Whilst the full extent of these impacts across the population is difficult to quantify, in the UK, poor air quality is considered to reduce the average life expectancy by several months (COMEAP, 2009).

Large studies have shown a strong link with cardiovascular disease such as heart disease and strokes. There is also clear evidence that long term exposure to outdoor air pollution can suppress

---

lung function and is linked to the development of asthma and can aspirate symptoms for those that already have the condition.

## 3.2 Cleaner Air for Scotland - The Road to a Healthier Future

The Cleaner Air for Scotland (CAFS) was published in November 2015. This Strategy identifies the Scottish Government's policies focused on air quality and sets out a series of actions to improve air quality across Scotland. The document sets out six main objectives:

1. To reduce transport emissions by implementing low and zero emissions zones, promoting a modal shift away from the car, through active travel (walking and cycling), and reducing the need to travel;
2. To comply with the European and the Scottish legal requirements relating to air quality;
3. To inform, engage and empower the population to improve air quality;
4. To protect citizens from the harmful effects of air pollution and to reduce health inequalities;
5. To make sure that new or existing developments are not compromising air quality requirements and that places are designed to minimise air pollution and its effects;
6. To reduce greenhouse gas emissions and achieve Scotland's renewable energy targets whilst delivering co-benefits for air quality.

In addition to the six main objectives, CAFS outlines new initiatives to be implemented to compliment the objectives set, these initiatives include a National Modelling Framework and Low Emissions Framework. CAFS outlines further changes such as the adoption of the WHO guideline values for PM<sub>2.5</sub>; this was transposed by the Air Quality Scotland Amendment Regulations 2016 when the annual mean objective for PM<sub>2.5</sub> was set at 10µg.m<sup>-3</sup>.

CAFS considers the impact of air quality on health and looks at the estimated costs as well as the premature deaths associated with poor air quality. It has been estimated that 2,000 premature deaths and around 22,500 lost life-years across the Scottish population are linked to fine particulate air pollution<sup>1</sup>.

The proposed actions outlined in CAFS not only work towards reducing pollutant concentrations but in turn aim to reduce congestion and improve traffic flow within urban areas.

The Scottish Government recognises that a multi-disciplinary approach is required to deliver the main objectives of CAFS.

## 3.3 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland

The latest Air Quality Strategy for England, Scotland, Wales and Northern Ireland was published in July 2007. The objectives specified in the strategy incorporate the limit values outlined by the EU Framework.

The most recent version of the Air Quality Strategy sets out the UK vision for clean air for a good quality of life and the steps being taken to achieve this. The Strategy also outlines the established framework of the LAQM and details a series of air quality objectives to be achieved with the aim of protecting human health and the environment. The objectives have been set throughout the UK at levels that aim to protect the vulnerable in society from the harmful effects of breathing pollution (Air Quality Strategy 2007).

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<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/332854/PHE\\_CRCE\\_010.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf)

However the Scottish Government have set more stringent national objectives for PM<sub>10</sub> in Scotland and have introduced the requirement for local authorities to monitor PM<sub>2.5</sub> with an annual mean objective level of 10µg/m<sup>3</sup> to be achieved by 2020.

### 3.4 The Local Air Quality Management Regime

Under the Environment Act 1995 local authorities are required to review and assess air quality annually against the air quality objectives. Where local authorities identify an exceedance of the objectives they are required to declare an Air Quality Management Area (AQMA).

The air quality objectives to be worked towards in Crieff are detailed below in Table 1.

**Table 1: Air Quality Objectives**

| Pollutant                                                                  | Air Quality Objective Concentration                                 | Measured as  |
|----------------------------------------------------------------------------|---------------------------------------------------------------------|--------------|
| Nitrogen Dioxide                                                           | 200 µg.m <sup>-3</sup> not to be exceeded more than 18 times a year | 1 hour mean  |
|                                                                            | 40 µg.m <sup>-3</sup>                                               | Annual Mean  |
| Particles (PM <sub>10</sub> )<br>(Gravimetric)<br>Authorities in Scotland  | 50 µg.m <sup>-3</sup> not to be exceeded more than 7 times a year   | 24 hour mean |
|                                                                            | 18 µg.m <sup>-3</sup>                                               | Annual Mean  |
| Particles (PM <sub>2.5</sub> )<br>(Gravimetric)<br>Authorities in Scotland | 10 µg.m <sup>-3</sup>                                               | Annual Mean  |

### 3.5 Existing Strategies and Policies relevant to Air Quality in Crieff

PKC already have a number of plans and policies in place which aim to improve air quality and the key ones are listed below with other relevant strategies and policies found in Appendix 2.

#### A. National Transport Strategy

The National Transport Strategy for Scotland was published in December 2006 and updated in 2015. The Strategy introduced three key strategic objectives. The strategy works towards an efficient and integrated transport system which promotes economic growth, health and environmental benefits. The three key objectives include:

- To improve journey times and connections by reducing congestion;
- To reduce emissions to tackle climate change;
- To improve the quality, accessibility and affordability of transport.

These key objectives have been set to support the vision of the Scottish Government. The strategy sets out a number of commitments in order to achieve the three objectives outlined above. In particular, areas of interest for PKC which are applicable to the Crieff AQMA include tackling congestion and improving connections. In addition to the three key strategic outcomes, the National Transport Strategy outlines five high level objectives:

- Promotes economic growth
- Promote social inclusion
- Protect our environment and improve health



- Improve safety of journeys
- Improve integration

The anticipated outcomes of the strategy rely on transport partnerships between local authorities and transport operators.

## **B. Tayside and Central Scotland Transport Partnership (TACTRAN)**

Regional Transport Partnerships (RTPs) were established in 2005 to strengthen the planning and delivery of regional transport developments.

The TACTRAN RTP includes Angus, Dundee, Perth and Kinross and Stirling Councils. The partnership was developed to bring together local authorities and stakeholders to deliver a strategic approach to transport within the region.

The strategy outlines improvements to the transport infrastructure within the region over a 5-year period up until 2023.

The Regional Transport Strategy (RTS) objectives are classified into six key areas, these include:

- Economy
- Accessibility
- Equity and Social Inclusion
- Health and Well-being
- Safety and security
- Integration

The objectives are delivered via nine detailed strategies/frameworks; these include Health and Transport which includes for example HT3 – Transport and Public Health, policy HT3.1 Review Traffic Management at air quality hot spots within AQMAs.

The strategy aims to build on the existing transport network established within the region. Measures have been developed to work towards the vision outlined by TACTRAN; there are three key themes in the Strategy to work towards this:

- Delivering economic prosperity
- Connecting communities and social inclusion
- Environmental sustainability and promoting health and wellbeing

TACTRAN are a key partner in delivering measures that could benefit air quality within Crieff and the wider Perth and Kinross area. The delivery of the outlined measures in the AQAP will require close partnership working with TACTRAN.

The RTS identifies congestion and pressure on the road network as a result of increased traffic over the past 10 years. The strategy outlines commuting patterns and statistics within the region detailing the % of journeys made by car, bus etc. This is important for PKC when considering the development of AQAP taking into account residents' transport needs, target communication and engagement strategies.

The RTS outlines local air quality issues within the TACTRAN area such as road traffic emissions. The key air pollutants from this source are nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>).



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The RTS shows the national cycling network which incorporates Crieff for a proposed national route running between Stirling and Perth.

### **C. Local Development Plan**

Perth & Kinross Council's Local Development Plan (LDP) sets out policies and proposals that the Council will use to guide development in the area up to 2024. The LDP was adopted in 2014 and will be reviewed before a replacement Plan is adopted in 2019.

At the time of writing, the Local Development Plan review is at the stage at which the Council has reached its settled view as to the policies and proposals it wishes to see in the replacement Plan. Public consultation took place in 2017/8 and an independent examination of the issues raised in consultation is scheduled to start in 2018. Depending on the outcome of the examination, the Council will make modifications to the Proposed Plan before adopting it to replace the 2014 LDP.

The LDP outlines Perth & Kinross Council's vision for future development to promote sustainable growth. The Local Development Plan is supported by statutory Supplementary Guidance, which expands on the policies and proposals in the Plan. The LDP key objectives are set out below.

## Local Development Plan Key Objectives

Our area - highly valued for the beauty of its natural and built environment - is a great place to live, work and visit, and should be developed in a way that does not detract from its attractiveness nor places an unsustainable burden on future generations.

We want to improve the distinctiveness of our towns, villages and neighbourhoods. We want growth to be undertaken sensitively and in keeping with our environment whilst providing enough dynamism to keep communities viable and prosperous.

A well cared-for rural environment is a social and economic asset vital to the wellbeing of the area's citizens and to its future prosperity.

| Place                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Housing                                                                                                                                                                                                                                                                                | Climate                                                                                                                                                                                                                                                           | Infrastructure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Economy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Biodiversity                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Livable</b><br>with new and regenerated neighbourhoods                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Well designed and built</b><br>with a quality built and natural environment                                                                                                                                                                                                         | <b>Resilient and adapted</b><br>with communities resilient to a changing climate                                                                                                                                                                                  | <b>Well served</b><br>with public and private investment appropriate to the areas needs                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Thriving</b><br>with a flourishing and diverse local economy                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Connecting</b><br>with green networks providing sustainable long term management                                                                                                                                                                                                                 |
| Produce a more efficient settlement pattern by ensuring that the location of new development contributes to reducing the need to travel.<br><br>Protect and enhance the cultural and historic environment.<br><br>Ensure that new development enhances the environment and embraces the principles of sustainable design and construction.<br><br>Protect and enhance the character, diversity and special qualities of the area's landscapes to ensure that new development does not exceed the capacity of the landscape in which it lies. | Accommodate population and household growth and direct that growth to appropriate locations.<br><br>Ensure a continuous seven year supply of developable housing land.<br><br>Seek to ensure that the housing land supply accommodates the needs of the various sectors of the market. | Improve the longterm resilience and robustness of the natural and built environment to climate change.<br><br>Ensure that development and land uses make a positive contribution to helping to minimise the causes of climate change and adapting to its impacts. | Identify and provide for new and improved social and physical infrastructure to support an expanding and changing population.<br><br>Establish clear priorities to ensure stakeholders and agencies work in partnership so that investment is co-ordinated and best use is made of limited resources to enable the delivery of the strategy.<br><br>Ensure investment in the renewal and enhancement of existing infrastructure is consistent with the strategy of the Plan in order to make best use of the investment embedded in our existing settlements. | Provide the framework to increase the economic sustainability of Perth and Kinross by maintaining and providing locally accessible employment opportunities.<br><br>Ensure a continuous seven year supply of developable economic development land.<br><br>Provide a flexible policy framework to respond to changing economic circumstances and developing technology.<br><br>Promote the vitality and viability of shopping centres and reduce the potential loss of shoppers to retail centres outwith Perth and Kinross. | Conserve and enhance habitats and species of international, national and local importance.<br><br>Identify and promote green networks where these will add value to the provision, protection, enhancement and connectivity of habitats, recreational land and landscape in and around settlements. |

The LDP contains a policy that deals specifically with transport. The policy outlines transport assessment requirements for new developments; and addresses the potential impacts of increased traffic, as a result of developments, on the designated AQMA. Developments which propose to adversely affect air quality may not be permitted as outlined by the policy dealing with air quality management areas. Both the transport and air quality policies are under review to ensure they continue to address impacts on the AQMA. It is proposed to expand the scope of the Air Quality policy to apply to all but the smallest developments in or adjacent to AQMAs.

The LDP also contains several site-specific proposals for development. Crieff is identified as an area of growth for both housing and commercial development. The Plan allocates land for the following housing proposals in Crieff:

- Broich Road (300+ units);
- Wester Tomaknock (100-120 units);

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The LDP outlines that in relation to the housing proposals, developers will be required to demonstrate that the A85 trunk road through Crieff can accommodate the level of development proposed. Further information can be obtained from page 250, Crieff 8.3, within the 2014 adopted LDP. All of the site specific proposals are under review. It is proposed to increase the density of the Broich Road allocation to make better use of this green field site, and to introduce a smaller mixed use site allocation to the north of Broich Road for retail and other uses. These proposals are subject to the outcome of the LDP examination.

The Local Development Plan is reviewed every five years. More detailed information on the policies and proposals in the Plan is available on the Council's website. The first LDP was adopted in February 2014 and the replacement LDP is scheduled to be adopted in 2019. This section of the report may be updated as the review of the LDP progresses.

***i. Local Development Plan-Action Programme***

The Action Programme has been prepared to support the delivery of the Perth and Kinross LDP. The Action Programme is reviewed every 6 months to identify any relevant updates for specific sites. The plan outlines the outcome of proposed developments within Crieff, detailing if an Environmental Impact Assessment has been a requirement of the planning proposal. In Crieff, the proposal for a large mixed use site at Broich Road will be the subject of a masterplan, with an Environmental Impact Assessment.

**D. Climate Change Declaration**

Scotland's Climate Change declaration acknowledges the importance of climate change and is a means of demonstrating PKC's commitment to action: all of Scotland's 32 local authorities are signatories. The declaration includes commitments both to mitigate our impact on climate change through reducing greenhouse gas emissions and to adapt to future predicted climate change impacts.

PKC is a signatory to the Declaration and this has been included within the AQAP. Where measures seek to reduce road transport, this will have a direct impact on not only air quality within the AQMA but also a reduction in carbon dioxide (CO<sub>2</sub>) emissions.

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## 4. Development of Draft Air Quality Action Plan

A steering group was formed and held regular meetings to develop the Draft Action Plan. The members of the steering group are:

- PKC officers from the following departments:
  - Environmental Health
  - Sustainable Development
  - Roads
  - Transport Planning
  - Public Transport
  - Planning
  - Parking

Ricardo Energy & Environment- Consultants engaged by PKC to assist the steering group and action plan process

Transport Scotland - Head of Environment & Sustainability Branch

TACTRAN – Sustainable Transport Strategy.

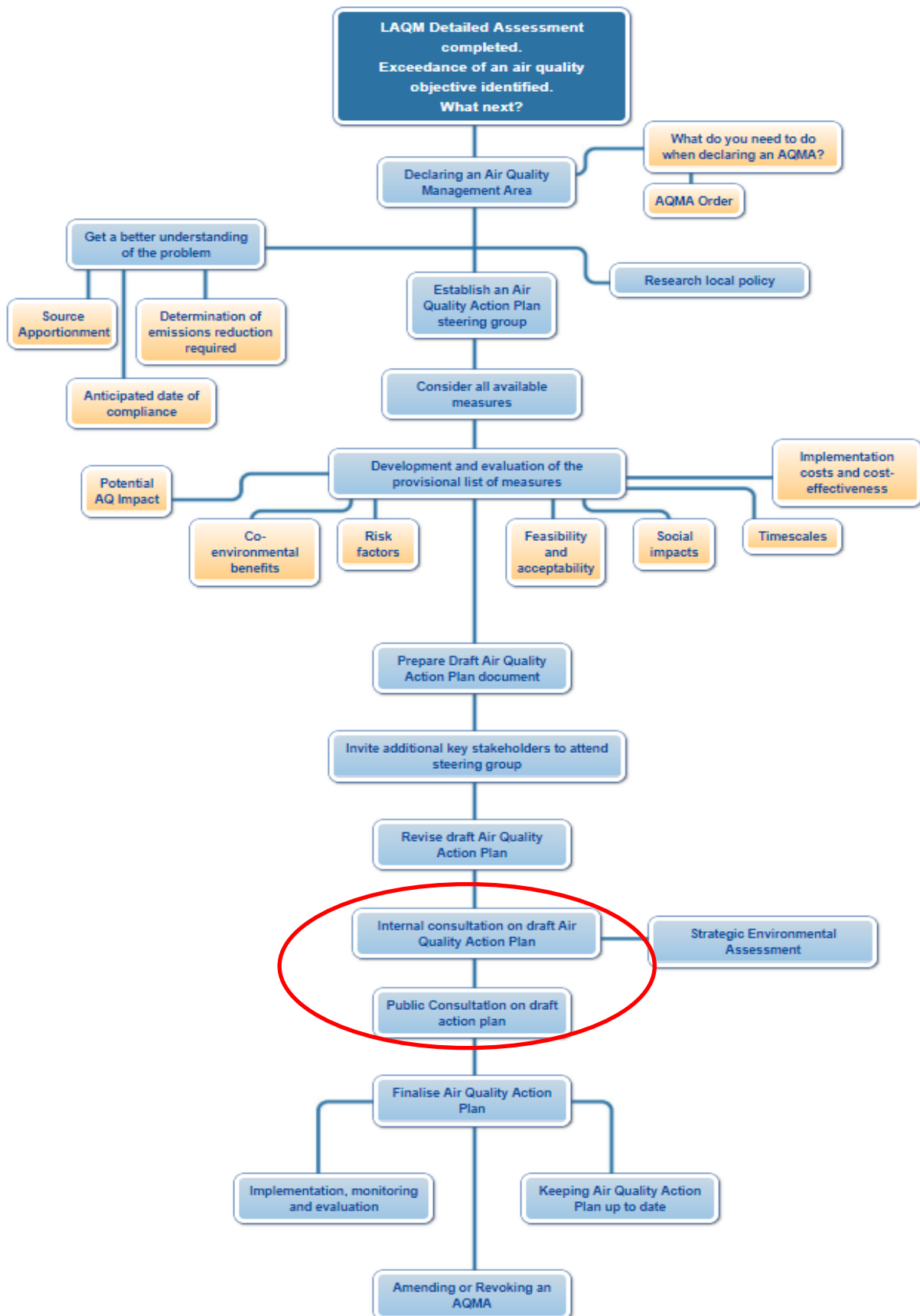
The meetings followed prescribed agendas which included:

- The requirements of the action planning process
- Review of possible air quality management options to determine potential measures
- Review of draft full list of measures and assessment of measures.
- Review of short list of measures to be taken forward
- Draft Action Plan report

LAQM TG (16) outlines the key requirements for the development of an effective Action Plan and these have been followed throughout the action planning process:

- Undertake appropriate local monitoring and assessment (source apportionment)
- Decide what levels of actions are required
- Establish links with other key policy areas/strategies
- Undertake measures selection and impact assessment
- Agree monitoring and evaluation of success
- Undertake Consultation

The complete AQAP Process undertaken is detailed below in **Figure 2**.



**Figure 2: The Complete AQAP Process**

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## 5. Action Plan Option and Assessment

During the Action Plan process the steering group has considered a full range of relevant options aimed at reducing ambient pollutant concentrations within the designated AQMA. The process consisted of a gradual refinement of the range of potential options under consideration, to enable the focus to be centred on measures that directly address the principal problem (road traffic emissions), are feasible and cost-effective compared to others.

This section describes how this was achieved and outlines some of the considerations of the steering group, as a result of continuing discussions and considerations.

The steering group have amalgamated some options with other options, some options have been rejected at this stage and going forward, further changes may also result from the forthcoming wider consultation process.

This chapter provides more information on the options and their assessment. The measures in the Draft Action Plan are presented in Chapter 5.

### 5.1 Initial Assessment of Options

This section outlines the work undertaken by the steering group to consider the full range of action plan options as outlined in LAQM Policy Guidance for Scotland 2016 (LAQM. PG (S) (16)). From the initial full list of options, measures were selected based on their feasibility and effectiveness to take forward into the Air Quality Action Plan.

#### A. Range of Possible Options

The Policy Guidance LAQM.PG (S) (16) states that Air Quality Action Plans must focus on 'effective, feasible, proportionate and quantifiable measures' and provide 'evidence that all available options have been considered on the grounds of cost effectiveness and feasibility'.

A range of potential options may be available to PKC and other stakeholders to improve local air quality within the Crieff AQMA, and the surrounding area.

Therefore, it is important at the early stages of the action planning process to consider all potential options. The identification of potential measures for the consideration of the steering group was undertaken through a review of existing local and regional plans, consideration of measures referenced in LAQM.PG (S) (16) as well as recommendations of members of the steering group.

Whilst PKC may not have the necessary powers to implement all such options, they may engage with other organisations and agencies that have the capacity to take such options forward.

A list of six 'Option Categories' was presented to the steering group; the group was invited to provide an initial assessment of their feasibility and applicability. Each option category includes several specific options that were considered.

#### B. Initial Responses to the Options

From the provisional list of options considered by the steering group, a decision has been made on which measures to take forward into the action plan and those measures to be discounted from further action. This decision is the result of:

- Comments received from the steering group members
- The conclusions from the source apportionment exercise and LAQM assessments presented in Chapter 3

- Additional comments from Perth & Kinross Council's consultant based on experience in prior assessments.
- Feasibility and acceptability of measures

The measures discounted from further development are presented in Table 2.

**Table 2: AQAP Options Eliminated from Further Consideration**

| Options eliminated from further consideration in the Crieff AQMA       | Reason for Elimination                                                                          |
|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Move receptors away from AQMA                                          | Not feasible to do so                                                                           |
| Provision of new bypass to take traffic away from High St              | Not feasible to do so                                                                           |
| Re-routing of HGV traffic                                              | This would move issue elsewhere in Crieff as no suitable alternative route - not feasible       |
| Consider "de-trunking" the road                                        | No benefits of doing this                                                                       |
| Consider relocation of bus stops in the AQMA                           | Unlikely be accepted locally                                                                    |
| Use of A85 for trunk traffic only                                      | Not feasible or practical to do so                                                              |
| Consider one-way traffic on West/East High street to reduce congestion | Not clear how this could be done practically                                                    |
| Innovative technologies                                                | Intend to take new innovative technologies into consideration as and when they become available |

**The measures listed above have been excluded from further consideration at this time, after consultation with the steering group as, they were either not considered feasible, or were not believed to have an appropriately targeted impact on the predominant sources of emissions identified in the further assessment. Notwithstanding, should further consultation result in justifiable reasons to revisit any of these options then, the benefits may be reconsidered**

PKC intends to consult on all of the measures for potential inclusion within the Final Air Quality Action Plan.

A summary of the measures proposed by the Steering Group for inclusion in the Action Plan are presented in Table 3 below. Further details of the measures and their assessment are also presented in the following sections.

**Table 3: Measures Proposed to be included in the Crieff AQAP**

| Measures selected for inclusion in the Crieff AQAP by Steering Group                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>A. Strategic Measures Proposed</b>                                                                                               |
| A.1 Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM. |
| A.2 Improving Links with Local Transport Policies                                                                                   |
| A.3 Improve Links with Regional Transport Strategy                                                                                  |
| A.4 Encourage Integration of Air Quality with other Council strategies                                                              |
| A.5 Air Quality Planning Policy and Guidance                                                                                        |
| A.6 Procurement Guidance to ensure air quality is a formal consideration of the procurement process within PKC                      |
| A.7 Local Development Plan- Assess merit of further development in Crieff                                                           |
| <b>B. Move Traffic away from AQMA</b>                                                                                               |
| B.1 Local road traffic movements onto the A85                                                                                       |
| B.2 Incentive parking out with AQMA                                                                                                 |
| <b>C. Traffic Management – Optimisation of Traffic Movement Through the AQMA</b>                                                    |
| C.1 Possible provision of smart parking in Crieff                                                                                   |
| C.2 Urban Traffic Control Systems congestion management                                                                             |
| C.3 Anti-idling Enforcement                                                                                                         |
| C.4 Relocation of pedestrian crossing on High Street                                                                                |
| C.5 Consider gating/holding traffic out with street canyon                                                                          |
| C.6 Limit or prioritise traffic turning right on to High Street                                                                     |
| <b>D. Reduce the Emissions from Source</b>                                                                                          |
| D.1 Encourage private and public operators to pursue cleaner vehicles                                                               |
| D.2 Development of a Local/ Voluntary Bus Quality Partnership                                                                       |
| D.3 School Travel Plans                                                                                                             |
| D.4 Public transport improvements                                                                                                   |
| D.5 Introduce LEZ/restrict access for polluting vehicles.                                                                           |
| D.6 Implement eco stars scheme for HGV and bus operators                                                                            |
| D.7 PKC eco driver training for fleet drivers and council staff                                                                     |
| <b>E. Reduce emissions by reducing demand for traffic, change in traffic choice</b>                                                 |
| E.1 Promotion of lift sharing and development of car clubs                                                                          |
| E.2 Travel Plans for large institutions and businesses                                                                              |
| E.3 Create and Implement PKC Corporate Travel Plan                                                                                  |
| E. 4 Promotion of active travel                                                                                                     |
| E.5 Provide additional buses/increase bus routes                                                                                    |
| E.6 Undertake further social marketing re active travel/modal shift                                                                 |
| E.7 Awareness raising and education, presentations at local school's/ community meetings                                            |
| E.8 Cycling and walking routes to be routed to link in with the campus for sport.                                                   |
| E.9 Provision of PKC "Champions" for transportation methods                                                                         |
| <b>F. Reduction from non-transport sources</b>                                                                                      |
| F.1 Biomass Installations- minimise developments which causes pollution                                                             |
| <b>G. Other</b>                                                                                                                     |
| G.1 Increase AQ Monitoring Network                                                                                                  |
| G.2 Regional AQ Modelling study.                                                                                                    |
| G.3 Cycling and walking routes to be incorporated into transport model                                                              |
| G.4 Transport assessments for developments to be required as part of the planning process                                           |



## 5.2 Development of Proposed Measures

Each of the measures short-listed for further consideration in the draft plan are discussed in more detail below, together with a summary of potential sub-measures, the relevant authorities responsible for implementation, and the powers available to implement the given measures. The responsible authority for each measure is identified and indicated within each measure description.

### A. Strategic Measures

It is important that Air Quality Action Plans support and consider existing or forthcoming plans and strategies. Therefore, some integration of the AQAP with the local transport strategy, the development plan and other relevant Council strategies is considered essential and represents a strategic and integrated approach to local air quality management. The adoption of these measures will help to improve air quality across Perth and Kinross. These strategic actions are outlined in the proposed measures 1 to 6, below.

#### i. Liaise with the Scottish Government

The source apportionment study undertaken as part of the further assessment identified that background sources make a significant contribution to local concentrations of PM<sub>10</sub>. Background sources of particulate matter include a wide range of natural and man-made processes including industry, residential and commercial combustion and transport sources. However, local authorities have very limited opportunities to address background concentrations of pollutants and instead must rely on regional and national measures to address these and contribute to improving local concentrations. In light of the new PM<sub>2.5</sub> annual mean objective of 10 µg.m<sup>-3</sup>, PKC intend to extend their monitoring network to include PM<sub>2.5</sub>. The measures outlined within this AQAP which work towards reducing PM<sub>10</sub> concentrations are anticipated to have the same impact on PM<sub>2.5</sub> concentrations within Crieff.

PKC proposes to liaise with the Scottish Government regarding the consideration and adoption of new measures that will contribute to reducing background concentrations of Particulate Matter (PM) and other pollutants.

| Measure                                                                                                | Title                                                                                                                          |
|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| A.1                                                                                                    | Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM |
| Definition                                                                                             | Key Intervention                                                                                                               |
| Maintain contact with the Scottish Government regarding the adoption of national air quality measures. | Increase focus on background concentrations of PM and encourage national action.                                               |
| Responsible authority and other partners                                                               | Powers to be used                                                                                                              |
| Local Authorities/Scottish Government                                                                  | Voluntary                                                                                                                      |

#### ii. Improve Links with Local Transport Policies

Air quality measures will be included in the forthcoming Active Travel Strategy and any Local Transport Strategy should one be written. The forthcoming Corporate Travel Plan will also link to the AQAP, as this will encourage more sustainable methods of traveling to work. The 'Crieff on the Go' social marketing campaign also promotes sustainable and active travel, which links to the AQAP.

| Measure                                                                                    | Title                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| A.2                                                                                        | Improve Links with Local Transport Policies                                                  |
| Definition                                                                                 | Key Intervention                                                                             |
| Ensure AQ is incorporated into local transport policies to raise awareness of air quality. | Measures to ensure that air quality is improved in the AQMA through local transport measures |
|                                                                                            | Powers to be used                                                                            |
| Perth & Kinross Council/Tactran/Transport Travel Associations                              | Voluntary                                                                                    |

### **iii. Improve Links with Regional Transport Strategy**

The Regional Transport Strategy contains a section on air quality, and the AQAP will link to this by working with both TACTRAN and other partners such as Transport Scotland to tackle transport issues that contribute to poor air quality. As the major hotspot is the A85 Trunk Road, any AQAP will have a regional and national dimension to it as the A85 is a major strategic route on the national transport network.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Title                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| A.3                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Improving Links with Regional Transport Strategy                                                                                        |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Key Intervention                                                                                                                        |
| PKC when considering improvement to the transport network within Crieff, will ensure that ongoing improvements, identified from PKCs Capital programme or when addressing new development application, will work within the wider objectives set out within the National Transport Strategy and the Regional Transport Strategy. Ensure that the economic and environmental objectives, which include AQ and Climate Change, are set out within PKC Local Development Plan | Measures to ensure that AQ and Climate change are considered with regards to Transport Planning for Crieff at a regional strategy level |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                                                                   | Powers to be used                                                                                                                       |
| Perth & Kinross Council /Tactran                                                                                                                                                                                                                                                                                                                                                                                                                                           | Voluntary                                                                                                                               |

### **iv. Encourage Integration of AQ with other council strategies**

| Measure                                                                                                                                                                                                                                                                                                                                         | Title                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| A.4                                                                                                                                                                                                                                                                                                                                             | Encourage Integration of AQ with other council strategies                                                                        |
| Definition                                                                                                                                                                                                                                                                                                                                      | Key Intervention                                                                                                                 |
| a. Encourage and enhance joint-working between Council Services to consider air quality implications of existing and future Council strategies.<br>b. Maintain communication between members of the air quality action plan steering group and Corporate Air Quality Working Group (in accordance with CAF'S principles of integrated working). | Encourage opportunities for improving local air quality and minimising negative impacts from existing and future PKC strategies. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                        | Powers to be used                                                                                                                |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                         | Voluntary                                                                                                                        |

### **v. Air Quality Planning Policy and Guidance**

When determining planning or other applications for development, the determination is to be made in accordance with the development plan unless material considerations indicate otherwise. Both the Strategic and the Local Development Plan contain policies on Air Quality. The Local Development Plan policy in particular can influence planning requirements for proposed developments in the Plan area that might have an adverse impact on air quality. The policy will be reviewed to make sure that any impacts and appropriate mitigation measures are considered at the design stage for all proposed developments. Supplementary Guidance will provide more detail as to when an air quality assessment is likely to be required, what should be included in an air quality assessment, and some examples of best practice design measures.

| Measure                                                                                         | Title                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A.5                                                                                             | Air Quality Planning Policy and Guidance                                                                                                                        |
| Definition                                                                                      | Key Intervention                                                                                                                                                |
| a. Review of Local Development Plan policy on Air Quality (Policy EP11)                         | Ensure that air quality impacts and mitigation measures are considered at the design stage for all proposed developments across the Local Development Plan area |
| b. Adoption of Supplementary Guidance on Air Quality and Planning alongside the reviewed policy |                                                                                                                                                                 |
| c. Regional modelling for planning and scenario testing                                         |                                                                                                                                                                 |
| Responsible authority and other partners                                                        | Powers to be used                                                                                                                                               |
| Perth & Kinross Council                                                                         | Statutory: Town & Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006                                                      |

**vi. TG (16) Procurement Guidance to ensure Air Quality is a formal consideration**

PKC will consider AQ within our procurement process to influence the uptake of more fuel efficient and lower emission vehicles and report the number of vehicles replaced, purchased or contracted and report their Euro standards, along with an estimation of emissions saved.

| Measure                                                                                                                                                                                     | Title                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| A.6                                                                                                                                                                                         | Procurement Guidance to ensure Air Quality is a formal consideration of the procurement process within PKC                                            |
| Definition                                                                                                                                                                                  | Key Intervention                                                                                                                                      |
| Ensure air quality is formally considered in future tender process for new PKC vehicles and public transport decisions (i.e. for school subsidised public services, school buses and taxis) | Ensure localised AQ improvements by procuring vehicles with lower emissions. Could also include localised improvements in air quality around schools. |
| Responsible authority and other partners                                                                                                                                                    | Powers to be used                                                                                                                                     |
| Perth & Kinross Council                                                                                                                                                                     | Voluntary                                                                                                                                             |

**vii. Local Development Plan-Assessment of further development in Crieff**

The Development Plan currently focuses the majority of new development in the principal settlements, where most people live, and where most jobs, services and facilities are already located. Crieff is one of the principal settlements. Principal settlements usually have significant land and infrastructure capacity to accommodate new development. However, in Crieff's case, there are additional considerations between accommodating significant new development and the aims of the Air Quality Action Plan.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Title                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Local Development Plan- Assess merit of further development in Crieff                                                                                                   |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Key Intervention                                                                                                                                                        |
| a. Integration of the AQAP with future versions of the LDP<br>b. Ensure that development proposals with the potential to exert an impact on the Crieff AQMA are assessed for air quality impacts and where necessary, appropriate mitigation measures considered.<br>c. Continue to promote sustainable developments by using the planning process to maximise commitment from developers to minimise air quality impacts.<br>d. Review Crieff's ability to accommodate significant development proposals.<br>e. Ensure new developments incorporate green infrastructure to promote active travel and make connections where possible to blue and green networks. | Maintain and update air quality considerations with planning and development control. Ensure the AQ impacts from significant development proposals avoid Crieff's AQMA. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Powers to be used                                                                                                                                                       |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Voluntary                                                                                                                                                               |

## B. Measures to move road traffic away from AQMA

### i. Local road traffic movements onto the A85

Perth & Kinross Council, in partnership with Transport Scotland (and working with relevant stakeholders) will aim to examine transport flow movements off and onto the trunk road in relation to local roads around the AQMA and to assess the impact and possibility of altering the flows onto and off of the A85 in relation to local roads. Ultimately, if the A85 through Crieff can be used predominantly for strategic road journeys, and alternative local roads can be used for road journeys within Crieff, then, the theoretical lower levels of traffic on the A85 could lead to tangible lowering of emissions. Rerouting some of the traffic that currently accesses onto the A85 from local roads to otherwise use only local roads, where practicable would be one key area of consideration.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                 | Title                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B.1                                                                                                                                                                                                                                                                                                                                                                                                     | Local road traffic movements onto the A85                                                                                                                  |
| Definition                                                                                                                                                                                                                                                                                                                                                                                              | Key Intervention                                                                                                                                           |
| Examining transport flow movements off and onto the trunk road in relation to local roads around the AQMA, to understand:<br>a. how movements of vehicles, particularly from local roads onto the trunk road contribute to air pollution and<br>b. to understand the impact of altering the flows of local traffic away from the A85 and how this might impact on local road capacity and practicality. | Undertake a feasibility study to examine alteration of traffic flows and movements off and onto the trunk road in relation to local roads around the AQMA. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                | Powers to be used                                                                                                                                          |
| Perth and Kinross Council working in partnership with Transport Scotland                                                                                                                                                                                                                                                                                                                                | Traffic Regulation Order                                                                                                                                   |

### ii. Incentive parking out with AQMA

Perth & Kinross Council, in consultation with relevant stakeholders will continue to consult and review the existing parking options in Crieff to reduce parking pressures and alleviate the impact on congestion in order to improve air quality.

| Measure                                                                                                          | Title                                                                                                                                                                                                 |
|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B.2                                                                                                              | Incentive parking out with AQMA                                                                                                                                                                       |
| Definition                                                                                                       | Key Intervention                                                                                                                                                                                      |
| Examining parking policies and seek to potentially discourage parking within, or in close proximity to the AQMA. | Encourage parking of polluting vehicles away from the AQMA through e.g. parking charges parking restrictions, signage and length of stay and incentivise parking by electric vehicles, car clubs etc. |
| Responsible authority and other partners                                                                         | Powers to be used                                                                                                                                                                                     |
| Perth & Kinross Council                                                                                          | Traffic Regulation Order                                                                                                                                                                              |

## C. Traffic Management

### i. Possible provision of smart parking in Crieff

Perth & Kinross Council will seek to assess the potential options for SMART parking in Crieff to facilitate effective location of available parking spaces and in doing so reduce adverse impacts on congestion. SMART parking technology gives real time information to enable users to find spaces quickly and easily.

| Measure                                                                                                                                                                                                                   | Title                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C.1                                                                                                                                                                                                                       | Possible provision of smart parking in Crieff                                                                                                                                                                       |
| Definition                                                                                                                                                                                                                | Key Intervention                                                                                                                                                                                                    |
| Ensure that parking behaviour does not negatively impact on local air quality by ensuring people travelling by car are able to find a parking space quickly and easily thereby reducing parking pressures and congestion. | Review existing parking behaviour and consider feasibility studies on the benefits of introducing SMART parking based on advanced sensor technology to enable real time parking availability via a smart phone app. |
| Responsible authority and other partners                                                                                                                                                                                  | Powers to be used                                                                                                                                                                                                   |
| Perth & Kinross Council                                                                                                                                                                                                   | Voluntary                                                                                                                                                                                                           |

### ii. Urban Traffic Control Systems/Congestion Management.

In conjunction with Transport Scotland and their operating company BEAR Scotland, PKC will consider investigating the efficiency and optimisation of traffic management controls.

| Measure                                                                                     | Title                                                                                                      |
|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| C.2                                                                                         | TG.16 Urban Traffic Control Systems congestion management                                                  |
| Definition                                                                                  | Key Intervention                                                                                           |
| Improve efficiency of transit through the AQMA to reduce local emissions and concentrations | Assess and implement a variety of traffic interventions to optimise the existing traffic management system |
| Responsible authority and other partners                                                    | Powers to be used                                                                                          |
| Perth & Kinross Council in conjunction with Transport Scotland and BEAR                     | Voluntary                                                                                                  |

### iii. Anti-Idling enforcement

PKC will consider the adoption of powers to undertake enforcement through Traffic Regulation Orders to compel drivers to switch off idling engines. Fixed penalty notices could be issued to drivers who refuse to co-operate.

| Measure                                                                                       | Title                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C.3                                                                                           | Anti-Idling enforcement                                                                                                                                              |
| Definition                                                                                    | Key Intervention                                                                                                                                                     |
| Investigate the potential for undertaking enforcement action with respect to idling vehicles. | The enforcement against idling vehicles can contribute to reducing emissions of air quality pollutants but also help to raise awareness of local air quality issues. |
| Responsible authority and other partners                                                      | Powers to be used                                                                                                                                                    |
| Perth & Kinross Council                                                                       | Voluntary<br>The Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations 2003                                                                        |

#### ***iv. Review of pedestrian crossing within High Street Corridor***

In conjunction with Transport Scotland and their operating company BEAR Scotland, PKC may review the location and timings of the existing pedestrian crossings to determine if traffic flow within the AQMA can be improved.

| Measure                                                                 | Title                                            |
|-------------------------------------------------------------------------|--------------------------------------------------|
| C.4                                                                     | Relocation of pedestrian crossing on High Street |
| Definition                                                              | Key Intervention                                 |
| Review pedestrian crossing locations/timings                            | Implement relevant changes                       |
| Responsible authority and other partners                                | Powers to be used                                |
| Perth & Kinross Council in conjunction with Transport Scotland and BEAR | Voluntary                                        |

#### ***v. Consider holding/gating traffic out with canyon***

Gating of traffic out with the AQMA may be considered as part of a wider traffic management strategy, to improve traffic within the street canyon.

| Measure                                                            | Title                                                                                                                 |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| C.5                                                                | Consider holding/gating traffic out with street canyon                                                                |
| Definition                                                         | Key Intervention                                                                                                      |
| a. Review measures to minimise congestion within the existing AQMA | Consider traffic control measures appropriate to the local issues in order to optimise traffic flows, such as gating. |
| Responsible authority and other partners                           | Powers to be used                                                                                                     |
| Perth & Kinross Council and Transport Scotland                     | Voluntary                                                                                                             |

#### ***vi. Limit or prioritise traffic turning right on the High Street***

PKC will carry out relevant traffic management assessments/counts and modelling thereafter to determine alternative junction arrangements to enhance traffic flow within/affecting the AQMA.

| Measure                                                                                                | Title                                                         |
|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| C.6                                                                                                    | Limit or prioritise traffic turning right on the High Street  |
| Definition                                                                                             | Key Intervention                                              |
| Review of existing junction arrangements and impact of possible changes to seek improved traffic flow. | Amendment to junction priorities to further reduce congestion |
| Responsible authority and other partners                                                               | Powers to be used                                             |
| Perth & Kinross Council and Transport Scotland                                                         | Voluntary                                                     |

## D. Reduce the emissions from source

### i. Encourage private and public operators to pursue cleaner vehicles

Crieff already has a rapid charger for electric vehicles in the King Street public car park, and this is advertised not only on the Council's website, but also on various websites that promote electric car use. Local bus and coach operators in the area do have a relatively modern fleet, but when upgrading could be encouraged to buy vehicles meeting the latest Euro engines standards. Operators could also be encouraged to use bio-fuels, electric vehicles and/or retro fitting existing vehicles.

| Measure                                                                                                                                                                                                                                                            | Title                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| D.1                                                                                                                                                                                                                                                                | Encourage private and public operators to pursue cleaner vehicles                                                       |
| Definition                                                                                                                                                                                                                                                         | Key Intervention                                                                                                        |
| a. Liaise with Local operators to promote the use of lower emission vehicles within Crieff<br>b. The Council to look to include lower emission standards in their future Conditions of Contract for subsidised bus services<br>c. Electric charging infrastructure | Encourage a reduction in emissions of NO <sub>2</sub> and PM <sub>10</sub> from companies operating vehicles in Crieff. |
| Responsible authority and other partners                                                                                                                                                                                                                           | Powers to be used                                                                                                       |
| Perth & Kinross Council                                                                                                                                                                                                                                            | Voluntary and contractual                                                                                               |

### ii. Development of local/voluntary bus quality partnership

The development and continuation of a voluntary bus partnership to promote and share 'best practice'. The Council's Public Transport Unit will work with local bus operators to promote best practice operational standards, including vehicle 'euro standards'.

| Measure                                                                                                                                                                                                                                                                                                                                                       | Title                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D.2                                                                                                                                                                                                                                                                                                                                                           | Development of local/voluntary bus quality partnership                                                                                                        |
| Definition                                                                                                                                                                                                                                                                                                                                                    | Key Intervention                                                                                                                                              |
| a. Liaise with local bus operators, as well as the voluntary sector, to promote 'best practice' operational standards, including the promotion of the Scottish Government's Bus Emissions Abatement Retrofit (BEAR) Programme.<br>b. Look to improve the minimum 'euro standard' of vehicles operating in the AQMA, in part through contractual requirements. | Encourage good operational practices, including driving standards, which support the environmental agenda; whilst still providing high quality bus provision. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                      | Powers to be used                                                                                                                                             |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                       | Voluntary                                                                                                                                                     |

### iii. School Travel Plans

All schools in Perth and Kinross have a School Travel Plan which is aimed at reducing the incidence of car usage, especially around the school gates. These are aimed at both pupils and staff. Several schools, including both Crieff Primary School and St Dominic's participate in the Travel Tracker initiative run by Living Streets Scotland and as part of the Crieff on the Go campaign; both primaries have received AQ and Travel Planning workshops. This should facilitate a modal shift from car to active travel, reducing transport emissions. It will also help inform, engage and empower locals to improve air quality in Crieff. There would be a co-benefit to greenhouse gas reduction



| Measure                                                               | Title                                                                 |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------|
| D.3                                                                   | School Travel Plans                                                   |
| Definition                                                            | Key Intervention                                                      |
| Encourage uptake of School Travel Plans to promote sustainable travel | Education of local pupils and staff on alternative/sustainable travel |
| Responsible authority and other partners                              | Powers to be used                                                     |
| Perth & Kinross Council                                               | Voluntary                                                             |

#### **iv. Public Transport Improvements**

After active travel, the next most desirable form of transport is the use of public transport; in the case of Crieff, this means bus travel. Work to improve local bus quality should further encourage the modal shift away from cars again reducing transport emissions.

| Measure                                                                                                           | Title                                                                                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D.4                                                                                                               | Public Transport Improvements                                                                                                                                                                                                     |
| Definition                                                                                                        | Key Intervention                                                                                                                                                                                                                  |
| Engage with key local stakeholders to consider enhanced public transport provision both within and serving Crieff | Look at opportunities to provide additional public transport options, directly linking residential areas with key traffic generators.<br>Identification of funding sources will be key both for revenue and capital developments. |
| Responsible authority and other partners                                                                          | Powers to be used                                                                                                                                                                                                                 |
| Perth & Kinross Council                                                                                           | Voluntary                                                                                                                                                                                                                         |

#### **v. Introduce Low Emission Zone (LEZ)/restrict access for polluting vehicles**

The SGs CAFs Strategy 2015 has commitment to a National Low Emission Framework (NLEF) and a National Modelling Framework (NMF) for Scotland and has stated in the Governments programme for Scotland 2017-18 that SG will work with LAs to introduce LEZs to all AQMAs by 2023.

An access regulation scheme may be applicable at Crieff's AQMA; this depends on the outcomes from the proposed NLEF assessment.

| Measure                                                                                        | Title                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D.5                                                                                            | Introduce LEZ/restrict access for polluting vehicles                                                                                                                         |
| Definition                                                                                     | Key Intervention                                                                                                                                                             |
| Appraise the Crieff AQMA in line with the future NLEF and put in place a scheme as recommended | This may involve Low Emission or Clean Air Zones or other Access Regulation Schemes. It may also involve Traffic Management Vehicle Licensing Regulations or other measures. |
| Responsible authority and other partners                                                       | Powers to be used                                                                                                                                                            |
| Perth & Kinross Council and Transport Scotland                                                 | LAQM statutory duties & Traffic Regulation Orders                                                                                                                            |

#### **vi. Introduce eco schemes for HGV and bus operators**

The introduction of an eco-scheme would raise awareness among commercial vehicle operators to improve air quality through improved fleet environmental performance. It would provide recognition, guidance and advice to operators of goods vehicles, buses and coaches on operational and environmental performances. It would be attractive to operators on the potential for environmental benefits and for the reduction in operational costs. This should help to reduce both transport emissions affecting air quality and greenhouse gases.



| Measure                                                                                          | Title                                                                                            |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| D.6                                                                                              | Introduce Eco Star scheme for HGV and bus operators                                              |
| Definition                                                                                       | Key Intervention                                                                                 |
| Promote awareness among commercial vehicle operators of improved fleet environmental performance | To reduce emissions from commercial vehicles by improving environmental efficiency of operations |
| Responsible authority and other partners                                                         | Powers to be used                                                                                |
| Perth & Kinross Council & Eco Stars                                                              | Voluntary                                                                                        |

**vii. PKC Eco driver training for fleet drivers and council staff**

PKC will continue the eco driving training programme for all PKC employees that drive fleet vehicles. Eco training for PKC drivers means significant fuel savings and therefore reduced emissions. PKC will report the number of drivers trained per year and the anticipated fuels savings which will provide an estimate of emissions avoided.

| Measure                                                                          | Title                                                                                         |
|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| D.7                                                                              | PKC Eco driver training for fleet drivers and council staff                                   |
| Definition                                                                       | Key Intervention                                                                              |
| Undertake eco training for PKC fleet drivers on fuel efficiency and eco driving. | To reduce emissions from PKC drivers by improving efficiency of driving and fuel consumption. |
| Responsible authority and other partners                                         | Powers to be used                                                                             |
| Perth & Kinross Council                                                          | Voluntary                                                                                     |

## **E. Reduce Emissions by reducing demand for traffic**

**i. Promotion of car sharing and development of car clubs**

PKC participates in the TACTRAN Liftshare scheme and this is promoted on the Council's and Tactran website. There will also be further promotion as part of the Smarter Choices, Smarter Places (SCSP) projects. This should reduce transport emissions and greenhouse gas emissions.

| Measure                                        | Title                                                                                      |
|------------------------------------------------|--------------------------------------------------------------------------------------------|
| E.1                                            | Promotion of car sharing and development of car clubs                                      |
| Definition                                     | Key Intervention                                                                           |
| Continued and further promotion of this scheme | To encourage a shift to more sustainable forms of travel, or reducing the need for travel. |
| Responsible authority and other partners       | Powers to be used                                                                          |
| Perth & Kinross Council/TACTRAN                | Voluntary                                                                                  |

**ii. Travel Plans for large institutions and businesses**

All large businesses in Perth and Kinross are encouraged to produce a Travel Plan, sometimes in compliance with the conditions of a planning consent. Transport Planning works with large employers to encourage implementation of Travel Plans and has actively participated with employers such as Crieff Hydro in staff awareness sessions. This encourages a modal shift from away from car travel improving pollution levels and greenhouse gas emissions.

| Measure                                                                                                                                                                            | Title                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| E.2                                                                                                                                                                                | Travel Plans for large institutions and businesses                                         |
| Definition                                                                                                                                                                         | Key Intervention                                                                           |
| a. To encourage and assist large organisations to develop and implement travel plans<br>b. Work with local businesses to encourage the development/ implementation of travel plans | To encourage a shift to more sustainable forms of travel, or reducing the need for travel. |
| Responsible authority and other partners                                                                                                                                           | Powers to be used                                                                          |
| Perth & Kinross Council                                                                                                                                                            | Voluntary                                                                                  |

### iii. PKC Corporate Travel Plan

A Corporate Travel Plan is currently being progressed and this will encourage active and sustainable travel modes to be used by all staff. The aim will be to achieve a modal shift away from single occupancy car use. This will have a direct bearing on air quality by reducing the amount of traffic on the roads.

| Measure                                                                                                             | Title                                                                                      |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| E.3                                                                                                                 | Create and implement PKC Corporate Travel Plan                                             |
| Definition                                                                                                          | Key Intervention                                                                           |
| PKC Corporate Travel Plan encompasses staff travelling to and from PKC workplaces and fleet operators for PKC       | To encourage a shift to more sustainable forms of travel, or reducing the need for travel. |
| Responsible authority and other partners                                                                            | Powers to be used                                                                          |
| Perth & Kinross Council<br>Sustrans<br>Tactran<br>Cycling Scotland<br>Paths for All (SCSP)<br>Revolution Strathearn | Voluntary                                                                                  |

### iv. Promotion of Active Travel

PKC receives SCSP funding and this is used to promote our 'On the Go' range of brands that are aimed at providing local solutions to encouraging active travel. As part of the campaign, all households in Crieff received a copy of this travel guide. It is recommended that as part of the AQAP, the Travel Guide is updated and reissued as required. The Crieff on the Go campaign will continue to promote walking and cycling in the area, as well as the use of public transport as most journeys are very local in nature. Active travel is promoted within PKC Active Travel Strategy<sup>2</sup>.

| Measure                                                                                                                                                                                                                                                                                                                                                   | Title                                                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| E.4                                                                                                                                                                                                                                                                                                                                                       | Promotion of active travel                                                                                                                               |
| Definition                                                                                                                                                                                                                                                                                                                                                | Key Intervention                                                                                                                                         |
| To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles.<br>a. Improve pedestrian facilities such as new footpaths and crossings.<br>b. Continue to promote cycling and walking and raise awareness of cycling and walking networks available.<br>c. Undertake modal shift monitoring where feasible | To encourage a shift away from the use of private motor vehicles for travelling to more sustainable forms of transport, or reducing the need for travel. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                  | Powers to be used                                                                                                                                        |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                   | Voluntary                                                                                                                                                |

<sup>2</sup> Active Transport Strategy for Perth and Kinross, available at: <https://perth-and-kinross.cmis.uk.com/Perth-and-Kinross/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=mZcCnujHqiTukOtiNVyedggYITs7XU2kYZGUKY9TX0HwyoLS84Z%2b1q%3d%3d&rUzwRP%2b23zd4E7lkn8Lw%3d%3d=pwRE6AGJFLDNih225F5QMaQWcTPhwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9lXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fWZQ40DXFvEw%3d%3d=hFflUdN3100%3d&uJovDxwdiMPoYv%2bA2vYtA%3d%3d=ctNjFf55vVA%3d&FqPIIEJYlotS%2bYGoBi5oLA%3d%3d=NHdURQburHA%3d&d9Qij0ag1Pd993jsvOJqFvmyB7X0CSQK=ctNjFf55vVA%3d&WGwmoAfeNR9xqBux0r1QB8Za60lavYmz=ctNjFf55vVA%3d&WGwmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNjFf55vVA%3d>

**v. Provide additional buses – Increase bus routes**

Providing extra buses should encourage the shift from car journeys, thus improving both air quality and greenhouse gas emissions. This will be particularly effective if combined with low emission buses and perhaps a scheme as outlined in D4.

| Measure                                                                                                                                                                                                                                                                                                                                                                                           | Title                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| E.5                                                                                                                                                                                                                                                                                                                                                                                               | Provide additional buses/Increase bus routes                                    |
| Definition                                                                                                                                                                                                                                                                                                                                                                                        | Key Intervention                                                                |
| a. To encourage the use of public transport as an alternative to using private vehicles.<br>b. Work with partners to improve public transport infrastructure provision;<br>c. Continue to encourage, promote and increase awareness of public transport options through working with partner organisations.<br>d. Look to identify additional funding sources to facilitate network enhancements. | To encourage a shift away from the use of private motor vehicles for travelling |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                          | Powers to be used                                                               |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                                                           | Voluntary                                                                       |

**vi. Undertake further social marketing**

PKC will continue to develop social marketing campaigns, such as “Crieff on the Go”, to promote active travel, primarily through funding streams such as SCSP. The campaigns will promote active and sustainable travel to encourage individual behaviour changes that will benefit health and wellbeing.

| Measure                                                                                                                                                              | Title                                                                                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| E.6                                                                                                                                                                  | Undertake further social marketing re active travel/modal shift                                                                                                                 |
| Definition                                                                                                                                                           | Key Intervention                                                                                                                                                                |
| a. Continue to develop and promote active and sustainable travel through social marketing campaigns<br>b. Continue to actively investigate available funding sources | To work in partnership with the Community Council and other local partners to promote Crieff as a more attractive and sustainable place to live and work, through active travel |
| Responsible authority and other partners                                                                                                                             | Powers to be used                                                                                                                                                               |
| Perth & Kinross Council<br>Community Council<br>Business Sectors                                                                                                     | Voluntary                                                                                                                                                                       |

**vii. Awareness raising and education at local schools and community meetings**

PKC have a ‘Schools on the Go’ package of workshops for both primary and secondary pupils, which is regarded as an example of best practice by Transport Scotland. These workshops encourage pupils to consider why active and sustainable travel is beneficial to the environment and health. The workshops will equip the community with the skills and knowledge to make informed choices that will influence future travel choices.

| Measure                                                                                                                                                                                                                                                                               | Title                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| E.7                                                                                                                                                                                                                                                                                   | Awareness raising and education at local schools and community meetings                                                                                           |
| Definition                                                                                                                                                                                                                                                                            | Key Intervention                                                                                                                                                  |
| a. Continue to make information relating to local air quality management available through the Council website;<br>b. Undertake a publicity campaign to raise awareness of the Crieff AQMA;<br>c. Include reference to air quality in promotion of active travel to school campaigns. | Continue to encourage and promote and increase awareness of active and sustainable transport options through working with partner organisations and the community |
| Responsible authority and other partners                                                                                                                                                                                                                                              | Powers to be used                                                                                                                                                 |
| Perth & Kinross Council<br>Community Council                                                                                                                                                                                                                                          | Voluntary                                                                                                                                                         |

### **viii. Cycling and walking routes to be linked in with the Campus for Sport**

Accessibility audits are currently being conducted in Crieff, which will provide information on the current infrastructure and also suggest where travel routes could be improved or upgraded.

Action Plan for future improvement works to be carried out and allow for more robust funding bids to be made to funding partners such as Sustrans.

| Measure                                                                                                                            | Title                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| E.8                                                                                                                                | Cycling and walking routes to be linked in with the Campus for Sport          |
| Definition                                                                                                                         | Key Intervention                                                              |
| a. Undertake an audit on walking & cycling infrastructure for Crieff<br>b. Create a walking and cycling infrastructure Action Plan | Improve and develop walking and cycling routes, to encourage active transport |
| Responsible authority and other partners                                                                                           | Powers to be used                                                             |
| Perth & Kinross Council<br>Live Active<br>Sustran<br>Crieff Community Groups/Council                                               | Voluntary                                                                     |

### **ix. Provision of PKC “Champions” for transportation methods**

The Transport Planning team within PKC works in partnership with community groups to encourage them to take ownership of projects and to promote local initiatives regarding active and sustainable travel. Our ‘On the Go’ campaigns are very much seen as a partnership and PKC actively encourages local walking or cycling groups to get involved and to champion their modes of travel.

| Measure                                                                             | Title                                                                                                                         |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| E.9                                                                                 | Provision of PKC “Champions” for transportation methods                                                                       |
| Definition                                                                          | Key Intervention                                                                                                              |
| Engage with local walking and cycling groups to promote active travel within Crieff | To encourage community involvement and ownership of promoting active and sustainable modes of travel within and around Crieff |
| Responsible authority and other partners                                            | Powers to be used                                                                                                             |
| Perth & Kinross Council<br>Local Community Groups<br>Community Council              | Voluntary                                                                                                                     |

## F. Reduction from non-transport sources

### i. Biomass Installations- review developments which may cause pollution

Environmental Health Team as internal consultees for development management will continue to request and assess all planning applications for Crieff that are specifically for biomass installations. The screening process will ensure that all new biomass installations will not have an adverse effect on air quality especially within the AQMA.

| Measure                                                                                                                                                                  | Title                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| F.1                                                                                                                                                                      | Biomass Installations- minimise developments which causes pollution                                                 |
| Definition                                                                                                                                                               | Key Intervention                                                                                                    |
| Consider air quality in planning decisions for new biomass installations by carrying out initial screening process to determine if an air quality assessment is required | Continue to assess new biomass installations to ensure air quality is considered at the planning development stage. |
| Responsible authority and other partners                                                                                                                                 | Powers to be used                                                                                                   |
| Perth & Kinross Council                                                                                                                                                  | Voluntary                                                                                                           |

## G. Other Measures

### i. Increase AQ monitoring network

PKC will continue to monitor air quality within Crieff and to ensure that monitoring is in line with LAQM statutory duties, thus ensuring that monitoring data is robust for annual reports and the decisions on air quality measures are well informed.

| Measure                                                                                                                                               | Title                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| G.1                                                                                                                                                   | Increase AQ Monitoring network                                                                                                                                     |
| Definition                                                                                                                                            | Key Intervention                                                                                                                                                   |
| Continue to evaluate and review monitoring network:<br>a. Establish PM <sub>2.5</sub> monitoring within AQMA<br>b. Review Real Time Monitors location | Continue to access and review monitoring to collate accurate data to ensure more accurate and informed decisions on air quality measures, modelling and reporting. |
| Responsible authority and other partners                                                                                                              | Powers to be used                                                                                                                                                  |
| Perth & Kinross Council                                                                                                                               | Voluntary / Statutory                                                                                                                                              |

### ii. Regional modelling study

PKC with Consultants Ricardo Energy & Environment have developed a regional model for Perth and Kinross which encompasses Crieff. The model will allow more continuity with regards to planning applications that require an Air Quality Assessment. The model will predict any future exceedances of the Air Quality Objectives within the Crieff area which may also have a detrimental effect on the AQMA, with regards to future developments.

| Measure                                                                                                    | Title                                                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| G.2                                                                                                        | Regional AQ modelling study                                                                                                                                                                                      |
| Definition                                                                                                 | Key Intervention                                                                                                                                                                                                 |
| To establish a Crieff regional dispersion model for NO <sub>2</sub> & PM <sub>10</sub> & PM <sub>2.5</sub> | To ensure a more consistent air quality evidence based proactive model that can anticipate issues of air quality rather than react to them and will also aid and support the evaluation of planning applications |
| Responsible authority and other partners                                                                   | Powers to be used                                                                                                                                                                                                |
| Perth & Kinross Council<br>AQ Consultants                                                                  | Voluntary                                                                                                                                                                                                        |

### **iii. Cycling and walking routes to be incorporated into transport model**

The Crieff transport model allows for different transport scenarios to be modelled, including walking and cycling routes, therefore allowing an assessment of the feasibility of these routes to be made. PKC will work with other partners, including our term consultants to investigate this option.

| Measure                                                                                                                                                                                                                                                     | Title                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| G.3                                                                                                                                                                                                                                                         | Cycling and walking routes to be incorporated into transport model and their feasibility assessed                                     |
| Definition                                                                                                                                                                                                                                                  | Key Intervention                                                                                                                      |
| <ul style="list-style-type: none"> <li>a. Incorporate walking and cycling routes into the transport model</li> <li>b. Assess feasibility of routes and consult with the community</li> <li>c. Progress a modal shift towards walking and cycling</li> </ul> | To identify and develop walking and cycling routes within Crieff to encourage the uptake of active travel within the Crieff Community |
| Responsible authority and other partners                                                                                                                                                                                                                    | Powers to be used                                                                                                                     |
| Perth & Kinross Council                                                                                                                                                                                                                                     | Voluntary                                                                                                                             |

### **iv. Transport assessment for developments to be required as part of the planning process**

The Local Development Plan contains a policy on Transport Standards and Accessibility Requirements, which applies to all development proposals that involve significant travel generation. Its aims include reducing travel demand by car and incorporating appropriate mitigation measures on and off-site to enhance active travel and public travel provision. It sets out that transport assessments should be prepared and implemented for significant travel generating developments; and that supplementary guidance is provided that explains when a travel plan and transport assessment is required. Mitigation measures could include a requirement that development proposals support the provision of infrastructure necessary to support positive changes in transport technologies, such as charging points for electric vehicles.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                 | Title                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| G.4                                                                                                                                                                                                                                                                                                                                                                                                     | Transport assessment for developments to be required as part of the planning process                                                                                  |
| Definition                                                                                                                                                                                                                                                                                                                                                                                              | Key Intervention                                                                                                                                                      |
| <ul style="list-style-type: none"> <li>a. Review of Local Development Plan policy on Transport Standards and Accessibility Requirements (TA1)</li> <li>b. Adoption of non-statutory guidance for transport alongside the reviewed policy</li> <li>c. Developers to be required to provide financial contribution(s) towards local bus services if there are identified accessibility issues.</li> </ul> | The consideration of additional criteria requiring new development proposals to support the provision of infrastructure such as charging points for electric vehicles |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                | Powers to be used                                                                                                                                                     |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                                                                 | Statutory: Town & Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006                                                            |

The Stakeholders having undertaken evaluation criteria for all proposed measures and have compiled a summary of the results of the assessment which is presented in Table 4 below.

Each of the measures have been evaluated following a specific criteria, the evaluation process is detailed in Appendix 5.

**Table 4: Proposed Action Plan Measures (to be read in conjunction with Section 5)**

| Action Plan measures         |                                                                                                                                 |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                                               |                            |                                                               |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|-----------------------------------------------|----------------------------|---------------------------------------------------------------|
| No.                          | Measure Title<br>(CE Score)                                                                                                     | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority                                | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| <b>A. Strategic measures</b> |                                                                                                                                 |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                                               |                            |                                                               |
| A.1                          | Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM. |                                                                                      |                                                                                             |                                                          | Y                                  | Unknown      | Y                        | Y                          | Scottish Govt & Local Authorities             | Unknown                    | Medium/ Long                                                  |
| A.2                          | Improving Links with Local Transport Policies                                                                                   |                                                                                      |                                                                                             |                                                          | Y                                  | N            | Y                        | Y                          | PKC & TACTRAN & Transport Travel Associations | Y                          | Medium                                                        |
| A.3                          | Improving Links with Regional transport strategy                                                                                |                                                                                      |                                                                                             |                                                          | Y                                  | N            | Y                        | Y                          | PKC & TACTRAN                                 | Y                          | Medium                                                        |
| A.4                          | Encourage Integration of AQ with other Council strategies                                                                       |                                                                                      |                                                                                             |                                                          | Y                                  | N            | Y                        | Y                          | PKC                                           | Y                          | Medium                                                        |
| A.5                          | TG.16 Air Quality planning policy and Guidance                                                                                  |                                                                                      |                                                                                             |                                                          | Y                                  | Y            | Y                        | Y                          | PKC                                           | Y                          | Medium                                                        |

| Action Plan measures |                                                                                                                                           |                                                                                               |                                                                                                |                                                             |                                           |              |                                |                                  |                   |                               |                                                                              |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------|--------------|--------------------------------|----------------------------------|-------------------|-------------------------------|------------------------------------------------------------------------------|
| No.                  | Measure Title<br>(CE Score)                                                                                                               | Potential<br>Air<br>Quality<br>Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated<br>Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost<br>Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-<br>environmental<br>Impacts | Risk Factors | Potential<br>Social<br>Impacts | Potential<br>Economic<br>Impacts | Lead<br>Authority | Feasibility/<br>Acceptability | Short Term<br>1-2 yrs<br>Medium<br>Term<br>3-6 yrs<br>Long<br>Term<br>> 6yrs |
| A.6                  | TG.16<br>Procurement<br>Guidance to<br>ensure air quality<br>is a formal<br>consideration of<br>the procurement<br>process within<br>PKC. |                                                                                               |                                                                                                |                                                             | Y                                         | Y            | Y                              | Y                                | PKC               | Y                             | Medium                                                                       |



| Action Plan measures |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                |                            |                                                               |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|----------------|----------------------------|---------------------------------------------------------------|
| No.                  | Measure Title<br>(CE Score)                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| A 7                  | Local Development Plan <ul style="list-style-type: none"> <li>Assessment of areas currently earmarked for development.</li> <li>Integration of the AQAP with future versions of the LDP</li> <li>Ensure that development proposals with the potential to exert an impact on the Crieff AQMA are assessed for air quality impacts and where necessary, mitigation measures considered.</li> <li>Assess Crieff's ability to accommodate significant development proposals.</li> </ul> |                                                                                      |                                                                                             |                                                          | Y                                  | Y            | Y                        | Y                          | PKC            | Y                          | Medium                                                        |
|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                      |                                                                                             |                                                          | 30                                 |              |                          |                            |                |                            |                                                               |

| Action Plan measures                      |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                          |                            |                                                               |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|--------------------------|----------------------------|---------------------------------------------------------------|
| No.                                       | Measure Title<br>(CE Score)                                                                                                                                                                                                                                                                                                                                                     | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority           | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| <b>B. Move traffic away from the AQMA</b> |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                          |                            |                                                               |
| B.1                                       | Examine local road traffic movements onto the A85                                                                                                                                                                                                                                                                                                                               | Medium                                                                               | Medium/ High                                                                                | 6                                                        | Y                                  | Y            | Y                        | Y                          | PKC & Transport Scotland | Y                          | Medium/ Long                                                  |
| B.2                                       | Incentivise parking out with AQMA:<br><ul style="list-style-type: none"> <li>• Signage for parking</li> <li>• Lengthen stay of car parks</li> <li>• Different signage for tourist parking – Macrosty Park</li> <li>• Cost of parking</li> <li>• Remove or relocate parking, parking enforcements</li> <li>• Double yellow lines to restrict stopping on High Street.</li> </ul> | Medium                                                                               | Medium/ High                                                                                | 6                                                        | Y                                  | Y            | Y                        | Y                          | PKC                      | Y                          | Medium/ Short                                                 |

| Action Plan measures  |                                                                                                                                                                                                                                                                                   |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                          |                            |                                                               |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|--------------------------|----------------------------|---------------------------------------------------------------|
| No.                   | Measure Title<br>(CE Score)                                                                                                                                                                                                                                                       | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority           | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| C. Traffic Management |                                                                                                                                                                                                                                                                                   |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                          |                            |                                                               |
| C.1                   | Possible provision of smart parking in Crieff – possibly applied for through grant funding.                                                                                                                                                                                       | Medium                                                                               | High                                                                                        | 4                                                        | Y                                  | Y            | Y                        | Y                          | PKC                      | Y                          | Medium                                                        |
| C.2                   | <ul style="list-style-type: none"> <li>Urban Traffic Control Systems congestion management</li> <li>traffic reduction</li> <li>traffic signal phasing and junction intervention</li> <li>amend traffic light signalling</li> <li>Intelligent traffic management system</li> </ul> | Large                                                                                | High                                                                                        | 6                                                        | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC | Y                          | Medium                                                        |
| C.3                   | Anti –idling enforcement                                                                                                                                                                                                                                                          | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | Y            | Y                        | Y                          | Police Scotland & PKC    | Y                          | Short                                                         |

| Action Plan measures                |                                                                                                                                                                                                              |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                          |                            |                                                               |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|--------------------------|----------------------------|---------------------------------------------------------------|
| No.                                 | Measure Title<br>(CE Score)                                                                                                                                                                                  | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority           | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| C.4                                 | Relocation of pedestrian crossing on High Street                                                                                                                                                             | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC | Y                          | Short                                                         |
| C.5                                 | Consider gating/holding traffic out with canyon.                                                                                                                                                             | Medium                                                                               | Medium                                                                                      | 6                                                        | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC | Y                          | Medium                                                        |
| C.6                                 | Limiting traffic turning right on the high street to reduce traffic stopping and backing up.                                                                                                                 | Medium                                                                               | Low                                                                                         | 8                                                        | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC | Y                          | Short                                                         |
| D. Reduce the emissions from source |                                                                                                                                                                                                              |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                          |                            |                                                               |
| D.1                                 | Encourage Private and public operators to pursue cleaner vehicles and abatement measures<br><ul style="list-style-type: none"> <li>• Bus operators</li> <li>• Local business</li> <li>• PKC fleet</li> </ul> | Medium                                                                               | Medium                                                                                      | 6                                                        | Y                                  | Y            | Y                        | Y                          | PKC                      | Y                          | Medium                                                        |

| Action Plan measures |                                                                                                                                   |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                          |                            |                                                               |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|--------------------------|----------------------------|---------------------------------------------------------------|
| No.                  | Measure Title<br>(CE Score)                                                                                                       | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority           | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| D.2                  | Development of a Local/ Voluntary Bus Quality Partnership                                                                         | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | Y            | Y                        | Y                          | PKC                      | Y                          | Short                                                         |
| D.3                  | School Travel Plans                                                                                                               | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | N            | Y                        | Y                          | PKC                      | Y                          | Short                                                         |
| D.4                  | Public Transport Improvements                                                                                                     | Small                                                                                | Medium                                                                                      | 3                                                        | Y                                  | Y            | Y                        | Y                          | PKC                      | Y                          | Medium                                                        |
| D.5                  | Incorporation of N-LEF – National Low Emissions Framework and consideration of Low emission zone for Crieff High Street Corridor. | Medium                                                                               | High                                                                                        | 4                                                        | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC | Y                          | Long                                                          |
| D.6                  | Introduce Eco Stars scheme for HGV and bus operators                                                                              | Small                                                                                | Medium                                                                                      | 3                                                        | Y                                  | Y            | Y                        | Y                          | PKC & Eco Stars          | Y                          | Short                                                         |
| D.7                  | PKC eco driver training for fleet drivers and council staff, tracking fitted to vehicles                                          | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | N            | Y                        | Y                          | PKC                      | Y                          | Short                                                         |

| Action Plan measures                                                        |                                                                                                                                            |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                                                                                                    |                            |                                                               |
|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|----------------------------------------------------------------------------------------------------|----------------------------|---------------------------------------------------------------|
| No.                                                                         | Measure Title<br>(CE Score)                                                                                                                | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority                                                                                     | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| E. Reduce emissions by reducing demand for traffic, change in travel choice |                                                                                                                                            |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                                                                                                    |                            |                                                               |
| E.1                                                                         | Promotion of liftsharing and development of car clubs                                                                                      | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | N            | Y                        | N                          | PKC & TACTRAN                                                                                      | Y                          | Short                                                         |
| E.2                                                                         | Travel Plans for large institutions and businesses                                                                                         | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | Y            | Y                        | N                          | PKC & TACTRAN                                                                                      | Y                          | Short                                                         |
| E.3                                                                         | PKC corporate travel plan :<br><br>Promotion of liftsharing<br>Workplace travel plans<br>eco driving for staff and council fleet operators | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | N            | Y                        | Y                          | PKC                                                                                                | Y                          | Medium                                                        |
| E.4                                                                         | Promotion of active travel, walking and cycling.                                                                                           | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | Y            | Y                        | Y                          | PKC<br>Sustran<br>Tactran<br>Cycle<br>Scotland<br>Paths for All (SCSP)<br>Revolution<br>Strathearn | Y                          | Short                                                         |
| E.5                                                                         | Provide additional buses- increase bus routes                                                                                              | Small                                                                                | Medium                                                                                      | 3                                                        | Y                                  | Y            | Y                        | Y                          | PKC                                                                                                | Y                          | Medium                                                        |

| Action Plan measures |                                                                                                                                       |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                                                |                            |                                                               |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|------------------------------------------------|----------------------------|---------------------------------------------------------------|
| No.                  | Measure Title<br>(CE Score)                                                                                                           | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority                                 | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| E.6                  | Undertake further social marketing                                                                                                    | Small                                                                                | Medium                                                                                      | 3                                                        | Y                                  | N            | Y                        | N                          | PKC                                            | Y                          | Short                                                         |
| E.7                  | Awareness raising and education, presentations at local schools/ community meetings                                                   | Small                                                                                | Medium                                                                                      | 3                                                        | N                                  | N            | N                        | N                          | PKC & Community Council                        | Y                          | Short                                                         |
| E.8                  | Cycling and walking routes to be routed to link in with the campus for sport to encourage use by students/staff.                      | Small                                                                                | Medium                                                                                      | 3                                                        | Y                                  | Y            | Y                        | Y                          | PKC Community Council Live Active & Sustran    | Y                          | Medium                                                        |
| E.9                  | Provision of PKC "Champions" for transportation methods such as bus, cycling to encourage others to engaged in these modes of travel. | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | N            | Y                        | N                          | PKC Local Community Groups & Community Council | Y                          | Short                                                         |

| Action Plan measures                           |                                                                                                                                                                                                                                                                                     |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                     |                            |                                                               |
|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|---------------------|----------------------------|---------------------------------------------------------------|
| No.                                            | Measure Title<br>(CE Score)                                                                                                                                                                                                                                                         | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority      | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| <b>F. Reduction from non-transport sources</b> |                                                                                                                                                                                                                                                                                     |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                     |                            |                                                               |
| F.1                                            | Biomass installations- Review developments which may cause pollution                                                                                                                                                                                                                | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | N            | Y                        | Y                          | PKC                 | Y                          | Short                                                         |
| <b>G. Other</b>                                |                                                                                                                                                                                                                                                                                     |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                     |                            |                                                               |
| G.1                                            | Increase AQ Monitoring Network:<br><ul style="list-style-type: none"> <li>Establish PM<sub>2.5</sub> monitoring within AQMA, possibly relocate site</li> <li>Additional diffusion tube monitoring</li> <li>Background monitoring to validate background concentration s.</li> </ul> | Zero                                                                                 | Medium                                                                                      | 0                                                        | N                                  | N            | N                        | Y                          | PKC                 | Y                          | Medium/ Long                                                  |
| G.2                                            | Regional Modelling study- concentrations across Crieff.                                                                                                                                                                                                                             | Zero                                                                                 | Low                                                                                         | 0                                                        | N                                  | N            | N                        | Y                          | PKC & AQ Consultant | Y                          | Short                                                         |



| Action Plan measures |                                                                                                                                                                    |                                                                                      |                                                                                             |                                                          |                                    |              |                          |                            |                |                            |                                                               |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|----------------|----------------------------|---------------------------------------------------------------|
| No.                  | Measure Title<br>(CE Score)                                                                                                                                        | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority | Feasibility/ Acceptability | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| G.3                  | Cycling and walking routes to be incorporated into transport model-link in with "Smarter Choices".                                                                 | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | N            | Y                        | Y                          | PKC            | Y                          | Short                                                         |
| G.4                  | Transport assessments for developments to be required as part of the planning process. To ensure more sustainable modes of transport for the proposed development. | Small                                                                                | Low                                                                                         | 4                                                        | Y                                  | Y            | Y                        | Y                          | PKC            | Y                          | Short                                                         |

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# Appendices

## Appendix 1: AQMA Order

### **Environment Act 1995 Part IV, Section 83(1)**

#### **Perth and Kinross Council**

#### **AQMA Order**

Perth and Kinross Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be referred to as the "Perth and Kinross Council Air Quality Management Area (No2) Order" and shall come into effect on the Fourteenth day of April 2014.

The area shown in red on the attached maps to be designated as an air quality management area (the "designated area").

The designated area incorporates an area within this boundary line:- from the point at the Y-Junction at Perth Road and Dollerie Terrace, follow the A85 east to East High Street, the Cross, High Street, James Square then on to West High Street stopping at the junction of Galvelmore Street and Lodge Street and north up Comrie Street to the Y-Junction at Coldwells Road and mid point of Comrie Street. The AQMA area will take in the whole of the buildings along East High Street /High Street /West High Street /and Comrie Street.

This Order and map may be viewed at all public Council offices, all libraries (including mobile ones) and on the Council Website.

This area is designated in relation to a breach of the nitrogen dioxide and fine particles (annual mean) objectives as specified in the Air Quality (Scotland) Regulations 2000, as amended.

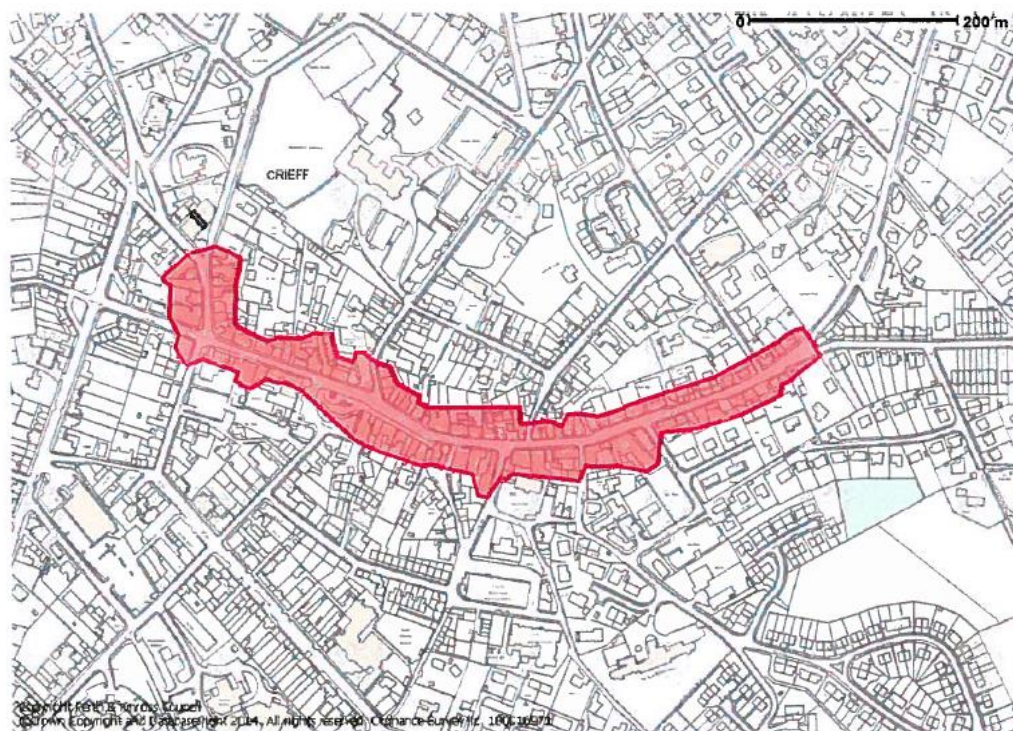
This Order shall remain in force until it is varied or revoked by a subsequent order.

This Order together with the attached map are sealed with the Common Seal of Perth and Kinross Council and subscribed for them and on their behalf by Ian Taylor Innes their Head of Legal Services and Proper Officer for the purposes hereof at Perth on the Tenth day of April Two thousand and fourteen.

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This is the map referred to in the foregoing Order entitled the “Perth and Kinross Council Air Quality Management Area (No2) Order”



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## Appendix 2: Existing Strategies and Policies Relevant to Air Quality in Crieff

### A. Local Transport Policies

#### *i. Shaping Perth's Transport Future*

In order to shape transport at a local level in Perth, PKC have adopted a transport strategy for Perth to address congestion locally. The strategy focuses mainly on the city of Perth however the key transport issues it highlights are applicable to Crieff, these are:

- Walking and Cycling - Unattractive due to road traffic, better routes required.
- Bus Network - congestion caused by bus traffic, reliability of existing bus serves.
- Local Road Network - constraints on local road network, resulting in congestion

The strategy adopts the visions and objectives set out by the regional and national transport strategy.

#### *ii. Perth Traffic and Transport Issue Transport Appraisal*

The Perth Traffic and Transport Issues Transport Appraisal were carried out in 2010. The transport appraisal was commissioned by PKC to assess the transport issues in and around Perth. The study was conducted in accordance with the Scottish Transport Appraisal Guidance (STAG).

The Appraisal recognises that air pollutants can cause local problems if they occur at high concentrations. The traffic modelling indicated that the existing road network in Perth could not support the anticipated future development.

Although the appraisal was specifically for Perth the aforementioned principle is also relevant to Crieff in that high concentrations of ambient air pollutants can cause local issues.

### B. Community Plan

PKC Community Plan (Local Outcomes Improvement Plan) 2017-2027 is a plan for improving the lives and experiences of everyone who lives, works and visits Perth & Kinross.

The purpose of the Community Plan is to provide strategic direction for Perth and Kinross for the area, local communities and individuals. One of the underpinning values within the plan is sustainability, to shape the economic, social and environmental impacts of decision making and activities within local communities.

One objective is to create safe and sustainable places within P&K for future generations which include specific actions that relate to AQ: By

- 2018/19 there will be 'AQAPs for Perth City and High Street area in Crieff'
- 2020/21 there will be 'Improved health and wellbeing of the local community as a result of reducing air pollution in Perth and Crieff'

PKC recognise that the challenges cannot be addressed by one organisation; they require multiple organisations working together to understand the changing environment and to improve and sustain the wellbeing of local communities.

The Crieff Community Trust & Crieff Community Council in conjunction with Crieff & Upper Strathearn Partnership has developed a Community Action Plan for Crieff 2013 -2018.

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## Appendix 3: Consultation on the Draft Air Quality Action Plan

Authorities in Scotland must consult the agencies and organisations listed below following the preparation or revision of their Air Quality Action Plan:

- Scottish Ministers;
- SEPA;
- Neighbouring local authorities;
- Other public authorities as appropriate;
- Bodies representing local business interests and other organisations as appropriate (potentially including representatives of the public e.g. community councils); and,
- Any National Park authority within or adjacent to the local authority area.
- NHS Tayside

Authorities should also proactively make copies of the Action Plan available to the public, and undertake other efforts deemed necessary to adequately consult members of the public on the content and significance of the plan. It is recommended that the consultation period be no less than 6 weeks in duration to enable consultees the opportunity to contribute to the process.

Following consultation and the formal adoption of the Action Plan, the Council is also required to submit annual Action Plan progress updates as part of the Annual Progress Report submission to the Scottish Government and SEPA.

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## Appendix 4: Conclusions of LAQM Review and Assessments

### Summary of LAQM Review and Assessment in Perth and Kinross

#### A. Updating and Screening Assessment 2009

The 2009 Updating and Screening Assessment (USA) identified annual mean concentrations above the Air Quality Strategy (AQS) objective of  $40\mu\text{g.m}^{-3}$  at two sites in Crieff (out with Perth Centre AQMA) during 2008. As a result, two additional monitoring sites at the façade of buildings were introduced in Crieff.

#### B. Updating and Screening Assessment 2012

The 2012 USA started the fifth round of review and assessment for PKC. During 2011 the diffusion tubes in Crieff continued to show  $\text{NO}_2$  levels above the objective, therefore PKC commissioned Ricardo AEA to conduct a Detailed Assessment.

#### C. Detailed Assessment Crieff (2012)

A Detailed Assessment was conducted to investigate the magnitude and spatial extent of exceedances of nitrogen dioxide ( $\text{NO}_2$ ) and particulate matter ( $\text{PM}_{10}$ ) annual mean along the A85 in Crieff.

The study concluded that exceedances of the  $\text{NO}_2$  annual mean objective of  $40\mu\text{g.m}^{-3}$  occurred at locations with relevant exposure in 2011. The exceedances are in areas along East High Street and West High Street. The study also concludes that exceedances of the Scottish  $\text{PM}_{10}$  annual mean objective of  $18\mu\text{g.m}^{-3}$  occurred at locations with relevant exposure in 2011. The exceedance areas for  $\text{PM}_{10}$  are slightly larger than for  $\text{NO}_2$ , but are still confined to short stretches of East High Street and West High Street.

$\text{NO}_2$  and  $\text{PM}_{10}$  concentrations were modelled at two heights, 1.5 m and 4 m to represent relevant exposure at ground floor height and 1<sup>st</sup> floor height. Figure 3 and Figure 4 show contour plots with annual mean  $\text{NO}_2$  concentrations along the A85 in Crieff at the two specified heights during 2011. [Figure 5](#) and [Figure 6](#) show contour plots for  $\text{PM}_{10}$ . Black dots in the plots denote residential properties. It can clearly be seen that several residential properties lie within the exceedance areas for both  $\text{NO}_2$  and  $\text{PM}_{10}$  at 1.5m and 4m height. The exceedance area for  $\text{PM}_{10}$  is larger than that for  $\text{NO}_2$ .

The Detailed Assessment recommended that PKC should consider declaring an AQMA for the  $\text{NO}_2$  and  $\text{PM}_{10}$  annual mean objectives in the areas of the East High Street and West High Street in Crieff. As a result of the assessment PKC declared an AQMA in Crieff in April 2014.



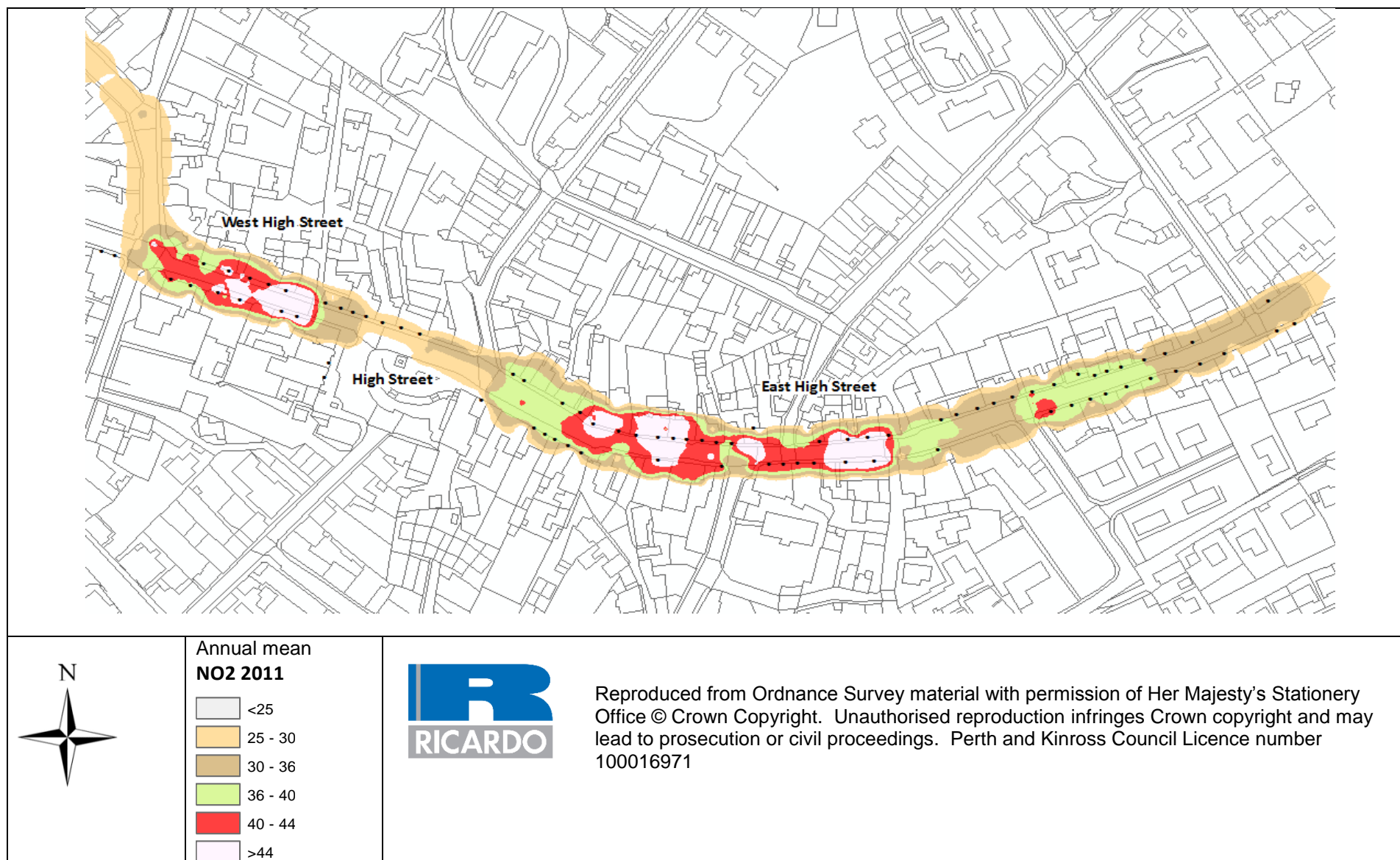


Figure 3: Annual mean Concentrations NO2 at 1.5 m



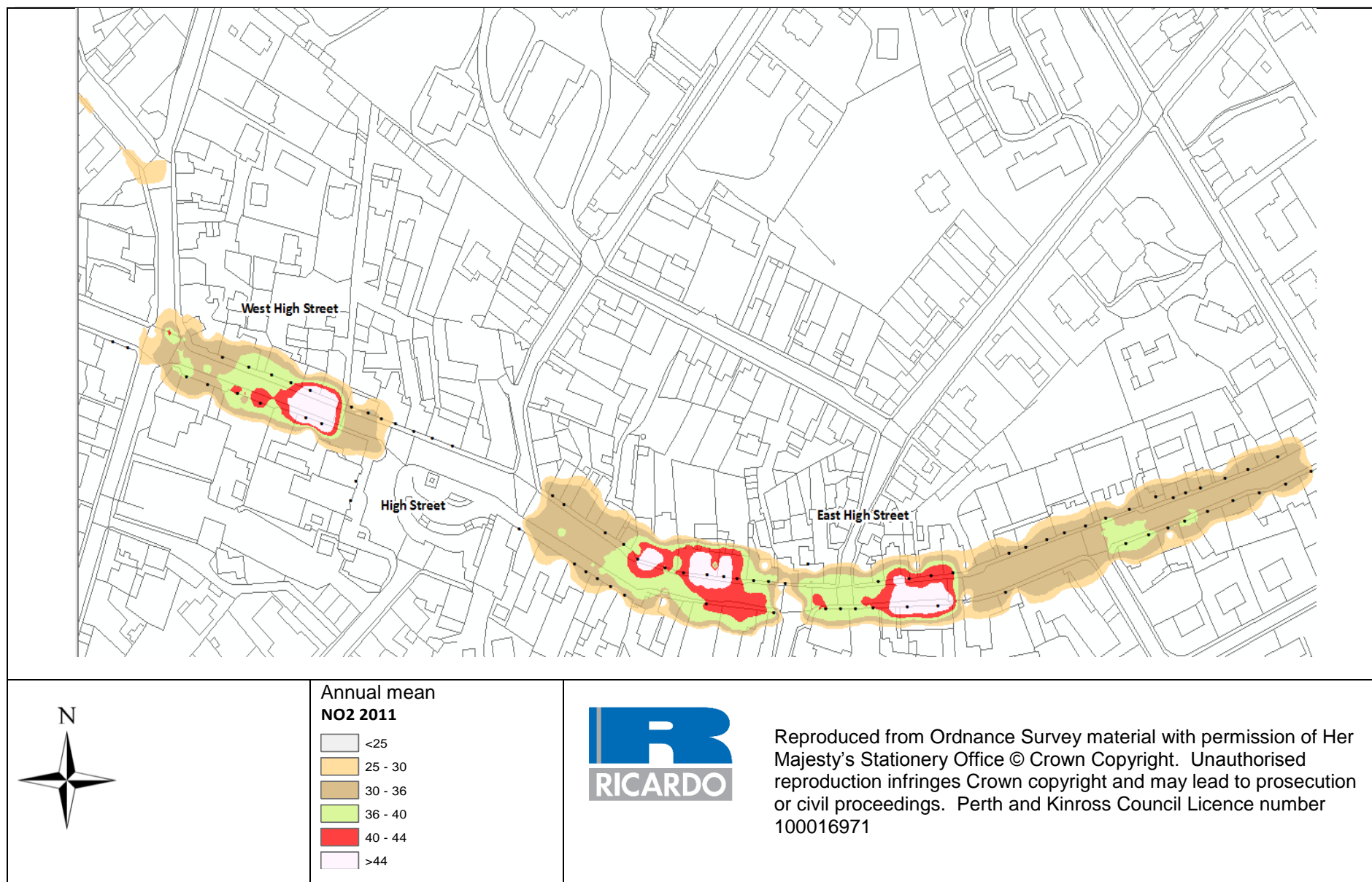


Figure 4: NO2 Annual Mean at 4 m

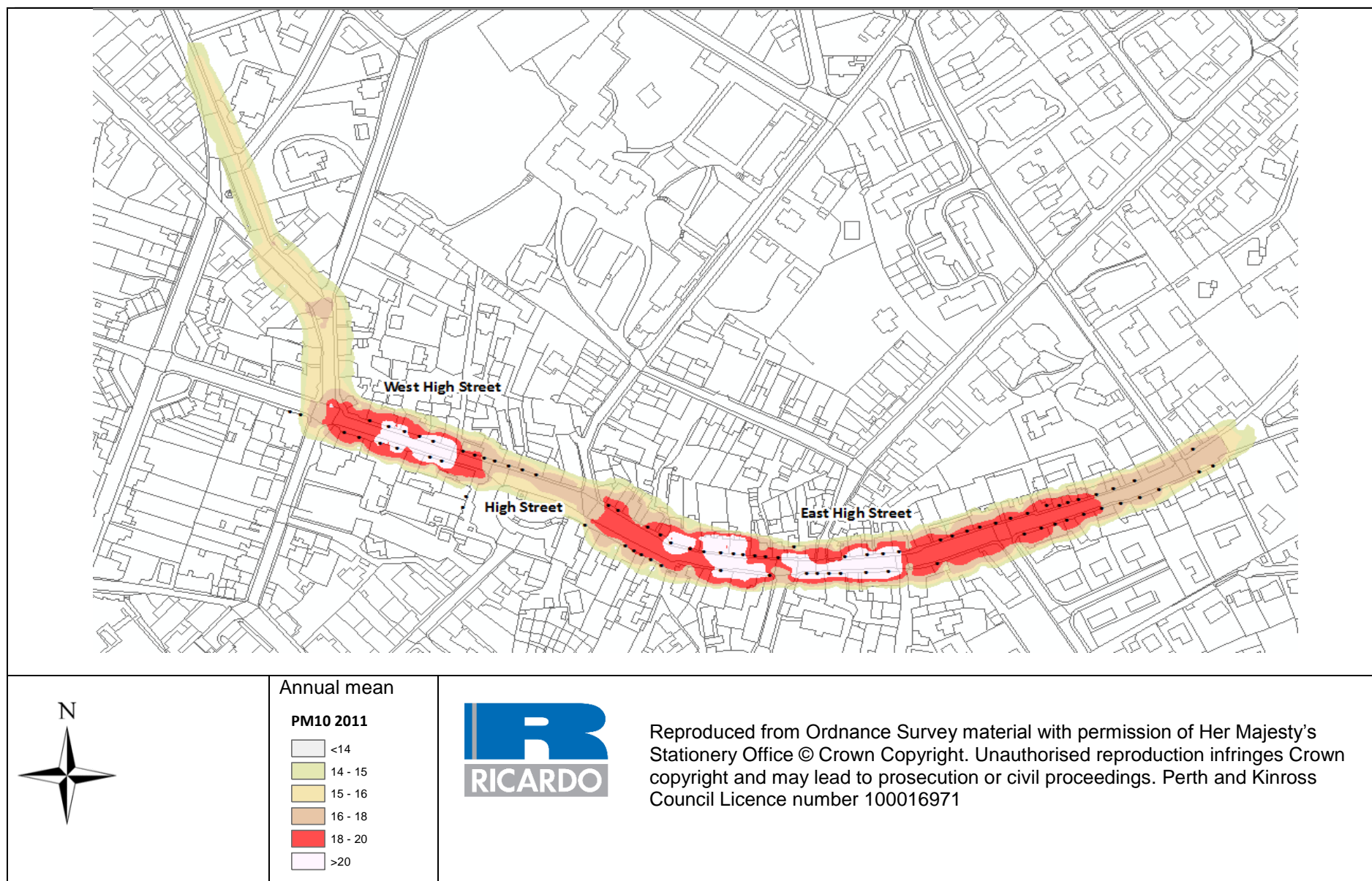


Figure 5: PM10 annual mean at 1.5 m

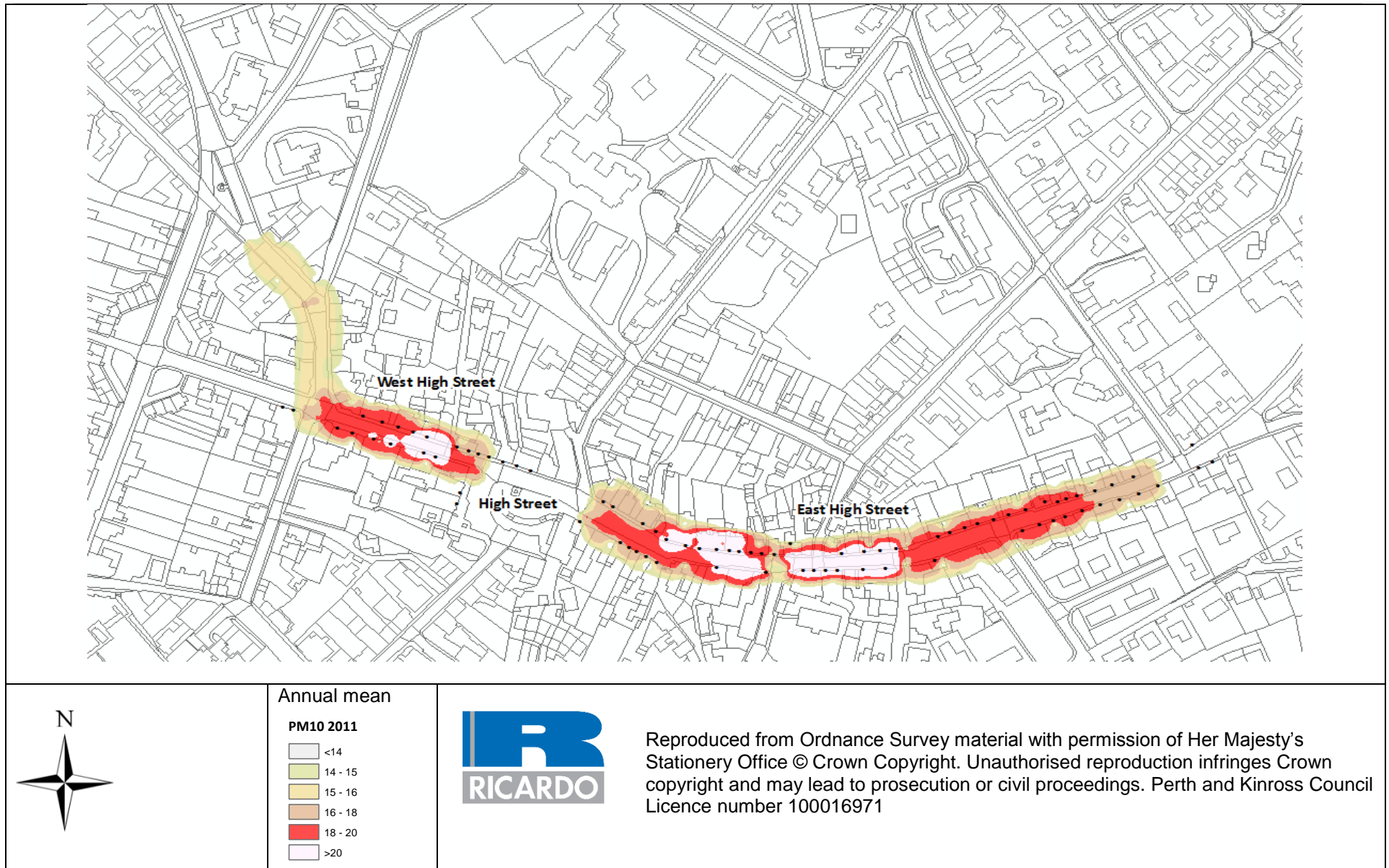


Figure 6: PM10 annual mean at 4 m

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#### D. Further Assessment Crieff (2015)

The Further Assessment was conducted in May 2015 to assess the magnitude and spatial extent of any exceedances of the annual mean air quality objectives for NO<sub>2</sub> and PM<sub>10</sub> within the Air Quality Management Area (AQMA) that was declared at Crieff's High Street corridor in April 2014. The AQMA boundary within Crieff is presented in Figure 1.

The study confirmed the findings of the previous Detailed Assessment, namely that there were exceedances of the annual mean NO<sub>2</sub> objective and annual mean PM<sub>10</sub> objective where relevant exposure exists. The monitoring and dispersion modelling carried out to support the Further Assessment indicated that exceedances of the NO<sub>2</sub> and PM<sub>10</sub> annual mean objectives were still occurring within the Crieff AQMA. The boundaries of the AQMA were therefore still appropriate and did not require to be revoked or amended at the time of the Further Assessment.

Within the Crieff AQMA, the dispersion modelling results indicated that up to 70 residential properties within the AQMA were exposed to exceedances of the annual mean NO<sub>2</sub> and PM<sub>10</sub> objectives during 2012, equating to an exposed population of approximately 153 people.

The further assessment estimated that emission reductions of road NOx (first noted) in the Crieff AQMA of up to 22% were required in order to achieve compliance with the annual mean NO<sub>2</sub> objective at all locations of relevant exposure. For compliance with the annual mean PM<sub>10</sub> objective, it was estimated that a reduction in the road contribution of PM<sub>10</sub> of up to 46% was required.

### Source Apportionment Analysis

Source apportionment is the process whereby the contributions of different pollutant sources to ambient concentrations are quantified. This aims to allow the Local Authority's Action Plan to target specific sources when attempting to reduce pollutant concentrations in the AQMA. Tailpipe emissions are predominantly NOx which is converted to NO<sub>2</sub> through chemical reactions, therefore emissions of NOx are analysed.

The source apportionment for the Crieff AQMA assessment:

- Confirmed that exceedances of the NO<sub>2</sub> and PM<sub>10</sub> objective are due to road traffic.
- Determined the extent to which different vehicle types are responsible for the emission contributions to NOx/NO<sub>2</sub> and PM<sub>10</sub>.
- Quantified what proportion of total NOx and PM<sub>10</sub> are due to background emissions, or local emissions from busy roads in the local area. Quantifying emissions aided PKC to focus actions on local traffic movements.

The 'Baseline' is the modelling of annual mean NOx and PM<sub>10</sub> concentrations without any measures to reduce these concentrations by Perth & Kinross Council. In this case, the baseline is the modelling of emissions in 2012. To calculate the proportion of total NOx and PM<sub>10</sub> concentrations attributable to various types of vehicles, the Emissions Factors Toolkit (Eft) was used within which emission sources were effectively switched on or off accordingly e.g. for calculating the contribution from HGVs all other sources were set to zero. This allowed derivation of new emission factors for the road segments which were then modelled in ADMS-Roads to obtain the contribution of each source to ambient NOx and PM<sub>10</sub> concentrations at the worst-case specified receptor locations i.e. the locations where the highest concentrations were predicted.

The contributions from each of the following sources were quantified:

- Background
- Moving vehicles
- Queuing vehicles

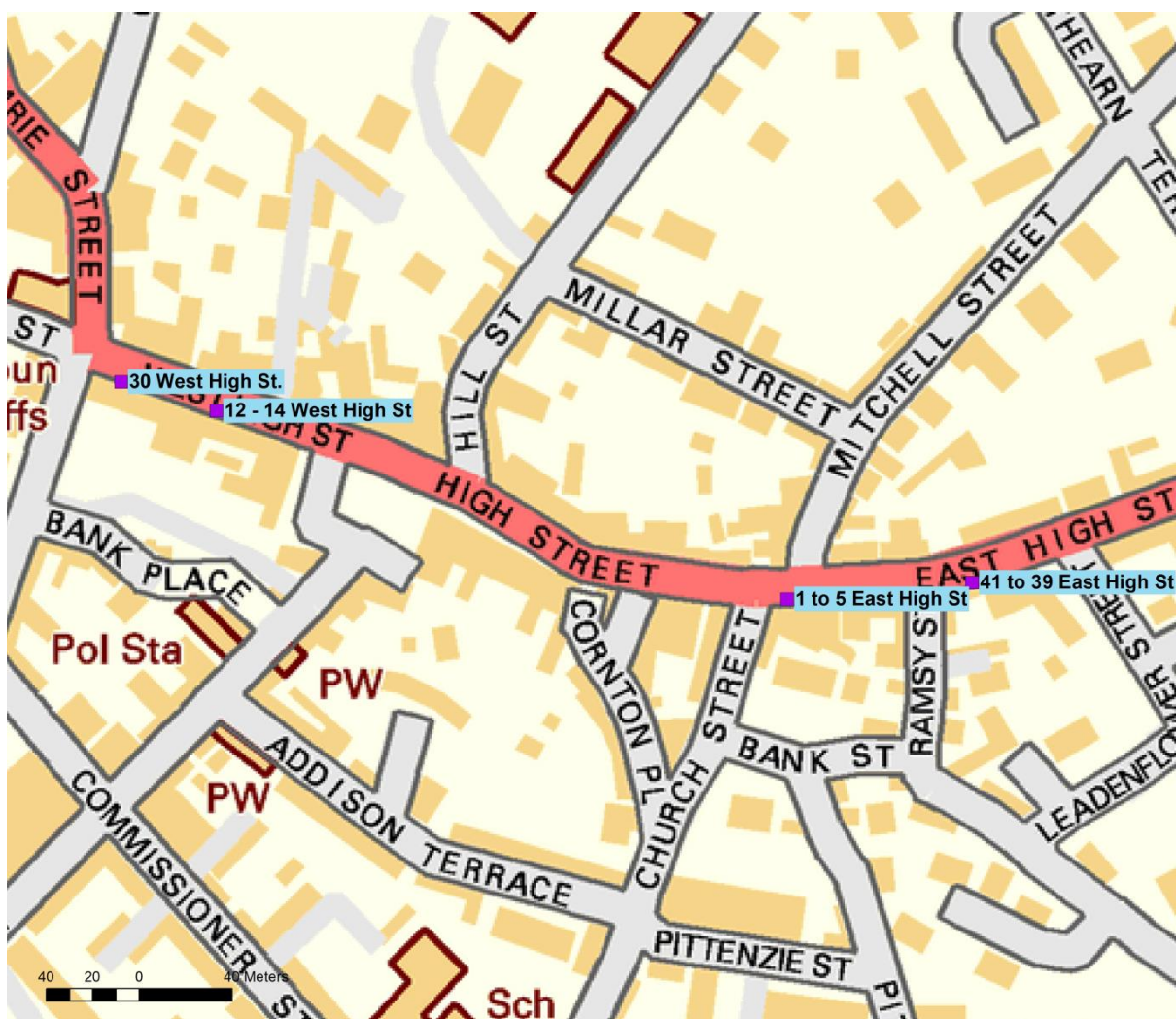


- Cars
- Light Goods Vehicles
- Heavy Goods Vehicles
- Buses

Examination of the source apportionment results indicates that:

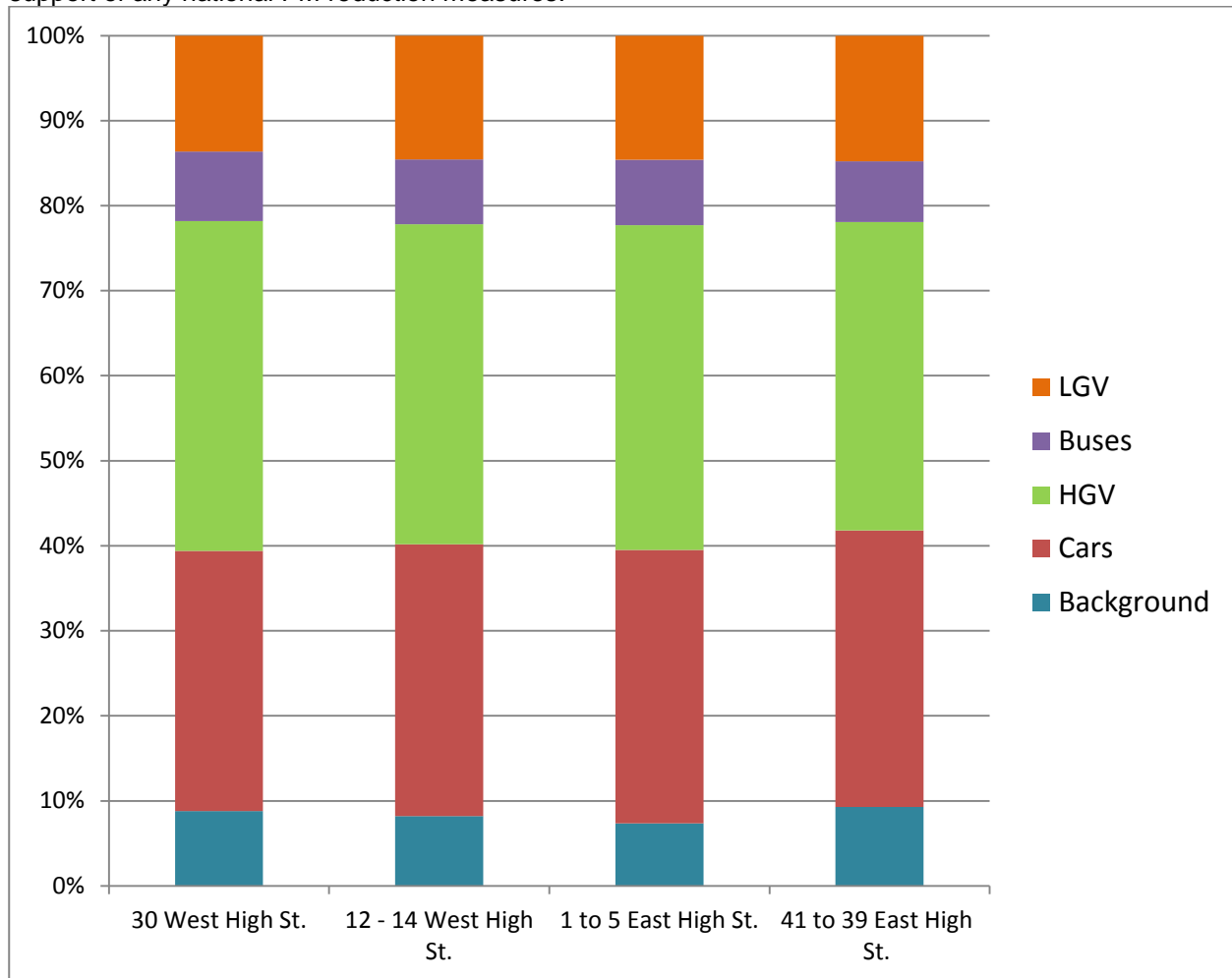
- The proportion of emissions from queuing traffic is higher at the western end of West High Street than at other locations. Traffic surveys indicated that traffic appears to queue regularly throughout the day at this location with longer queues occurring during peak periods; this may be when vehicles are waiting to turn right onto Comrie Street.
- The source apportionment also indicated that the highest proportion of NO<sub>x</sub> emissions at all receptors is from HGV's and cars.
- NO<sub>x</sub> and PM<sub>10</sub> emissions from buses are relatively low when compared to other vehicle types.

The NO<sub>x</sub> source apportionment was conducted at four locations in Crieff. As presented in Figure 7.

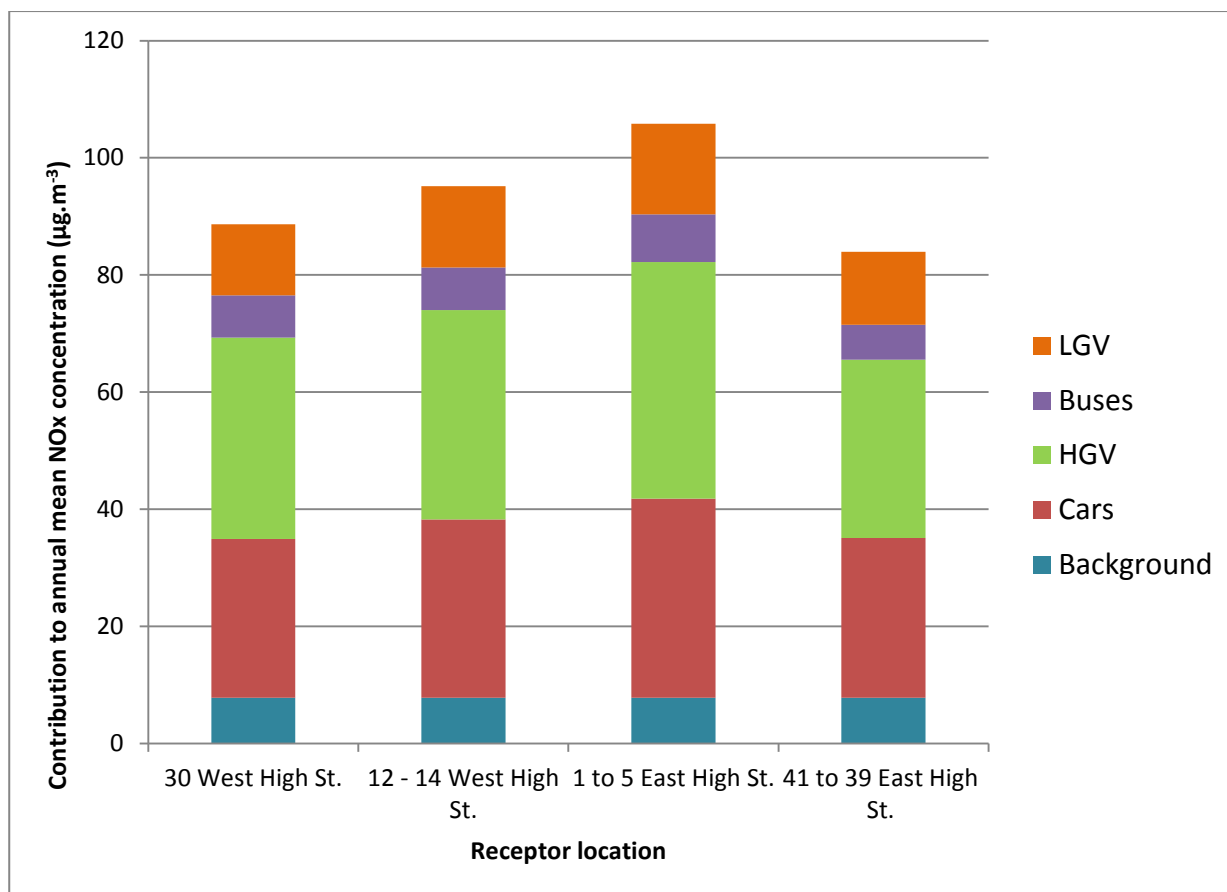


**Figure 7: Worst case receptor locations used for source apportionment**

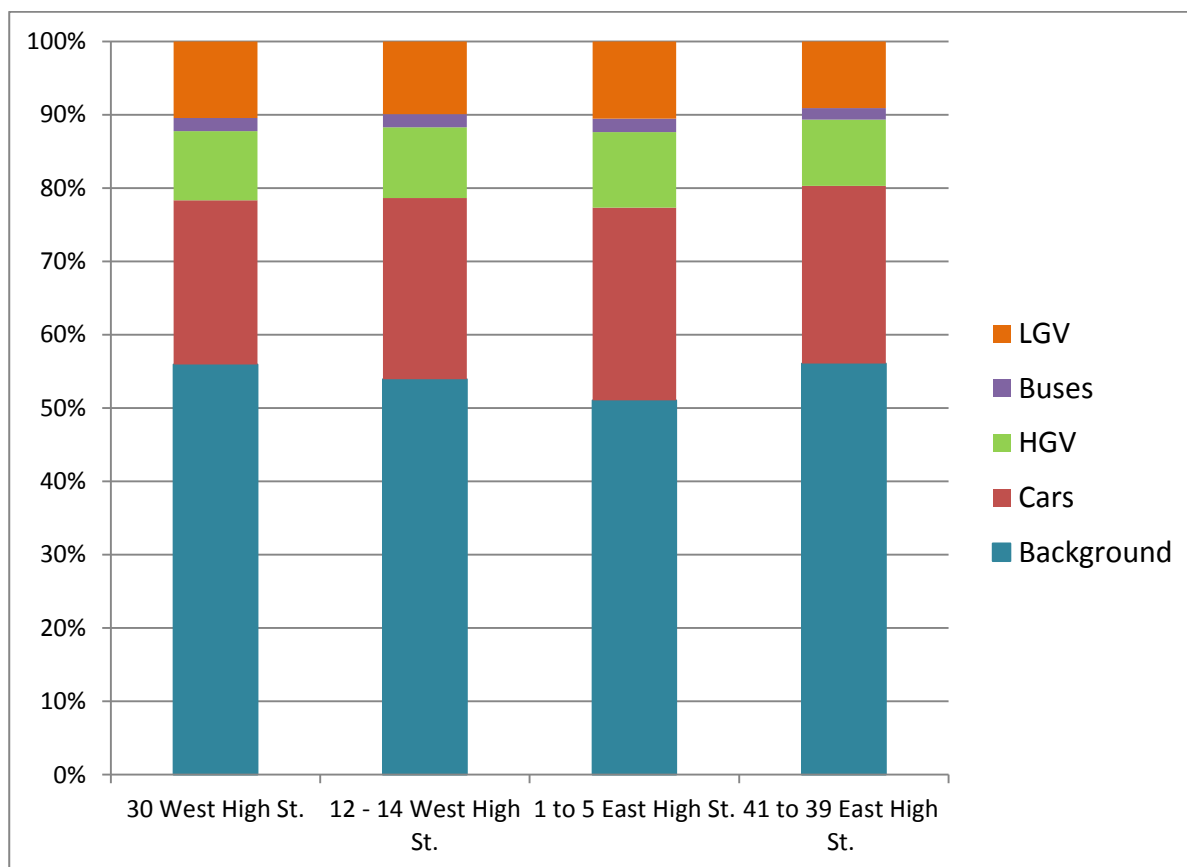
For each site the % contributions from each category are presented in Figure 8 and the concentration breakdown by source is presented in Figure 9. The source apportionment results presented confirms the findings outlined above. The PM<sub>10</sub> source apportionment is displayed in Figure 10 as a % for each of the four locations along High Street. The breakdown in concentration is presented in Figure 11. It is evident that the background PM<sub>10</sub> concentrations are responsible for a large proportion of PM<sub>10</sub> concentrations with in Crieff. In order to reduce background concentrations national policies and measures are required to address background PM<sub>10</sub> concentrations across Scotland. PKC will work with Scottish Government in support of any national PM reduction measures.



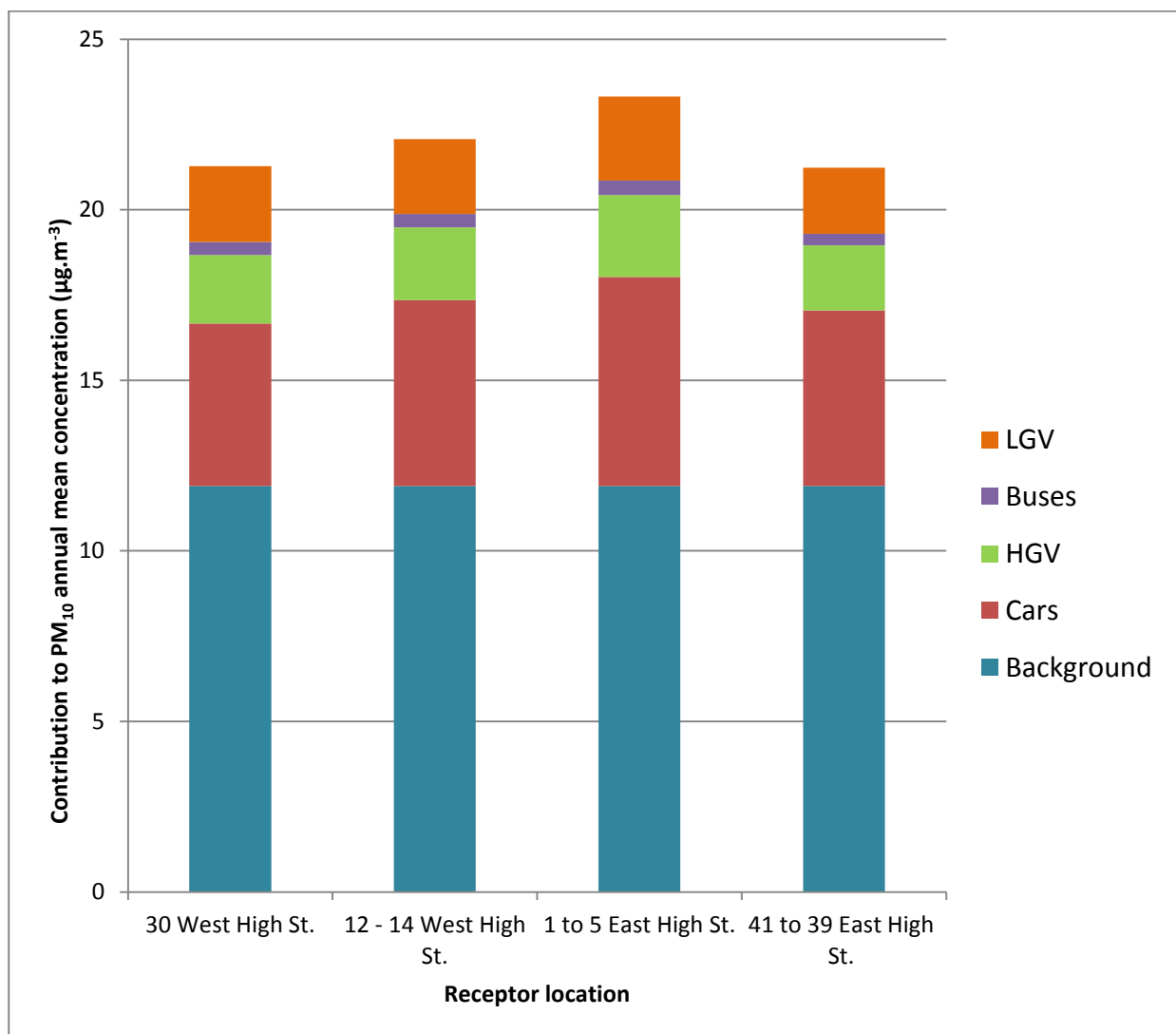
**Figure 8: NOx expressed as %**



**Figure 9: NOx expressed as  $\mu\text{g.m}^{-3}$**



**Figure 10: PM10 expressed as %**



**Figure 11: PM<sub>10</sub> expressed as µg.m<sup>-3</sup>**



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## Scenario Analysis

As part of the 2015 Further Assessment three mitigation scenarios were modelled following the conclusions of the source apportionment analysis, these scenarios are detailed below. The modelling results indicate that compliance with the NO<sub>2</sub> annual mean objective may be achievable by implementing the measures modelled in this assessment. It is likely that a combination of measures will be required to reduce annual mean PM<sub>10</sub> concentrations sufficiently to be compliant with the Scottish objective.

### A. Option 1- Increase average speed via parking restrictions

This scenario investigated the potential reductions in NO<sub>2</sub> and PM<sub>10</sub> annual mean concentrations that could be achieved by amending roadside parking restrictions along the main road in Crieff. The average journey time measurements conducted during the traffic survey indicated that average vehicle speeds through Crieff are fairly low. This may mean that, if possible, increasing speed and hence improving flow, is a potential option for reducing NO<sub>x</sub> and PM<sub>10</sub> emissions within the AQMA. Slow moving traffic may be attributable to vehicles waiting to take parking spaces and the resulting delays while traffic behind waits as vehicles enter and leave roadside parking spaces.

To test what is potentially achievable by increasing average speed, five sub-scenarios were tested to represent varying average speed changes up to the speed limit of 30 mph at locations where traffic can be free flowing. For the baseline model, average speeds for three different sections of the A85 were calculated from the traffic survey data - [Tables 5 & 6](#)

To calculate the resulting change in vehicle emissions for potential increases in average speed up to the speed limit, the minimum headroom in speed was calculated for each section i.e. 30mph minus the speed in the fastest road link within each section. E.g. a section with average link speeds ranging from 10 mph to 23 mph has headroom of 30 mph minus 23 mph = 7 mph. As test options, link speeds were then increased using five incremental percentages of the headroom for each section.

The modelling results indicated that both annual mean NO<sub>2</sub> and PM<sub>10</sub> concentrations would decrease as average speeds increased towards the speed limit at different locations within the AQMA.

The predicted NO<sub>2</sub> annual mean is less than the 40 µg.m<sup>-3</sup> objective after a 20% of headroom increase in speed at all the worst-case receptor locations modelled; except for 1 to 5 East High Street where an 80% of headroom increase in speed is required before the predicted annual mean is within the 40 µg.m<sup>-3</sup> objective. At this location an 80% of headroom increase would represent achieving an average speed of approximately 28 mph.

Examination of the predicted annual mean PM<sub>10</sub> concentrations at all of the receptors modelled indicated that smaller reductions would be achieved for PM<sub>10</sub> and would not be sufficient to achieve compliance with the 18 µg.m<sup>-3</sup> Scottish annual mean objective at any of the worst case receptor locations.

**Table 5: Scenario 1- Increase Average Speed through AQMA-Predicted NO<sub>2</sub> Annual Mean Concentrations**

| Receptor                                     | Minimum headroom to speed limit (30mph) | 2012 baseline NO <sub>2</sub> Annual mean | NO <sub>2</sub> annual mean with percentage increase of minimum headroom to 30 mph speed limit |                           |                           |                           |                            |
|----------------------------------------------|-----------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------|---------------------------|---------------------------|----------------------------|
|                                              |                                         |                                           | 20% (µg.m <sup>-3</sup> )                                                                      | 40% (µg.m <sup>-3</sup> ) | 60% (µg.m <sup>-3</sup> ) | 80% (µg.m <sup>-3</sup> ) | 100% (µg.m <sup>-3</sup> ) |
| 30 West High St (1 <sup>st</sup> floor)      | 17.5 mph                                | 40.5                                      | 37.4                                                                                           | 34.9                      | 33.0                      | 31.5                      | 30.2                       |
| 12 - 14 West High St (1 <sup>st</sup> floor) | 17.5 mph                                | 42.3                                      | 39.0                                                                                           | 36.3                      | 34.2                      | 32.4                      | 31.1                       |
| 1 to 5 East High St (1 <sup>st</sup> floor)  | 8.1 mph                                 | 45.8                                      | 44.0                                                                                           | 42.4                      | 41.0                      | 39.7                      | 38.5                       |
| 41 to 39 East High St (ground floor)         | 8.1 mph                                 | 38.7                                      | 37.3                                                                                           | 36.0                      | 34.9                      | 33.9                      | 32.9                       |

Note: Sections of the table highlighted in pink indicate an exceedance of the objective

**Table 6: Scenario 1- Increase Average Speed through AQMA-Predicted PM<sub>10</sub> Annual Mean Concentration**

| Receptor                                     | Minimum headroom to speed limit (30mph) | 2012 baseline PM <sub>10</sub> Annual mean | PM <sub>10</sub> annual mean with percentage increase of minimum headroom to 30 mph speed limit |                           |                           |                           |                            |
|----------------------------------------------|-----------------------------------------|--------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------|---------------------------|---------------------------|----------------------------|
|                                              |                                         |                                            | 20% (µg.m <sup>-3</sup> )                                                                       | 40% (µg.m <sup>-3</sup> ) | 60% (µg.m <sup>-3</sup> ) | 80% (µg.m <sup>-3</sup> ) | 100% (µg.m <sup>-3</sup> ) |
| 30 West High St (1 <sup>st</sup> floor)      | 17.5 mph                                | 20.8                                       | 20.3                                                                                            | 20.0                      | 19.9                      | 19.8                      | 19.7                       |
| 12 - 14 West High St (1 <sup>st</sup> floor) | 17.5 mph                                | 21.5                                       | 21.1                                                                                            | 20.8                      | 20.7                      | 20.6                      | 20.5                       |
| 1 to 5 East High St (1 <sup>st</sup> floor)  | 8.1 mph                                 | 22.7                                       | 22.5                                                                                            | 22.3                      | 22.1                      | 22.0                      | 21.9                       |
| 41 to 39 East High St (ground floor)         | 8.1 mph                                 | 20.8                                       | 20.7                                                                                            | 20.6                      | 20.5                      | 20.4                      | 20.3                       |

Note: Sections of the table highlighted in pink indicate an exceedance of the objective



## Option 2- Reduce traffic queue lengths during peak periods at the junction of West High Street and Comrie Street

Traffic can become slow moving and congested at certain locations in Crieff during peak times. Observations made during a traffic survey conducted in May 2013 indicated that westbound traffic appears to queue regularly throughout the day at the western end of West High Street (A85), with longer queues occurring during peak periods; this may be a result of vehicles waiting to turn right onto Comrie Street, while waiting for eastbound traffic to pass. Analysis of the queue survey at this location indicated that there were westbound queues occurring as follows:

- 10m queues occurring approximately 3 - 5 times per hour during normal hours
- 20 - 30m during peak periods (8am - 9am; 12pm - 1pm; 4pm - 5pm)

Eastbound traffic on Comrie Street heading east along the A85 also appears to experience queues at this junction. Analysis of the queue survey data indicated:

- 10m queues regularly throughout day at lights
- Up to 40m from 8am - 9am
- 20 - 30m between 12pm - 1pm
- 20m from 1pm - 2pm
- Up to 40m queues from 4pm to 5pm

If the priority is changed here so that traffic had right of way along this route, it may cut down on vehicle queuing within the section of West High St Street where canyon effects are limiting pollutant dispersion. This scenario assumed that changing the traffic flow priority at this junction could decrease both eastbound and westbound vehicle queuing time by up to 75%.

The results indicated that a reduction of up to  $3.5 \mu\text{g.m}^{-3}$  in annual mean  $\text{NO}_2$  concentrations at West High Street may be achievable if queue times can be reduced at this location; this could help achieve compliance with the  $40 \mu\text{g.m}^{-3}$  objective at this location. A reduction of  $1.4 \mu\text{g.m}^{-3}$  in annual mean  $\text{PM}_{10}$  concentrations was predicted; this was not sufficient to achieve compliance with the  $18 \mu\text{g.m}^{-3}$  Scottish objective at this location using this measure alone.

**Table 7: Scenario 2- Reduce queuing times at junction of West High St/Comrie St - Predicted  $\text{NO}_2$  annual mean concentrations at relevant receptors**

| Receptor                       | 2012 baseline $\text{NO}_2$ annual mean | $\text{NO}_2$ annual mean with 75% reduction in queuing times |
|--------------------------------|-----------------------------------------|---------------------------------------------------------------|
| 30 West High St (1st floor)    | 40.5                                    | 37                                                            |
| 9 Comrie Street diffusion tube | 23.1                                    | 17                                                            |

Note: Sections of the table highlighted in pink indicate an exceedance of the objective

**Table 8: Scenario 2- Reduce queuing times at junction of West High St/Comrie St - Predicted  $\text{PM}_{10}$  annual mean concentrations at relevant receptors**

| Receptor                       | 2012 baseline $\text{PM}_{10}$ annual mean | $\text{PM}_{10}$ annual mean with 75% reduction in queuing times |
|--------------------------------|--------------------------------------------|------------------------------------------------------------------|
| 30 West High St (1st floor)    | 20.8                                       | 19.4                                                             |
| 9 Comrie Street diffusion tube | 17                                         | 14.9                                                             |

Note: Sections of the table highlighted in pink indicate an exceedance of the objective

## B. Option 3- Decrease in the number of HGV traffic passing through the AQMA

The traffic data used within the further assessment indicated that HGVs account for approximately 5% of the average daily traffic flow through the town. This scenario modelled the effect of reducing the number of HGVs passing through Crieff in increments from 5% down to 2%.

A reduction in HGV to 2% of the fleet resulted in predicted annual mean NO<sub>2</sub> concentrations below the 40 µg.m<sup>-3</sup> objective at all of the worst case receptor locations. For PM<sub>10</sub>, reducing HGV numbers provided a benefit by reducing annual mean concentration at all receptors by up to 0.9 µg.m<sup>-3</sup>; it was not however sufficient to achieve the 18 µg.m<sup>-3</sup> annual mean objective at any of the worst case receptor locations.

### Euro 5 or Euro 6 HGVs

There may also be some potential for freight operators to use more modern/lower emitting vehicles on this route; therefore a lower emission scenario whereby HGVs passing through the AQMA are restricted to Euro 5 or Euro 6 classification was included. Emissions of NO<sub>x</sub> and PM<sub>10</sub> from vehicles are regulated under various European Directives which specify emission standards for different vehicle types. The emission standards become increasingly stringent for newer vehicles over time.

Restricting HGV traffic to Euro 5 and 6 vehicles achieved compliance with the NO<sub>2</sub> annual mean objective at all of the worst case receptors except for at 1- 5 East High Street. Restricting HGV traffic to Euro 5 and 6 classifications only had no benefit at all in terms of reducing annual mean PM<sub>10</sub> concentrations.

**Table 9: Scenario 3 Decrease in %HGV in AQMA – Predicted NO<sub>2</sub> annual mean concentrations at worst case receptors**

| Receptor                                     | 2012 baseline<br>(5% HGV) | 4% HGV | 3% HGV | 2% HGV | 5% HGV -<br>Euro 5 & 6<br>only |
|----------------------------------------------|---------------------------|--------|--------|--------|--------------------------------|
| 30 West High St (1 <sup>st</sup> floor)      | 40.5                      | 38.2   | 36.0   | 33.7   | 37.5                           |
| 12 - 14 West High St (1 <sup>st</sup> floor) | 42.3                      | 40.1   | 37.9   | 35.6   | 39.0                           |
| 1 to 5 East High St (1 <sup>st</sup> floor)  | 45.8                      | 43.3   | 40.9   | 38.4   | 42.1                           |
| 41 to 39 East High St (ground floor)         | 38.7                      | 36.6   | 34.6   | 32.6   | 35.3                           |

**Table 10: Scenario 3 Decrease in %HGV in AQMA – Predicted PM<sub>10</sub> annual mean concentrations at worst case receptors**

| Receptor                                     | 2012 baseline<br>(5% HGV) | 4% HGV | 3% HGV | 2% HGV | 5% HGV -<br>Euro 5 & 6<br>only |
|----------------------------------------------|---------------------------|--------|--------|--------|--------------------------------|
| 30 West High St (1 <sup>st</sup> floor)      | 20.8                      | 20.5   | 20.2   | 20.0   | 20.8                           |
| 12 - 14 West High St (1 <sup>st</sup> floor) | 21.5                      | 21.2   | 20.9   | 20.6   | 21.6                           |
| 1 to 5 East High St (1 <sup>st</sup> floor)  | 22.7                      | 22.4   | 22.1   | 21.8   | 22.8                           |
| 41 to 39 East High St                        | 20.8                      | 20.6   | 20.3   | 20.1   | 20.9                           |

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|                |  |  |  |  |  |
|----------------|--|--|--|--|--|
| (ground floor) |  |  |  |  |  |
|----------------|--|--|--|--|--|

The Further Assessment concluded that the three mitigation scenarios modelled indicated that each option will provide reduction in both NO<sub>x</sub> and PM<sub>10</sub> emissions. The predicted reduction in NO<sub>2</sub> concentrations were much greater than the predicted reduction in PM<sub>10</sub> concentrations for all scenarios tested.

The modelling results indicate that compliance with NO<sub>2</sub> annual mean objectives may be achievable by implementing the measures modelled in the further assessment. However it is likely that a combination of the measures will be required to reduce annual mean PM<sub>10</sub> concentrations sufficiently to be compliant with the Scottish objective.

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## Appendix 5: Evaluation of Action Plan Measures

### Potential Air Quality Impact

This is a key assessment in that the AQAP must focus on prioritising options that improve air quality most effectively. The assessment is complex in that the detailed assessment of any given option could normally be subject to a study of its own requiring significant resources.

A semi-quantitative assessment relying on a level of judgement has been adopted. The method used is outlined below:

- The description of the option and the proposed change to be brought about by the option is used alongside the source apportionment analysis (Chapter 3) to define what proportion of road transport emissions would potentially be affected by the option.
- A view is then expressed on how much of the traffic would actually be changed by the option.
- The proportion of emissions potentially affected by the option and the view on how far they could be changed by the option are combined to express a view on how much transport emissions may be reduced in the AQMA due to the option.
- A view is then expressed on how significant this change in emissions would be in terms of making progress towards the air quality standard in the AQMA.

For the purpose of the AQ assessment the result of the realistic intervention has been assessed as having a potentially:

- **Zero** local AQ benefit if the realistic intervention is 0% or worse
- **Small** local AQ benefit if the realistic intervention is 1%
- **Medium** local AQ benefit if the realistic intervention is 2-5%
- **Large** local AQ benefit if the realistic intervention is >5%.

### Implementation Costs

The potential implementation costs of each option are assessed as follows:

- **Cost neutral** (measure already implemented through existing plans/ programmes)
- **Low** costs (up to £20k annually e.g. for small surveys or campaigns or other options using current resources)
- **Medium** costs (up to £60k annually e.g. for a full time officer and resources)
- **High** costs (up to £200k annually e.g. for small traffic management schemes)
- **Very high** costs (above £200k annually e.g. for new infrastructure)

These cost bandings may be subject to revision depending on comments received from those consulted.





## Cost effectiveness

The effectiveness of each measure in improving air quality is compared to the implementation costs in the following matrix.

| AQ benefit \ Cost |       |      |       |        |       |
|-------------------|-------|------|-------|--------|-------|
|                   | Score | Zero | Small | Medium | Large |
| Score             |       | 0    | 1     | 2      | 3     |
| Neutral           | 5     | 0    | 5     | 10     | 15    |
| Low               | 4     | 0    | 4     | 8      | 12    |
| Medium            | 3     | 0    | 3     | 6      | 9     |
| High              | 2     | 0    | 2     | 4      | 6     |
| Very High         | 1     | 0    | 1     | 2      | 3     |

The assessed implementation costs and potential air quality impacts have been given a weighted score. The product of the weighted scores for each option is calculated. The results can be interpreted as follows:

- If the product is **high** (10 or more) then the measure is more cost-effective (significant impacts for the cost involved) and perhaps favourably cost-effective
- If the product is **medium** (between 5-9) then the measure is in the **medium** range of cost-effectiveness
- If the product is **low** (4 or less) then the measure is less cost-effective (small impacts for the cost involved) and perhaps unacceptably poor in cost-effectiveness terms.

This method only estimates the *relative* cost-effectiveness of options rather than their *absolute* values. The method is useful during discussions of the relative priority of different options. The final cost-effectiveness value is sensitive to changes in the assumptions of how effective a measure might be in reducing emissions and how costly it is.

## Potential Co-Environmental Benefits

In this assessment other environmental benefits are highlighted.

- Greenhouse gases: The likely effect on greenhouse gas emissions is assessed as being an overall reduction or a local reduction perhaps with emissions being relocated elsewhere.
- Noise.

Without detailed information on the true impacts of the options these assessments rely on judgement.

## Potential Risk Factors

In this assessment risk factors are highlighted. These may be looked at more closely within a Strategic Environmental Assessment of any measure implemented. At this stage it is simply highlighted whether or not it is likely that the measure would:

- Relocate emissions and hence lead to worsening air quality elsewhere
- Require a change in land use
- Place limits on pace of development, or increase costs of development significantly.

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Without detailed information on the true impacts of the measures, these assessments rely on judgement.

## Potential Social Impacts

Potential social impacts are highlighted. These may need to be examined more closely when developing the options further. At this stage it is simply highlighted whether or not it is likely that the option would potentially:

- Provide health benefits in terms of lower exposure to pollutants or increased mobility
- Increase road safety
- Improve accessibility

Without detailed information on the true impacts of the options these assessments rely on judgement.

## Potential Economic Impacts

Potential economic impacts are highlighted. These may need to be examined more closely when developing the options further. At this stage it is simply highlighted whether or not it is likely that the option would potentially:

- Influence sustainable development or accessibility in Crieff
- Reduce or increase overall travel time
- Place additional requirements on operators.

## Feasibility and Acceptability

Each option has been assessed for its feasibility against three simple criteria. These are whether the authority has:

- The executive powers under existing legislation to implement and enforce a measure. Alternatively, whether the authority has an existing mechanism to influence other agencies to implement a measure.
- Secured funding for the measure or a straightforward route for securing funding.
- Characterised the potential positive and negative impacts of the measure with sufficient evidence or confidence to make a decision to implement the measure.

Table 11 below sets out the criteria adopted for defining the option as being feasible over the short, medium or long term, or as being unfeasible. Each option is assessed against each criterion. The final feasibility timeframe is defined according to which of the three assessments results in the longest of the four possible terms (short, medium, long or unfeasible). For example, an option for which powers are clear and for which impacts are well characterised but for which funding will be difficult to obtain would be assessed as feasible over the long term.

**Table 11: Criteria for Feasibility Analysis**

| Criteria for feasibility analysis |                                                 |                                 |                                                                |
|-----------------------------------|-------------------------------------------------|---------------------------------|----------------------------------------------------------------|
| Feasible in the:                  | Authority has the powers                        | Funding secured                 | Potential positive and negative impacts are well characterised |
| Short term (1-2 years)            | Yes, clearly defined and already exercised      | Yes potentially straightforward | Yes                                                            |
| Medium term (3-6 years)           | Yes but novel or with an element of uncertainty | Yes with forward planning       | Not without further study                                      |
| Long term (>6 years)              | Highly uncertain                                | No or extremely difficult       | Not without further study                                      |
| Unfeasible                        | No                                              | Will never attract funding      | Hard to characterise and with high risks                       |

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## Appendix 6 - Glossary of Air Quality Terms

### **Air Quality Action Plan (AQAP)**

When a Local Authority has set up an Air Quality Management Area, AQMA, it must produce an action plan setting out the measures it intends to take in pursuit of the Air Quality Objectives in the designated area

### **Air Quality Management Area (AQMA)**

If a Local Authority identifies any locations within its boundaries where the Air Quality Objectives are not likely to be achieved, it must declare the area as an Air Quality Management Area (AQMA). The area may encompass just one or two streets, or it could be much bigger. The Local Authority is subsequently required to put together a plan to improve air quality in that area - a Local Air Quality Action Plan.

### **Air Quality Objectives**

The Air Quality Objectives are policy targets generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances, within a specified timescale. The Objectives are set out in the UK Government's Air Quality Strategy for the key air pollutants.

### **Air Quality Standards**

Air Quality Standards are the concentrations of pollutants in the atmosphere which can broadly be taken to achieve a certain level of environmental quality. The Standards are based on assessment of the effects of each pollutant on human health, including the effects on sensitive sub-groups.

### **Air Quality Strategy**

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland describes the plans drawn up by the Government and the Devolved Administrations to improve and protect ambient air quality in the UK in the medium-term. The Strategy sets Objectives for the main air pollutants to protect health. Performance against these Objectives is monitored where people regularly spend time and might be exposed to air pollution.

### **Annual mean**

The annual mean is the average concentration of a pollutant measured over one year. This is normally for a calendar year, but some species are reported for the period April to March, which is known as a pollution year. This period avoids splitting a winter season between two years, which is useful for pollutants that have higher concentrations during the winter months.

### **Automatic Monitoring**

Monitoring is usually termed "automatic" or "continuous" if it produces real-time measurements of pollutant concentrations. Automatic fixed point monitoring methods exist for a number of pollutants, providing high resolution data averaged over very short time periods. BAM, TEOM and FDMS instruments are all automatic monitors.

### **COMEAP**

Committee on the Medical Effects of Air Pollutants, COMEAP is an Advisory Committee of independent experts that provides advice to Government Departments and Agencies on all matters concerning the potential toxicity and effects upon health of air pollutants.

### **Diffusion Tube Samplers**

Passive diffusion tube samplers collect nitrogen dioxide and other pollutants by molecular diffusion along an inert tube to an efficient chemical absorbent. After exposure for a known time, the absorbent material is chemically analysed and the concentration calculated.

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## **Dispersion Model**

A dispersion model is a means of calculating air pollution concentrations using information about the pollutant emissions and the nature of the atmosphere. In the action of operating a factory, driving a car, or heating a house, a number of pollutants are released into the atmosphere. The amount of pollutant emitted can be determined from knowledge of the process or actual measurements. Air Quality Objectives are set in terms of concentration values, not emission rates. In order to assess whether an emission is likely to result in an exceedance of a prescribed objective it is necessary to know the ground level concentrations which may arise at distances from the source. This is the purpose of a dispersion model.

## **Emission Factor**

An emission factor gives the relationship between the amount of a pollutant produced and the amount of raw material processed or burnt. For example, for mobile sources, the emission factor is given in terms of the relationship between the amount of a pollutant that is produced and the number of vehicle miles travelled. By using the emission factor of a pollutant and specific data regarding quantities of materials used by a given source, it is possible to compute emissions for the source. This approach is used in preparing an emissions inventory.

## **Exceedance**

An exceedance defines a period of time during which the concentration of a pollutant is greater than, or equal to, the appropriate air quality criteria. For Air Quality Standards, an exceedance is a concentration greater than the Standard value. For Air Pollution Bandings, an exceedance is a concentration greater than, or equal to, the upper band threshold.

## **Local Air Quality Management (LAQM)**

The Local Air Quality Management (LAQM) process requires Local Authorities to periodically review and assess the current and future quality of air in their areas. A Local Authority must designate an Air Quality Management Area (AQMA) if any of the Air Quality Objectives set out in the regulations are not likely to be met over a relevant time period.

## **Micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ )**

A measure of concentration in terms of mass per unit volume. A concentration of  $1 \mu\text{g}/\text{m}^3$  means that one cubic metre of air, contains one microgram ( $10^{-6}$  grams) of pollutant.

## **Oxides of Nitrogen ( $\text{NO}_x$ )**

Combustion processes emit a mixture of nitrogen oxides ( $\text{NO}_x$ ), primarily nitric oxide ( $\text{NO}$ ) which is quickly oxidised in the atmosphere to nitrogen dioxide ( $\text{NO}_2$ ). Nitrogen dioxide has a variety of environmental and health impacts. It is a respiratory irritant which may exacerbate asthma and possibly increase susceptibility to infections. In the presence of sunlight, it reacts with hydrocarbons to produce photochemical pollutants such as ozone.  $\text{NO}_2$  can be further oxidised in air to acidic gases, which contribute towards the generation of acid rain.

## **Particulate matter (PM)**

Airborne PM includes a wide range of particle sizes and different chemical constituents. It consists of both primary components, which are emitted directly into the atmosphere, and secondary components, which are formed within the atmosphere as a result of chemical reactions. Of greatest concern to public health are the particles small enough to be inhaled into the deepest parts of the lung. Air Quality Objectives are in place for the protection of human health for  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$  – particles of less than 10 and 2.5 micrometres in diameter, respectively.

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## **Glossary of Air Quality Terms**

### **Air Quality Action Plan (AQAP)**

When a Local Authority has set up an Air Quality Management Area, (AQMA), it must produce an action plan setting out the measures it intends to take in pursuit of the Air Quality Objectives in the designated area

### **Air Quality Management Area (AQMA)**

If a Local Authority identifies any locations within its boundaries where the Air Quality Objectives are not likely to be achieved, it must declare the area as an Air Quality Management Area (AQMA). The area may encompass just one or two streets, or it could be much bigger. The Local Authority is subsequently required to put together a plan to improve air quality in that area - a Local Air Quality Action Plan.

### **Air Quality Objectives**

The Air Quality Objectives are policy targets generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances, within a specified timescale. The objectives are set out in the UK Government's Air Quality Strategy for the key air pollutants.

### **Air Quality Standards**

Air Quality Standards are the concentrations of pollutants in the atmosphere which can broadly be taken to achieve a certain level of environmental quality. The standards are based on assessment of the effects of each pollutant on human health, including the effects on sensitive sub-groups.

### **Air Quality Strategy**

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland describes the plans drawn up by the Government and the Devolved Administrations to improve and protect ambient air quality in the UK in the medium-term. The Strategy sets objectives for the main air pollutants to protect health. Performance against these objectives is monitored where people regularly spend time and might be exposed to air pollution.

### **Annual mean**

The annual mean is the average concentration of a pollutant measured over one year. This is normally for a calendar year, but some species are reported for the period April to March, which is known as a pollution year. This period avoids splitting a winter season between two years, which is useful for pollutants that have higher concentrations during the winter months.

## **Automatic Monitoring**

Monitoring is usually termed "automatic" or "continuous" if it produces real-time measurements of pollutant concentrations. Automatic fixed point monitoring methods exist for a number of pollutants, providing high resolution data averaged over very short time periods. Beta Attenuation Mass Analyser (BAM), Tapered Element Oscillating Microbalance (TEOM) and Filter Dynamics Measurement System (FDMS) instruments are all automatic monitors.

## **COMEAP**

Committee on the Medical Effects of Air Pollutants, COMEAP is an Advisory Committee of independent experts that provides advice to Government Departments and Agencies on all matters concerning the potential toxicity and effects upon health of air pollutants.

## **Diffusion Tube Samplers**

Passive diffusion tube samplers collect nitrogen dioxide and other pollutants by molecular diffusion along an inert tube to an efficient chemical absorbent. After exposure for a known time, the absorbent material is chemically analysed and the concentration calculated.

## **Dispersion Model**

A dispersion model is a means of calculating air pollution concentrations using information about the pollutant emissions and the nature of the atmosphere. In the action of operating a factory, driving a car, or heating a house, a number of pollutants are released into the atmosphere. The amount of pollutant emitted can be determined from knowledge of the process or actual measurements. Air Quality Objectives are set in terms of concentration values, not emission rates. In order to assess whether an emission is likely to result in an exceedance of a prescribed objective, it is necessary to know the ground level concentrations which may arise at distances from the source. This is the purpose of a dispersion model.

## **Emission Factor**

An emission factor gives the relationship between the amount of a pollutant produced and the amount of raw material processed or burnt. For example, for mobile sources, the emission factor is given in terms of the relationship between the amount of a pollutant that is produced and the number of vehicle miles travelled. By using the emission factor of a pollutant and specific data regarding quantities of materials used by a given source, it is possible to compute emissions for the source. This approach is used in preparing an emissions inventory.

## **Exceedance**

An exceedance defines a period of time during which the concentration of a pollutant is greater than, or equal to, the appropriate air quality criteria. For Air Quality

Standards, an exceedance is a concentration greater than the standard value. For air pollution bandings, an exceedance is a concentration greater than, or equal to, the upper band threshold.

### **Local Air Quality Management**

The Local Air Quality Management (LAQM) process requires Local Authorities to periodically review and assess the current and future quality of air in their areas. A Local Authority must designate an Air Quality Management Area (AQMA) if any of the Air Quality Objectives set out in the regulations are not likely to be met over a relevant time period.

### **Micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ )**

A measure of concentration in terms of mass per unit volume. A concentration of  $1 \mu\text{g}/\text{m}^3$  means that one cubic metre of air, contains one microgram ( $10^{-6}$  grams) of pollutant.

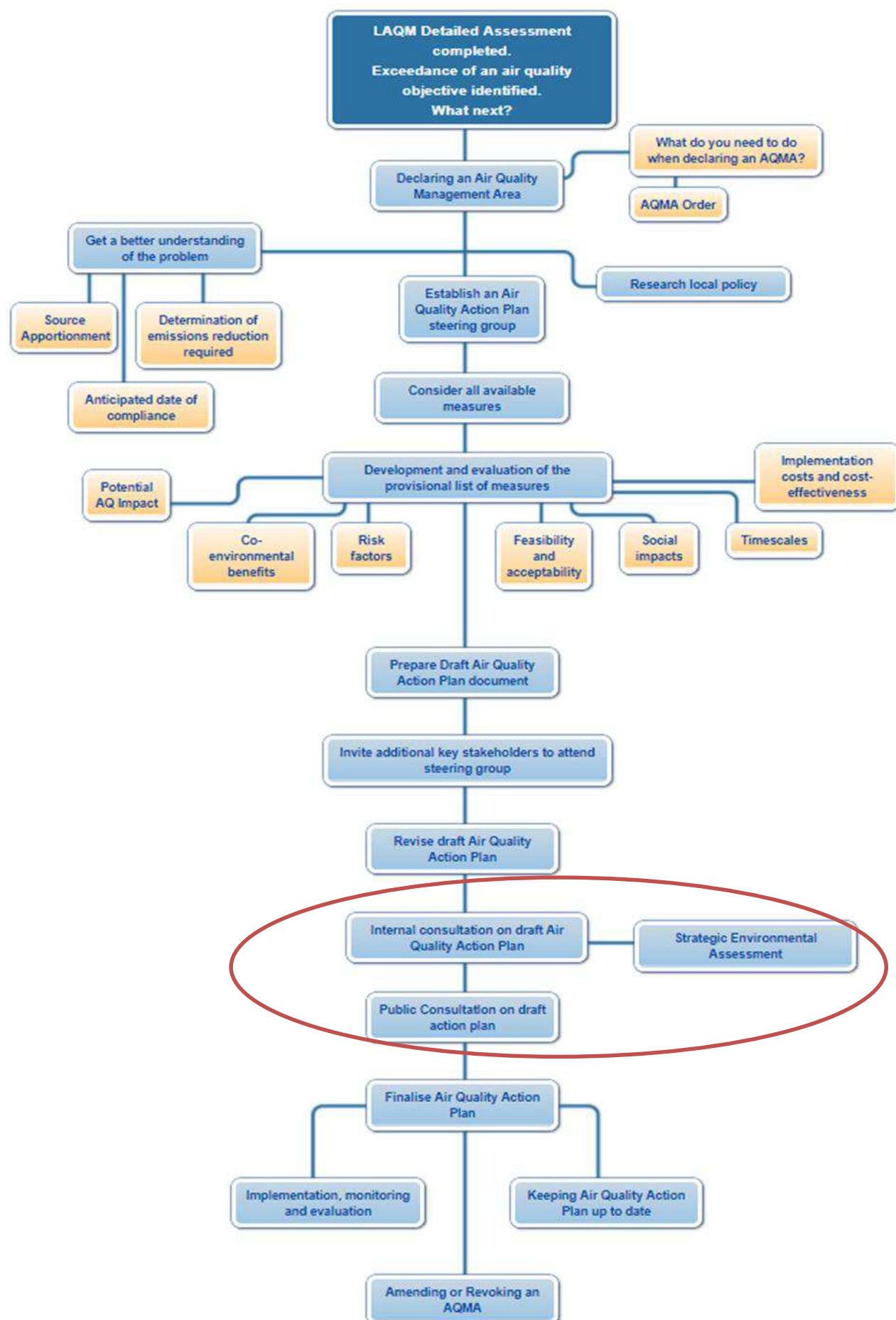
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## Scottish Air Quality Objectives

| Pollutant                       | Air Quality Objective Concentration                                   | Measured as  |
|---------------------------------|-----------------------------------------------------------------------|--------------|
| Nitrogen Dioxide                | 200 $\mu\text{g.m}^{-3}$ not to be exceeded more than 18 times a year | 1 hour mean  |
|                                 | 40 $\mu\text{g.m}^{-3}$                                               | Annual Mean  |
| Particles ( $\text{PM}_{10}$ )  | 50 $\mu\text{g.m}^{-3}$ not to be exceeded more than 7 times a year   | 24 hour mean |
|                                 | 18 $\mu\text{g.m}^{-3}$                                               | Annual Mean  |
| Particles ( $\text{PM}_{2.5}$ ) | 10 $\mu\text{g.m}^{-3}$                                               | Annual Mean  |





# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

5 September 2018

### Policy and Level of Service for Winter 2018/2019

#### Report by Executive Director (Housing and Environment) (Report No. 18/270)

This report recommends the level of service to be approved by the Council for the gritting and snow clearing of roads and footways in Perth and Kinross during the winter of 2018 / 2019 using plant and labour resources of Tayside Contracts and other Council Services.

*Text in italics represents an update or amendment to the service level of 2017/18.*

#### 1. BACKGROUND / MAIN ISSUES

- 1.1 Within Perth and Kinross, there is a variety of arrangements for the Winter Service on Public Roads. Around 910km of the Council's 2,500km road network is designated as having a high priority for winter service. These priority routes receive precautionary treatment that aims to keep them generally ice-free, although this can never be guaranteed.
- 1.2 The Council also provides a high level of service on priority footways in busy urban areas. Lower levels of treatment are provided on the remainder of the carriageway and footway network, as and when required during normal working hours.
- 1.3 Some very low priority carriageways and footways are normally not treated unless hard packed snow or ice threatens to prevent access for essential services.
- 1.4 In periods of prolonged severe weather, resources are targeted towards keeping strategic roads and footways network open. As a result, it can be a considerable time, in some cases several days, before lower priority routes are reached. The availability of operatives also impacts on the level of cover that can be provided for footway treatment.
- 1.5 The Scottish Government is responsible for the winter service on the 250 km of trunk road network within Perth and Kinross covering the M90, A90, A9 and A85. This service is provided by the Operating Company - BEAR (Scotland) Ltd.
- 1.6 Experience of the recent winters has shown that the level of service is generally satisfactory, although severe snow and ice events such as experienced in 2017/18 do fully stretch the available resources.

- 1.7 It is always, however, appropriate to review and evaluate the arrangements for dealing with winter. This requires to be done in the context of the likelihood of severe weather happening, and other demands on the Council budget. *The text in italics represents an update or amendment to the service level of 2017/18.*
- 1.8 Winter 2017/18 was the 3<sup>rd</sup> worst winter experienced over the last 13 years. As such, the severe winter weather affected the Perth and Kinross Council roads and footway network. Tables 1 and 2 detail the level of activity carried out over the winter period compared to other winters.
- 1.9 At the end of each winter season, a review of operations is carried out, with stakeholder consultation. Changing weather patterns, resources and personnel constraints mean that the winter service is an evolving one. These management reviews seek to provide an acceptable level of service while containing costs, complying with EU Working Time Directives, and managing the work/life balance for personnel.
- 1.10 Section 2 outlines proposed changes to last winter's arrangements, reflecting the above considerations.
- 1.11 It should be noted that containing costs brings with it a risk of resources being fully stretched when adverse weather is encountered, especially if this occurs early or late in the season when Perth and Kinross Council operates a reduced level of vehicles during the winter lead in and lead out periods. If required, volunteers are sought to supplement resources to react to any unseasonal severe weather over these periods.
- 1.12 *The extension from 2 to 4 nightshift routes in 2017/18 proved beneficial in keeping the priority routes clear, as the previous 5am reporting time would have resulted in crews struggling to remove the overnight accumulations of snow. Statistics show that the crews were utilised half as much again compared to the previous winter. The nightshift fixed costs will not always be recouped, but in a winter such as 2017/18, the approach provides value for money.*
- 1.13 *In addition, the 24 hour winter control, (which monitored conditions area wide) best utilised the nightshift resource. This enabled the gritters to be sent to areas, other than their planned routes, that previously no intelligence would have been available for.*
- 1.14 *The agreement in the 2016-17 winter maintenance report (Report No 17/272 refers) to extend the use of brine into more sub-urban areas was implemented. However, it was noted the brine solution used on footways in these suburban areas such as North Muirton and Bridge of Earn was not as successful in de-icing as that in Perth City Centre. As the City Centre showed no reduction in effectiveness to that of previous season, it is considered that lower footfall and heavier snow accumulations in the suburban areas contributed to this reduced effectiveness.*

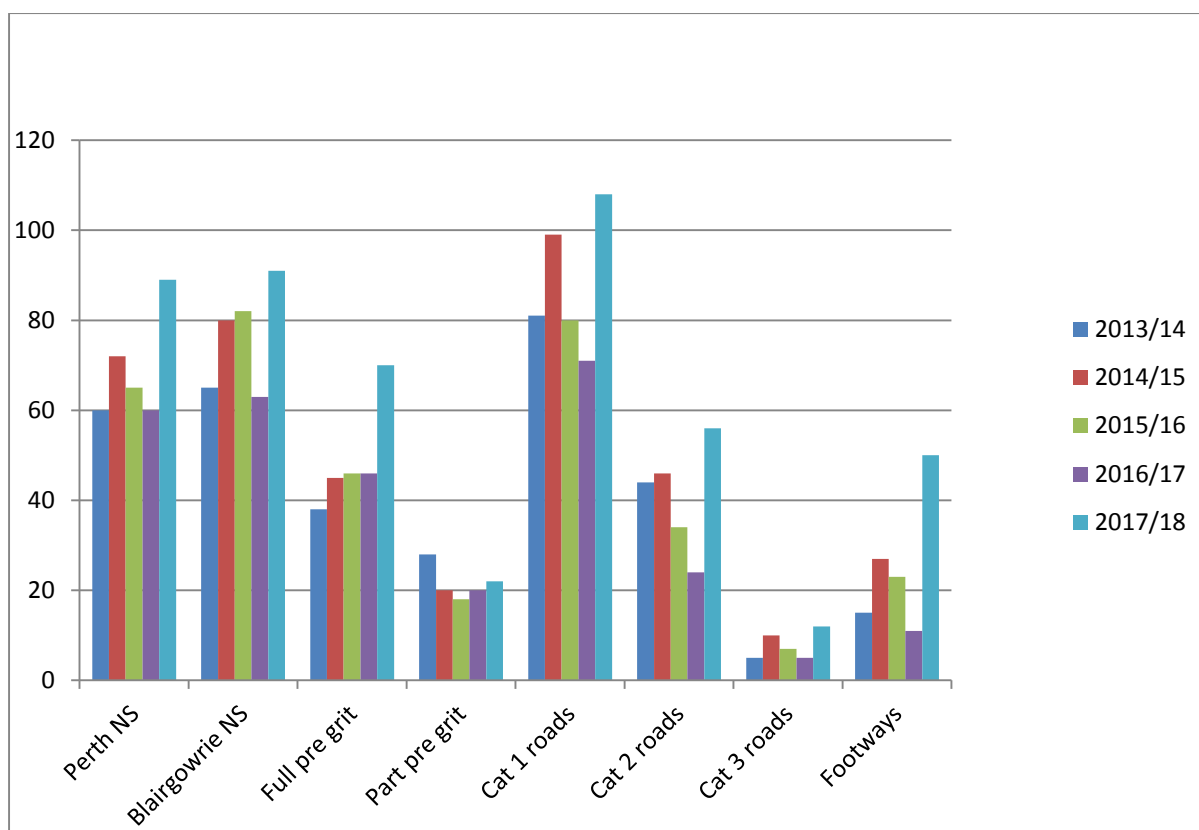
## Statistics

Table 1 Winter Maintenance statistics 2012 - 2018

| <i>Winter</i>                                                                                 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 |
|-----------------------------------------------------------------------------------------------|---------|---------|---------|---------|---------|---------|
| <b><u>Number of treatments</u></b>                                                            |         |         |         |         |         |         |
| <b>Perth night shift priority routes gritted</b>                                              | 0       | 60      | 72      | 65      | 60      | 89      |
| <b>Blairgowrie night shift route gritted</b>                                                  | 0       | 65      | 80      | 82      | 63      | 91      |
| <b>Pre grits (cat 1)</b> <i>Full pregrit to all of network</i>                                | 50      | 38      | 45      | 46      | 46      | 70      |
| <b>Part pre grits</b> <i>Part of network pregritted only</i>                                  | 29      | 28      | 20      | 18      | 20      | 22      |
| <b>De-ice or snow clearing on Cat 1 roads</b>                                                 | 103     | 81      | 99      | 80      | 71      | 108     |
| <b>De-ice or snow clearing on Cat 2 roads</b>                                                 | 62      | 44      | 46      | 34      | 24      | 56      |
| <b>De-ice or snow clearing on Cat 3 roads</b>                                                 | 20      | 5       | 10      | 7       | 5       | 12      |
| <b>De-ice or snow clearing on footways</b>                                                    | 68      | 15      | 27      | 23      | 11      | 50      |
| <b>Number of snow days</b>                                                                    | 51      | 24      | 42      | 37      | 29      | 35      |
| <i>Snow clearing operations carried out on at least 50% of the PKC network of roads</i>       |         |         |         |         |         |         |
| <b>All crews stood down (number of times)</b>                                                 | 22      | 20      | 20      | 10      | 8       | 7       |
| <b>Some crews stood down (number of times)</b>                                                | 40      | 39      | 32      | 28      | 24      | 8       |
| <i>Crews stood down in North and South on same day counted as one event.</i>                  |         |         |         |         |         |         |
| <b>Crews called out from home</b>                                                             | 15      | 12      | 12      | 5       | 5       | 11      |
| <i>Number of times. North and South combined Both areas called on same day counts as one.</i> |         |         |         |         |         |         |
| <b><u>Alerts called</u></b>                                                                   |         |         |         |         |         |         |
| <b>Blue</b>                                                                                   | 16      | 2       | 10      | 6       | 5       | 7       |
| <b>Orange</b>                                                                                 | 16      | 2       | 8       | 3       | 2       | 10      |
| <b>Red</b>                                                                                    | 0       | 0       | 0       | 0       | 0       | 9       |
| <b><u>Salt usage (Tonnes)</u></b>                                                             | 23,716  | 13,534  | 21,212  | 21,300  | 13,301  | 30,632  |
| <b>Grit sand (Tonnes)</b>                                                                     | 6,368   | 505     | 1,083   | 466     | 965     | 3,322   |
| <b><u>Failure to meet level of service</u></b>                                                |         |         |         |         |         |         |
| <b>Vehicle breakdown</b>                                                                      | 7       | 16      | 21      | 7       | 11      | 2       |
| <b>Other</b>                                                                                  | 6       | 4       | 4       | 0       | 3       | 8       |

NOTE – statistics cover full winter period including heavy snowfall in April 2018

**Table 2**



Graphical representation of total number of treatments carried out during winter 2017 / 2018  
 NS = Night shift route PG = pre grit Cat 1 = Priority routes Cat 2 = Non priority routes  
 Cat 3 = routes not normally treated unless conditions are severe - see Appendix 2a for full description of route hierarchy

## 2. PROPOSALS

- 2.1 All roads and footways in Perth and Kinross are categorised according to their relative importance. The finite resources are allocated to ensure that the safety of the public is maximised and that accessibility is maintained on the most heavily used roads and footways. However, severe snow events may prevent access at times.
- 2.2 The policy in place is designed to deal with a typical winter and resources will always be tested in snow events. During prolonged periods of snow, the most important routes within the Category 1 network will be prioritised for gritting and snow clearing treatments, as listed in Appendix 3.
- 2.3 It is proposed to continue to carry out de-icing treatments on the Perth and Blairgowrie nightshift routes for winter 2018 / 2019 using a brine solution instead of traditional rock salt. This will continue to give savings of around 30% by using a brine solution compared to using rock salt.

- 2.4 It is similarly proposed to continue de-icing treatments on Perth city centre footway routes using the same brine process, as this worked well last winter. *North Muirton, Bridge of Earn, Milnathort, Kinross and Blairgowrie footway routes will also be treated with brine during routine winter weather. However, during severe winter periods, the footway gritters will revert to marine salt. This will impact on time taken to treat these routes as the gritter will require to be refilled more frequently than the brine applicator. It will also require further resources to top up the footway gritters.*
- 2.5 *It is also proposed to introduce another two night shift gritting routes for the winter 2018/19, covering Category 1 routes operating during the main standby period. The introduction of these two additional night shift routes has been necessary to mitigate the loss in resilience following the removal of a further three purpose built gritters for this coming winter season. These savings were taken as part of the 2017/18 budget process, replacing gritter vehicles with operational vehicles with demountable bodies.*
- 2.6 *It is proposed to continue with the night control, staffed on a rotational basis, to manage and monitor the nightshift operation. The night control will monitor conditions; amend instructions based on actual conditions that were previously given based on forecast, and deploy resources, as required, by the conditions, following completion of planned routes. In addition, during periods of mild weather, when no winter treatment is required, the controller will instruct and monitor the crew on routine maintenance activities.*
- 2.7 *The level of service generally complies with the recommendations laid down in Code of Practice 'Well-managed Highway Infrastructure' (the code). The code refers to practical guidance by the National Winter Service Research Group (NWSRG) that has not yet been published. In the absence of this guidance, this Policy complies with the amendments made to Appendix H of the previous code, agreed by a working group of Society of Chief Officers for Transportation in Scotland.*
- 2.8 Cover will be provided between 8 October 2018 and 7 April 2019. Appendix 1 details the resources available over this period. The PKC winter control will operate over this full period.
- 2.9 Appendix 1 details the times of the day during which the agreed level of service will be provided if actual or predicted weather conditions dictate that treatment is required. However, in periods of prolonged severe weather, this level of service is often not achievable given the need to ensure that the pool of operatives are not overstretched and are given adequate (statutory) rest breaks. This is particularly evident during the winter lead-in/lead-out period, weekends or public holidays when a reduced number of relief drivers are available.
- 2.10 In severe weather conditions, the higher priority routes may have to be treated several times before resources can be diverted to lower priority routes. There is little point in clearing less important routes if the more important roads, to which they give access, have not been cleared.

- 2.11 In severe conditions in low usage areas, treatment may be restricted to clearing only the carriageway or one footway. Restricting the activity in this way will help to ensure that the limited resource is as widely spread across communities as possible.
- 2.12 Response Time: 1 Hour - the maximum time between the decision to begin treatment and vehicles leaving the depot. (For un-planned activities, this includes calling operatives from home).
- 2.13 Category 1 Treatment Time: 2.5 Hours – this is the maximum de-ice treatment time for a priority route in the main cover period (see Appendix 2a).
- 2.14 Target Completion Time - during the main cover period, the target completion time for routine morning de-icing of Category 1 carriageways is 07:30 (09:00 on Sundays and nationally recognised public holidays). The treatment time in severe weather conditions will be longer. As soon as snow falls, it could take twice as long to complete treatment, as vehicles need to travel more slowly and ploughing must be done in both directions. With the exception of the *six* nightshift routes which operate during the main standby period, no treatment will routinely extend beyond 21:00 (see Appendix 2a):
- Category 1 priority roads will be treated seven days per week as detailed above.
  - Category 2 roads will be treated five days per week (Monday to Friday) as resources permit between 08:00 – 15.00.
  - Category 3 routes comprise of roads which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each treatment route will be arranged so that the most important parts are treated first, while taking account of operational efficiency.
- 2.15 Footways receive treatment according to their usage and importance to the public road network (see Appendix 2a). Based on this assessment:
- Category 1 priority footways will be treated seven days per week within the main winter period, with extended hours on weekdays if an alert is called. No footway treatment will be carried out on Christmas Day and New Year's Day, as in general, shops are not open on those days.
  - Category 2 footway routes will be treated five days per week (Monday to Friday) as resources permit between 08:00 – 15.00.
  - Category 3 routes comprise of footways which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each footway treatment route will be arranged so that the most important parts are treated first, while taking account of operational efficiency.
- 2.16 In most areas, the footway on one side of the road only will be treated. This releases resources to provide more widespread treatment across other areas.

- 2.17 The Council is continuing with the use of social media such as Facebook and Twitter, as well as the Council web site, *to provide key messaging such as freezing rain, repeated washing off of salt etc which despite best efforts will affect the impact of the treatments carried out, and increase the level of risk to the travelling public.* The Council work with Police Scotland in order to maximise resources and efficiency when providing the travelling public with real time information on road conditions/closures during snow and ice events.
- 2.18 Stakeholder feedback has highlighted there is excellent community spirit already in place. Communities previously intimated a desire to help themselves, and officers have consulted with various stakeholders, including Community Councils and other interested community groups. It is hoped to continue to build on support for interested/able local people willing to treat sections of footway that the Council cannot ordinarily treat through:
- *The supply of push along barrows was extended in winter 2017/18 by the purchase of additional barrows and a more defined requirement put in place for their use. 30 notes of interest were received, and following assessment of suitability of the route, risk assessment of individuals to ensure they were capable and dissemination of the equipment, 14 individuals received a barrow. Contact is currently being made with those on the scheme for feedback with the intention of extending the scheme. In June 2018, Council approved £50,000 funding (in year 2019/20) for the purchase of further units, and work will be scheduled to implement this spend.*
  - Criminal Justice are available to assist with labour resources during snow conditions and it is intended to develop this further over the coming winter.
- 2.19 Salt conservation measures including the use of a salt : grit sand mix have been implemented on rural non priority carriageway routes during previous winters. It is proposed that this is the norm for winter 2018 / 2019 in order to conserve salt stocks.
- 2.20 There is a UK-wide agreement managed by the Scottish Government to monitor and report on salt use and stock levels which is reported nationally. The Council remain committed to reporting and complying as required with the agreement.
- 2.21 For 2017/18, the salt order was 23,000 tonnes which is similar to the total amount of salt used routinely over a typical winter season. *Although winter season 2017/18 saw 30,632 tonnes used, it is intended to again hold a starting stock of 23,000 tonnes. At no point did the Council have difficulty replenishing stocks and, with the collaborative use of Tayside Contracts in providing the service, there is scope for mutual aid should restocking become an issue.*
- 2.22 The Council currently provides in excess of 1300 grit bins. This large number reflects the Council's desire to encourage self-help and the decision not to treat some minor roads routinely. The Council is currently at saturation point where we can service and replenish these containers. Therefore, any request

for additional grit bins will require to be offset by relocating another grit bin, where from experience, it has shown it to be little used. Grit bins are generally provided on steep gradients, tight bends, and steps or in some special cases where there is a specific community need. They are normally not provided on routes which are treated routinely. Grit bins will generally be filled with a salt/sand mixture, but when salt conservation measures are required, will be filled with grit sand only.

*Grit bins are filled prior to the onset of winter and reactively throughout the winter, although there is no routine inspection of the bins by Council officers. Due to their locations generally being where large vehicles cannot reach, it is a time consuming process filling these bins with small pick-ups and very often they can be emptied by the public within 24 hours of filling. Tayside Contracts resources are used to replenish the bins, however, when carrying out full winter treatment these resources are fully utilised. During these periods local contractors, who are on approved lists, will be called upon to assist. This is an additional cost pressure on the delivery of the service.*

- 2.23 Grit bins are provided for use of grit on public roads, and not on private areas such as paths and driveways. Private occupiers should purchase salt from DIY stores and builders merchants for use on their own properties.
- 2.24 There are currently voluntary arrangements with 67 farmers to whom the Council supplies snow ploughs which they fit to their own vehicles enabling them to clear snow on specified lengths of public road *for no payment*, as well as to clear their own private roads. The number of farmers participating is down on previous years, with 5 having withdrawn over the last 2 years. These arrangements cover around 300km of road, which is just under 8% of the overall Council road network. The Council will be happy to hear from any farmers interested in the scheme, however will only be able to add farmers from areas where presently there is little coverage. The Council indemnifies the farmers against 3<sup>rd</sup> party liability claims, but do not insure against damage to their own vehicle or themselves.
- 2.25 In addition 29 farmers have indicated that they are available to be *employed for payment in severe conditions, to undertake snow clearing of additional lengths of road. These farmers are payed an hourly rate which is agreed with the National Farmers' Union.*
- 2.26 *The following replacement items of winter maintenance plant will be available for winter 2018 – 2019 for old plant that has reached the end of its effective life.*
- *One 4 x 4 gritter*
  - *Three 6m<sup>3</sup> demount bodies*
  - *4 footway tractors due for replacement in Perth & Kinross Council will be replaced by surplus tractors from the Angus Council area following the reduction in their footway gritting service*
- 2.27 *As stated in section 2.3, there has been a reduction of a further three purpose built gritters for winter 2018 / 2019. Two additional nightshifts will be put in place plus operational demount lorries will be fitted with winter tyres to give*



*cover to priority carriageway routes affected by this reduction in gritter numbers.*

- 2.28 *The weather forecast contract for the winter of 2018 – 2019 will again be provided by MetDesk Weather Services. Winter 2017/18 was the first year of a 3 year contract with MetDesk and it proved to be an accurate forecast delivery model.*
- 2.29 The Council has 7 weather stations and 7 cameras (2 sites have dual directional cameras) placed strategically across the network. The station data and images are shared with neighbouring authorities & BEAR Scotland and their information is, in turn, shared with Perth and Kinross Council. The camera images are also available on the Council website alongside community cameras at Spittal of Glenshee (which the Council helped fund) and Braemar. This infrastructure is maintained and information retrieved / interpolated by Vaisala.  
*The MetDeska and Vaisala contracts are administered by Tayside Procurement Consortium on behalf of seven Councils working collaboratively to achieve economy of scale.*
- 2.30 Situations occur which require that restrictions on hours, routes, employment of contractors etc. should be relaxed, in order to deal more effectively with an emergency. This is allowed and controlled by a system of 'Alerts'. In serious situations, either an Orange or Red Alert can be authorised, to allow working arrangements out with the 'normal' policy. A Blue alert is called operationally to mitigate a potentially short term hazardous situation.

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

- 3.1 It is recommended that the Committee agrees that:
- i. The winter maintenance service should be delivered as outlined in this report.
  - ii. The Executive Director (Housing and Environment) is authorised to make arrangements out with the policy and level of service in exceptional conditions such as snow emergencies.
  - iii. *The number of night shift gritting routes be extended from four to six for winter 2018/2019.*
  - iv. The budget of £3,682 million will be used to also fund other weather related emergencies, such as works to mitigate immediate risk of flooding to properties/roads and wind damage, directly affecting free movement across the network.

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

### Approved

| <b>Name</b>    | <b>Designation</b>                           | <b>Date</b>    |
|----------------|----------------------------------------------|----------------|
| Barbara Renton | Executive Director (Housing and Environment) | 24 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

- 1.1 The winter maintenance service is provided to ensure that transport links essential to economic and social activity can continue to be used safely throughout most of the winter. However, it is not the intention and is not possible to keep all roads free from ice and snow at all times.
- 1.2 The Council's policy is set out in Report 96/180 "Summary of Council Policies for Roads and Transport" approved by the Roads and Transport Committee on 24 April 1996: (Art. 63/96). It is deemed that this policy is still relevant.
- 1.3 Policy 5 of the above report - The Council will operate a priority system of winter maintenance which will, as far as reasonably practicable, permit the safe movement of vehicular and pedestrian traffic on the more important parts of the road and footway network, taking into account the finance which has been made available. The priority system will be applied uniformly and will, as far as possible, contain costs to an acceptable level.

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

### Corporate Plan

- 1.5 The Council's Corporate Plan for Securing the Future 2018 and Beyond lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:-
- i) Promoting a prosperous, inclusive and sustainable economy
  - ii) Supporting people to lead an independent, healthy and active life
  - iii) Creating a safe and sustainable place for future generations

## **2. Resource Implications**

### Financial

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

| 2<br>1 | Year    | Budget  | Standing Charges | Operating Costs | Outturn Cost |
|--------|---------|---------|------------------|-----------------|--------------|
|        | 2004/05 | £2.826m | £1.359m          | £1.241m         | £2.600m      |
|        | 2005/06 | £2.911m | £1.378m          | £1.477m         | £2.855m      |
|        | 2006/07 | £2.888m | £1.275m          | £1.086m         | £2.361m      |
|        | 2007/08 | £2.888m | £1.433m          | £1.202m         | £2.635m      |
|        | 2008/09 | £2.888m | £1.549m          | £1.966m         | £3.515m      |
|        | 2009/10 | £2.888m | £1.752m          | £3.333m         | £5.085m      |
|        | 2010/11 | £2.795m | £1.794m          | £4.169m         | £5.963m      |
|        | 2011/12 | £2.795m | £1.776m          | £1.765m         | £3.541m      |
|        | 2012/13 | £2.880m | £1.997m          | £2.387m         | £4.384m      |
|        | 2013/14 | £3.317m | £1.317m          | £1.676m         | £2.993m      |
|        | 2014/15 | £3.617m | £1.986m          | £1.895m         | £3.881m      |
|        | 2015/16 | £3.617m | £2.088m          | £1.568m         | £3.656m      |
|        | 2016/17 | £3.617m | £2.148m          | £1.223m         | £3.371m      |
|        | 2017/18 | £3.717m | £2.185m          | £2.857m         | £5.042m      |
|        | Mean    |         |                  |                 | £3.706m      |

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

- 2.3 The costs of providing a winter service is split into two distinct areas:
- Standing Charges – these are the costs involved in having specialised plant, depots, hired plant and standby personnel etc in place to provide the service. these are effectively “up front” costs incurred irrespective of weather conditions.
  - Operating costs – cover the cost of fuel, routine repairs, salt, grit sand and the actual cost of paying staff and operatives to provide the service.
- 2.4 *As detailed in the table in paragraph 2.1 the mean outturn cost over the past fourteen years is £3.706m which is in line with the budget figure. Last winter increased this mean value, however in three of the four previous winters the budget has not been exceeded. Council continue to utilise reserve funds to meet the full cost of the Winter Service. The Council has this year set a budget for £3.632m for winter 2018/2019. The Council will continue to implement operational and efficiencies savings to contain costs but as winter is unpredictable the cost will vary.*

#### Workforce

- 2.5 The staff and the operatives of the Council Services and Tayside Contracts, who provide the service, have demonstrated over the life of the Council, that they have the experience and expertise to tackle the worst of winter weather. *Winter 2017/18 was no exception with an exceptional performance given by all involved in dealing with several winter storms known as the “Beast from the East”.*

### **3. Assessments**

#### Equality Impact Assessment

- 3.1 An equality impact assessment has been completed with the following outcomes for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council’s legal requirement to comply with the duty to assess and consult on relevant new and existing policies.
- 3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as relevant and actions taken to reduce or remove the following negative impacts:
    - There are finite resources which limit the amount of treatment which can be carried out.
  - (ii) Assessed as relevant and the following positive outcomes expected following implementation:

- (iii) The Winter Manual will have a list of priorities for snow clearing. It will include also include giving priority to clearing bus stops disabled parking bays and pedestrian crossing points (both designated pedestrian facilities, and at road junctions) to assist pedestrians, to complete the link between cleared footways and carriageways.
- (iv) Publicity information on the Winter Service distributed to all households via the Council Newspaper, local media and [www.pkc.gov.uk](http://www.pkc.gov.uk) will recommend that members of the community should look out for vulnerable community members and see if they can provide any assistance to them. It will also emphasise that the Council needs the assistance and support of as many members of the community as possible in order to restore the roads and footways to a safe condition.

### Strategic Environmental Assessment

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

### Sustainability

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

- Discharge of surface water from new developments addresses the potential environmental effects to prevent pollution.
- The Winter Service is reviewed on an annual basis to take account of changing climatic factors and planning for extreme weather events.

### Risk

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

## **4. Consultation**

### Internal

- 4.1 *The major change for the forthcoming winter maintenance policy document is the proposed expansion of the current four night shift routes to give a total of six night shift gritting routes covering the PKC roads network. This model has been researched and evaluated as providing the capability to maintain resilience levels for carrying out gritting and snow clearing operations to our strategic network of roads as detailed. This should be seen in the overall context of mitigating the effects of losing a further three front line gritters as part of the budget savings taken in 2016/17.*
- 4.2 *As in previous years Elected Members were given the opportunity throughout the winter and in March/April 2018 to become involved in agreeing the route categories with the Roads Maintenance Partnership. The policy also allows unadopted roads with an important community use to be included within the categorisation and is not restricted to adopted roads.*
- 4.3 As local circumstances, and travel patterns change, winter maintenance categories are subject to change and Elected Members have a role in identifying and agreeing such changes. However the resources available to carry out winter maintenance are finite, so if the relative priority of a road or footway is to be raised then the priority of another road or footway within a particular Ward, must be reduced.

- 4.4 The Council is likely to receive complaints about the winter maintenance service due to high public expectations, limited available resources and the vagaries of the weather. A distinction has to be made between complaints related to proven failures to meet the approved level of service and complaints regarding the policy.
- 4.5 At the end of the 2017 - 2018 winter comments on the winter service provision were invited from Elected Members and from Community Councils.
- 4.6 Responses were received from individuals or groups throughout the winter and the table below tabulates the principal issues raised. Within available resources, it is possible to address some but not all of these issues.
- 4.7 Appendix 4 details the complaints/request for service and the responses provided. This detail is from centrally held database for this purpose.

## **5. Communication**

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

## **2. BACKGROUND PAPERS**

- 2.1 Well Managed Highway Infrastructure 2016
- 2.2 Road (Scotland) Act 1984

## **3. APPENDICES**

- 3.1 Appendix 1 - PERIODS OF COVER
- 3.2 Appendix 2a - Level of Service & Priority Systems (Carriageways)
- 3.3 Appendix 2b - Level of Service & Priority Systems (Footways)
- 3.4 Appendix 3 - Category 1A Carriageway Snow Routes
- 3.5 Appendix 4 – Record of Complaints / Feedback



## Appendix 1

## PERIODS OF COVER 2018 / 2019

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

| Period                              | Standby routes covered |                        |                        |                        |                        |                        |       |                                                                                                       |
|-------------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------|-------------------------------------------------------------------------------------------------------|
| (All changes take place at 12 noon) | South                  |                        |                        | North                  |                        |                        | Total |                                                                                                       |
|                                     | Perth                  | Kinross                | Crieff                 | Blairgowrie            | Aberfeldy              | Blair Atholl           |       |                                                                                                       |
| 8 October – 14 October              | 1                      | 0                      | 1                      | 1                      | 0                      | 1                      | 4     | Control Centre in operation plus basic cover by Tayside Contracts Summer Standby                      |
| 15 October – 11 November            | 3                      | 1                      | 1                      | 3                      | 2                      | 1                      | 11    | Lead in period limited system – reduced cover                                                         |
| 12 November – 10March               | 5<br>Plus 1 nightshift | 1<br>Plus 1 nightshift | 2<br>Plus 1 nightshift | 5<br>Plus 1 nightshift | 1<br>Plus 1 nightshift | 2<br>Plus 1 nightshift | 22    | Main standby system – full cover including night shifts                                               |
| 11March - 24 March                  | 3                      | 1                      | 1                      | 3                      | 2                      | 1                      | 11    | Lead out period limited system – reduced cover                                                        |
| 25 March – 7 April                  | 0                      | 1                      | 1                      | 1                      | 0                      | 1                      | 4     | Control Centre in operation (operated from home) plus basic cover by Tayside Contracts Summer Standby |

During lead in/lead out periods it is not possible to treat all / any parts of the network and so available resources will be deployed to best effect in relation to weather conditions being experienced



## APPENDIX 2a

**WINTER MAINTENANCE- LEVEL OF SERVICE & PRIORITY SYSTEMS 2018 / 2019  
(CARRIAGEWAYS)**

| Category          | Definition                                                                                                                                                                                                                                                                                                              | Routes (examples)                                                                                                                                                | Length (km)<br>Indicative Only | Hours of Cover                                                                                                                                     | Service Provided                                                                                                                                                                           |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Nightshift routes | The most important strategic routes. City routes plus early morning bus service routes in the Perth area. The A93 South of Blairgowrie, the A94 between Meigle and Perth and the A923 between Blairgowrie and Tullybachart. Kinross area A class road and Crieff / Auchterarder areas A class roads.                    | A class roads network and early morning bus routes in the Perth area Important road links in Kinross, Crieff, Blairgowrie and Highland Perthshire areas          | 490 estimate                   | Sunday to Friday 00:00 – 08:00<br>During the full cover period<br>As per category 1a route cover times during lead in and lead out periods         | In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.                                                                                        |
| 1a                | Priority routes. Other strategic routes carrying large volumes of traffic and connecting main centres of population outwith the Perth area                                                                                                                                                                              | A977, A91, A913, A926, A827 Aberfeldy – Ballinluig A822 Crieff – Greenloaning A924 through Pitlochry                                                             | 90                             | Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays)    | In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.                                                                                        |
| 1b                | Priority routes. Other strategic routes connecting larger communities and other main rural roads. Roads leading to important or sensitive locations such as hospitals or fire stations.*                                                                                                                                | A93 Blairgowrie – Glenshee A923 Blairgowrie - Dunkeld A827 Aberfeldy - Killin A822 Crieff - Dunkeld A823 (part), A824 (part), A912 B996, B9097, B9099, B996 etc. | 420 estimate                   | Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays) ** | In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.<br><br>In severe snow conditions, Category 1b routes will be treated after Category 1a |
| 2                 | Non priority routes. Minor rural roads serving small settlements or a significant number of rural properties. Secondary distributor/local roads in settlements. Other urban or rural roads with special difficulties such as steep gradients.*                                                                          |                                                                                                                                                                  | 1310                           | 08:00-15:00 Monday –Friday<br>Excluding public holidays                                                                                            | In ice and snow conditions only, no <u>pre-salting</u>                                                                                                                                     |
| 3                 | Rural roads serving no or small numbers of isolated properties. Local access roads in settlements within easy reach of local distributor roads.                                                                                                                                                                         | This will include most residential streets with only local traffic                                                                                               | 210                            | Not applicable                                                                                                                                     | <u>Not normally treated</u> unless there is hard, packed rutted snow on these roads with road surface temperatures below zero and treatment of all other categories has been completed     |
| 4                 | Rural public roads serving no habitation which because of their altitude, alignment and width cannot reasonably and safely be treated using normal winter maintenance plant. Private (unadopted) roads which is not the responsibility of a Council service and which are not considered to have a wider community use. | U159 Kenmore – Garrows (Kenmore Hill). U161 Bridge of Balgaa – A827 at Loch Tay.                                                                                 | 8<br><br>14                    | Not treated                                                                                                                                        | Not treated.                                                                                                                                                                               |

\* Service Bus routes have been included in categories 1a , 1b & 2 to ensure their comprehensive coverage.

\*\* Light snow to 20mm - 4 hours is the likely minimum treatment time in snow conditions and cannot be regarded as a definitive target.



**WINTER MAINTENANCE - LEVEL OF SERVICE & PRIORITY SYSTEMS 2018 / 2019 (FOOTWAYS)**
**Appendix 2b**

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

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise.  
No footway treatment on either 25<sup>th</sup> December 2018 or 1<sup>st</sup> January 2019

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

**APPENDIX 2b (contd.)**

**WINTER MAINTENANCE - LEVEL OF SERVICE & PRIORITY SYSTEMS 2018 / 2019 (FOOTWAYS)**

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

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise.  
No footway treatment on either 25<sup>th</sup> December 2018 or 1<sup>st</sup> January 2019

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

## APPENDIX 3

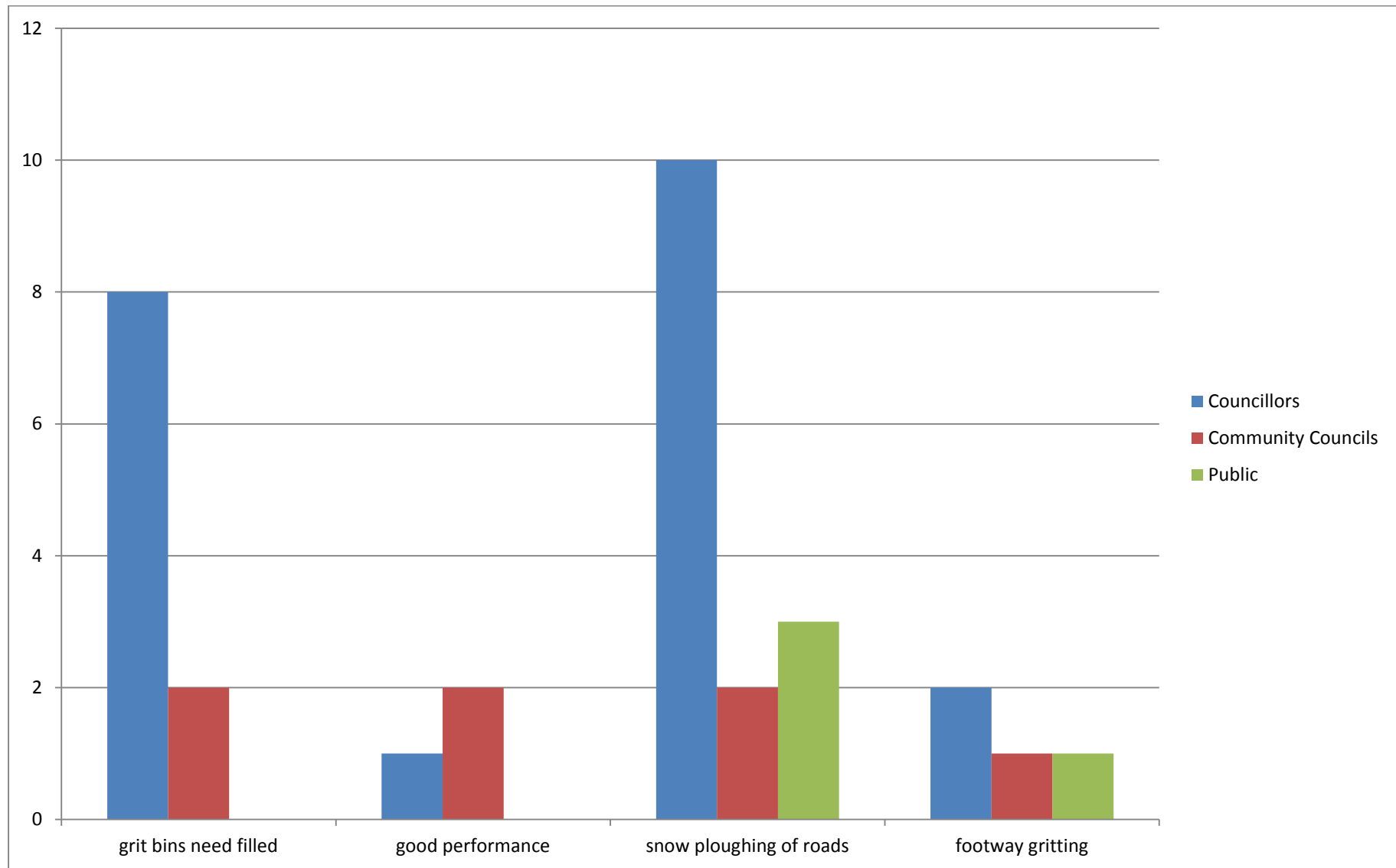
## CATEGORY 1A CARRIAGEWAY SNOW ROUTES FOR PERIODS OF SEVERE WEATHER

| Route | Description                                                                                                                                                                                                                                        |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A822  | Crieff to Greenloaning                                                                                                                                                                                                                             |
| A823  | Auchterarder to Junction with A822                                                                                                                                                                                                                 |
| A824  | Auchterarder to Aberuthven                                                                                                                                                                                                                         |
| A827  | Aberfeldy to Ballinluig                                                                                                                                                                                                                            |
| A91   | Yetts o' Muckart to Strathmiglo (through Kinross)                                                                                                                                                                                                  |
| A911  | Kinross to Fife Boundary at Auchmuirbridge                                                                                                                                                                                                         |
| A912  | Edinburgh Road, Perth to Fife Boundary                                                                                                                                                                                                             |
| A913  | Aberargie to Newburgh                                                                                                                                                                                                                              |
| A923  | Blairgowrie to Angus Boundary near Lundie                                                                                                                                                                                                          |
| A924  | Through centre of Pitlochry                                                                                                                                                                                                                        |
| A926  | Blairgowrie to Angus Boundary near Craigton                                                                                                                                                                                                        |
| A93   | A94 junction in Perth to Blairgowrie                                                                                                                                                                                                               |
| A94   | Perth Bridge to Angus Boundary near Meigle                                                                                                                                                                                                         |
| A977  | Kinross to Blairingone                                                                                                                                                                                                                             |
| B954  | Alyth to Angus Boundary near Newtyle                                                                                                                                                                                                               |
| B996  | Kinross to Fife Boundary                                                                                                                                                                                                                           |
|       | <b>The following roads in Perth City</b>                                                                                                                                                                                                           |
| A93   | Glasgow Road - Broxden to Caledonian Road<br>York Place, County Place, South Street, Queens Bridge                                                                                                                                                 |
| A85   | Dundee Road - from Toll House, Dundee Road, Gowrie Street, Perth Bridge to Charlotte Street                                                                                                                                                        |
| A85   | Barrack St and Dunkeld Road to Crieff Road                                                                                                                                                                                                         |
| A85   | Crieff Road - Dunkeld Road to Newhouse Road Roundabout                                                                                                                                                                                             |
| A912  | Dunkeld Road - Crieff Road to Inveralmond Roundabout                                                                                                                                                                                               |
| A989  | Tay Street, Marshall Place, Kings Place, Leonard Street, Caledonian Road, Atholl Street, Charlotte Street<br>Newhouse Road, Burghmuir Road, Jeanfield Road, Long Causeway<br>Manse Road, Hatton Road, Corsie Hill Road, Muirhall Road, Lochie Brae |
|       | Important road links in Highland Perthshire areas as covered by nightshift yet to be defined                                                                                                                                                       |





#### Appendix 4 - Summary of Complaints/Feedback





## PERTH AND KINROSS COUNCIL

### Environment & Infrastructure Committee

5 September 2018

### Perth City Centre Waste Containerisation

#### Report by Executive Director (Housing & Environment) (Report No. 18/271)

This report sets out proposals to provide an improved domestic waste collection service to 847 households within Perth city centre.

The new service would be for the collection of general waste only; recycling services are not included in the scope of the project at the present time.

The proposal recommends providing “bin hubs” for residents of the city centre who have no storage space to accommodate wheeled bins and where the domestic waste service currently provided is the uplift of pink bin bags twice weekly.

It is recommend that the city centre containerisation project is rolled out to all properties currently using the pink sack collection service in Perth city centre during 2019.

#### 1. BACKGROUND / MAIN ISSUES

- 1.1 The Perth City Centre Waste Containerisation Project is a long term priority included in the Waste Management Plan (2010-2025, Action 54). (Report Nos. 10/597 refer and 17/367 refer).
- 1.2 At present, residents on the pink bag collection service receive an annual supply of 100 sacks free of charge. However, many residents present rubbish in black bin bags if they run out of pink sacks.
- 1.3 Residents are only permitted to present their rubbish twice a week which many residents find inconvenient. The current system does not give any options for storing or disposing of waste between uplifts or if an uplift is missed, unless a resident takes waste to a Recycling Centre. This leads to some residents putting rubbish on the pavement on non-collection days or storing rubbish in unsuitable places, such as the common close.
- 1.4 Under the current collection system, the refuse collection vehicle may visit certain areas of the city several times in the course of their beat to ensure that all waste is collected, as some residents will routinely present bags outwith the specified 7.30am time.
- 1.5 The visual amenity of Perth City Centre is important to its success to enhance its appeal to encourage visitors and improve the city’s economic appeal.

- 1.6 Waste Services have run two trials to pilot the use of communal bins at a central location. The first trial was at New Row where there were continuing serious issues with dumping of bin bags in the privately owned pond. Following feedback, the New Row hub has now been relocated from the original position and upgraded so that even more residents are able to make use of the bins. The new location has proved to be successful.
- 1.7 The second trial was at Scott Street car park where bins were sited in the largely unused motorcycle parking area. Residents living in Scott Street (between High Street and South Street) were requested to use the bins. The trial was to determine the optimum distance for residents to deposit rubbish and this trial has also proved successful.
- 1.8 Further to these larger trial sites, some flats located in Blackfriars Street, Kinnoull Street and Old High Street that have very small storage areas have requested to have a small (240 litre) bin to share. In these instances (with neighbours agreeing to share bins and taking responsibility for putting them out), the system has worked well and containment of the waste had an instant positive effect of eliminating bag spillage and litter.

## **2. PROPOSALS**

- 2.1 The proposal is to provide a number of “bin hubs” for the use of residents who currently use the pink sack collection service. The bin hubs will consist of 1280 litre communal metal black wheeled bins on stands, varying in number depending on the site and the expected usage. Hubs will be located throughout the city centre in convenient locations for the use of residents in flatted properties (see Appendix 2). Residents migrating to the new service would no longer be required to present their waste to the pavement twice weekly or store waste between collections; instead they would use a communal bin to dispose of their waste whenever was convenient to them. The bins would be emptied by the current refuse collection crew on their usual route each Tuesday and Friday.
- 2.2 By providing residents with a convenient way to dispose of their domestic waste, this proposal will mean that no bin bags should be left on the pavements to be uplifted by the bin crews. This will reduce manual handling for the crews and will also greatly assist the street sweeping teams who frequently have to be diverted from normal duties to collect bags that are presented too late for collection or on the wrong day, or where bags have been ripped.
- 2.3 The number of bins at each hub has been calculated based on each household producing up to 240 litres of rubbish per week which is approximately 2-3 bin bags. As this proposal is for general waste only, the volume calculation includes all domestic waste including recyclables, food waste and non-recyclable rubbish. Recycling points and hubs are already available within the City Centre area for householders to use for recycling their waste.

- 2.4 While the bin size calculation is based on each household producing this volume of waste per week, this obviously varies greatly depending on how many people are in the household and their purchasing/disposal habits. Waste officers carried out monitoring over a two week period in March/April 2018 of the Tuesday/Friday collection cycle. It was found that the majority of properties are presenting much less than the calculated volume.
- 2.5 Street litter bins remain as part of the streetscape. The Council is installing smart waste bin sensors in all public litter bins in Perth City Centre to measure the fill levels and alert collection staff when the bin needs to be emptied. Detailed in Action 79 of the Waste Management Plan, the sensors rollout is a part of the Smart Waste Project, jointly funded by the Council and a European Regional Development Fund (ERDF) programme known as a 'Scotland's 8<sup>th</sup> City – the Smart City'. As part of this project, it is hoped that similar technology can be utilised in the communal containers to record fill levels and help inform servicing requirements.
- 2.6 Screening can be installed for bins in some high profile areas to preserve the visual amenity of the city centre and improve the aesthetics of the facility. However, any screening would require planning permission. The majority of bins would be positioned where screening would not be required (such as vennels) and where they would not detract from the streetscape. Other Local Authorities such as City of Edinburgh, Dundee City and Aberdeen City have installed on-street bins without screening. In the example of City of Edinburgh, bins have been installed in some very high profile residential areas without screening and we aim to follow this model.
- 2.7 Bin hubs have been placed away from shops and ground floor properties to ensure that no homes or businesses are adversely affected by the visual aspect of the bins, or any odour and noise. We have also ensured that no parking spaces have been used; some bins are placed on roads but in areas such as loading bays or on double yellow lines (where they would not affect line of sight or vehicle manoeuvring). This ensures that no resident with a parking permit or business will be affected by reduced levels of parking spaces.
- 2.8 The service will be rolled out by the end of 2019 to all participating properties. On the commencement of the bin and stands installation (which will be carried out as a single planned rollout), all participating properties will receive a direct mailing giving 28 days notice of the change in service, along with comprehensive information on their new waste disposal facility. Posters will be installed in each close advising of the nearest bin hub. Residents will also be able to use an interactive map available on the Council's website which will show all bin hubs on a map. Residents can either click on the bin icon or search by postcode, and a photo and location of the bin will be shown. Drop-in sessions will also be held at Pullar House, Perth. In addition, all social media platforms will be utilised to promote the service.

- 2.9 Monitoring will be carried out after the bins have been installed, to capture any waste that is presented in sacks outwith bins and to further raise awareness with residents who are not utilising the bin hubs. As any screen or bin housing will require planning permission, any further requirement for screening will form part of the monitoring process.
- 2.10 Any resident who is unable to take their waste to a bin hub can apply for assistance under the Council's Assisted Lift Service.

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

- 3.1 The benefits of the new service are:

- Pink sack collection service will be eliminated
- City centre streets will be cleaner
- Convenient storage solutions for residents will be in place
- No additional resource required to collect bins
- No parking spaces used

Benefits have been proven by trials at Scott Street and New Row

- 3.2 It is recommended that the Environment & Infrastructure Committee approve:

- (I) the installation of general waste communal bins for the use of residents in Perth city centre currently using the pink sack collection service as per the attached map (Appendix 2).
- (II) the cessation of twice weekly pink sack collection service
- (III) the discontinuation of free pink sacks to Perth city centre residents.
- (IV) the monitoring of the service over 6 months, with a report back to the Committee on the outcome of the roll-out.

**Author(s)**

| <b>Name</b>     | <b>Designation</b>      | <b>Contact Details</b>                                                                             |
|-----------------|-------------------------|----------------------------------------------------------------------------------------------------|
| Lucy Garthwaite | Community Waste Adviser | 01738 475000<br><a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a> |

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>    |
|----------------|-----------------------------------------------|----------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 23 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

- 1.1 The proposals relate to the delivery of the Perth and Kinross Community Plan by reducing the local and global environmental impact of our consumption and production by managing municipal waste in Perth city centre.

#### Corporate Plan

- 1.2 The proposals relate to the achievement of the Council's Corporate Plan Priorities:

- Creating a safe and sustainable place for future generations.

### 2. Resource Implications

#### Financial

- 2.1 The total cost of bins, stands and screens is £63,000 for the 42 bin hubs. The cost will be accommodated through prudential borrowing within the Capital Budget in 2019/20. A saving of £3,500 per annum will be achieved by no longer having to distribute pink sacks to residents of the city centre.



### Workforce

- 2.2 The Corporate Human Resources Manager has been consulted on the proposals contained within this report. No additional operational staff are required.

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

- 2.3 The Corporate Asset Management team have been consulted on the proposals contained within this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties. The Equality Impact Assessment undertaken in relation to this report can be viewed clicking [here](#).
- 3.2 The proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- Assessed as **relevant** and the following positive outcomes expected following implementation:
  - Bin hubs have been placed away from shops and ground floor properties to ensure that no homes or businesses are adversely affected by the visual aspect of the bins or any odour or noise.
  - Any resident who is unable to take their waste to a bin hub can apply for assistance under the Assisted Lift Service.
  - In some streets, residents have no option but to pile bags outside shops in order to keep pavements clear. The bin hubs will keep pavements clear of refuse bags.
  - No parking spaces will be used to house bins hubs

### Strategic Environmental Assessment

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

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

### Legal and Governance

- 3.5 Head of Legal and Governance has been consulted on the proposals contained within the report, in particular the discontinuation of the pink sack collection service.

## **4. Consultation**

### Internal

- 4.1 The following elected members and teams were consulted on the project plans:
- The local elected members who represent the Perth City Centre Ward
  - Direct Services (Operations) – All sites have been risk assessed by the depot Foreman and approved.
  - Roads – Approval in principle given for sites that are on the road including the areas on double yellow lines where it does not affect line of sight.
  - Parking – Advised that their preference would be that no parking bays be used.
  - City Centre Management – Advised that they would prefer screening of bins in vennels and high profile areas.
  - Planning – Advised that any screening would require an individual planning application but that in their opinion screens were not required.
  - Greenspace – Advised that screening would be preferable for some sites.
  - Environmental Health – All sites approved and would be beneficial to eliminate the sack collections.
  - The Head of Finance, the Corporate Human Resources Manager and the Head of Legal and Governance have been consulted on the contents of this report.

### External

- 4.2 The Chairs of the Perth Traders Association have been consulted on the contents of this report.
- 4.3 The Centre for Inclusive Living Perth and Kinross has been consulted on the contents of this report.

## **5. Communication**

- 5.1 A communications plan will be developed as part of the project management.

## **2. BACKGROUND PAPERS**

- 2.1 Report to the Environment Committee of 28 August 2013, Containerisation of Waste in Perth City Centre (Report Number : 13/418)

## **3. APPENDICES**

- 3.1 Appendix 1 - Example of bin hubs at New Row, Cutlog Vennel and Scott Street
- 3.2 Appendix 2 - Map of bin hubs



## Appendix 1

Example of bin hubs at New Row, Cutlog Vennel and Scott Street

New Row:



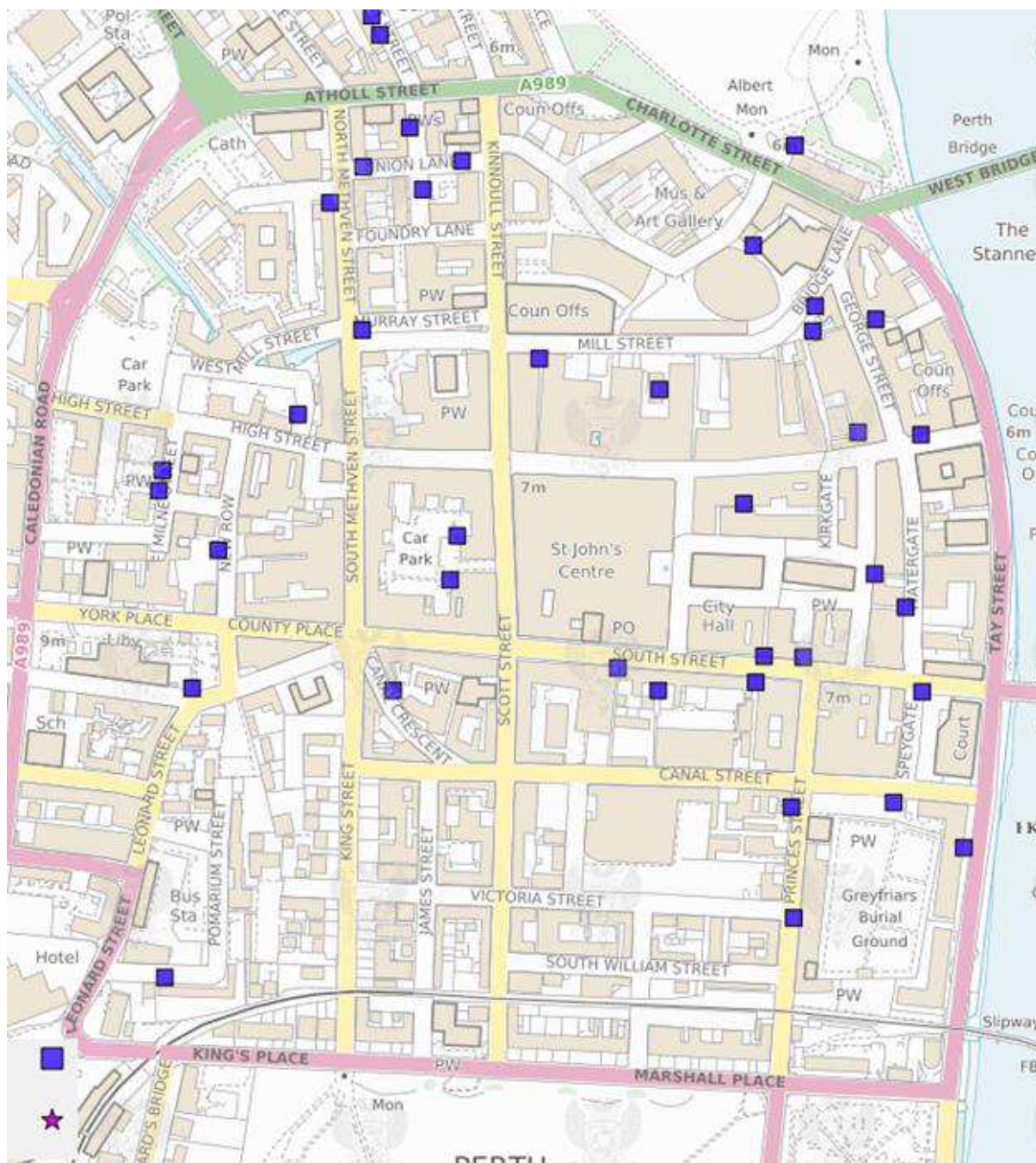
Cutlog Vennel:



Scott Street:











## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

5 September 2018

#### Perth and Kinross Outdoor Access Forum Annual Report 2017-18

#### Report by Executive Director (Housing & Environment) (Report No. 18/272)

This report summarises the activities and progress of the Perth and Kinross Outdoor Access Forum to date and recommends the appointment of one new member to the Forum.

### 1. BACKGROUND / MAIN ISSUES

- 1.1 Part 1 of the Land Reform (Scotland) Act 2003 requires local authorities to set up at least one local Access Forum and to appoint members to them.
- 1.2 The Act states that the functions of a Forum are:
  - To advise the local authority and any other person or body consulting the forum on matters having to do with:
    - the exercise of access rights
    - the existence and delineation of rights of way or
    - the drawing up and adoption of a plan for a system of core paths.
    - To offer and, where the offer is accepted, to give assistance to the parties in any dispute about the above and the use of core paths in order to resolve the dispute.
- 1.3 This report follows on from the previous report to the Environment, Enterprise and Infrastructure Committee on 6 September 2017 (Report No. 17/274 refers).

#### Membership

- 1.4 The Perth and Kinross Outdoor Access Forum (the Forum) has been active since 2004 and has sixteen members. Twelve members are voluntary and represent the interests of three groups - landowners/managers, community and recreation equally. Members serve for 4 years and one member in each group is replaced each year. These members are elected at an open meeting and their appointments confirmed by the Council's Environment and Infrastructure Committee. The remaining members represent agencies and other bodies and are invited onto the Forum and appointed by the Environment and Infrastructure Committee. The list of members and prospective members is shown in Appendix 1.

## **Annual General Meeting and Election**

- 1.5 The annual general meeting (AGM) and election was held at the Birnam Arts and Conference Centre on 26 April 2018. In each group, members stood down to vacate seats for the election:
- In the Recreation Group, Mary Conacher (Scottish Canoe Association) was re-elected to represent the interests of paddle sports.
  - In the Communities Group, Bob Ellis stood down and Annie Benson was elected in his place.
  - In the Landowners / Managers' Group Donny Broad and Mark Thomson stood down. However, no replacement candidates put themselves forward. The Forum will seek to identify replacement members for later confirmation as per their Terms of Reference.
  - In terms of the Agencies and Other Bodies, these representatives will remain unchanged from 2017.
- 1.6 21 people, including members of the Fife and Aberdeenshire Access Forums, attended the AGM and contributed to a lively question and answer session after the elections.

## **Activities - September 2017 to August 2018**

- 1.7 Nick Cole and Peter Pearson were re-elected as Convener and Vice Convener respectively at the Forum Meeting on 16 November 2017.
- 1.8 Four ordinary meetings of the Forum took place. The Exemptions and Obstructions Sub Group also met on four occasions to assist officers to resolve and prioritise obstructions to public access.
- 1.9 Members also attended meetings of the National Access Forum, contributed to consultations on road schemes (Cross Tay Link Road and A9 dualling) and met Network Rail for initial discussions about the future of the Panholes level crossing at Blackford.
- 1.10 The Forum pages on the website at <http://www.pkc.gov.uk/article/15286/Access-forum> were updated as appropriate throughout the year.

## **2. PROPOSALS**

- 2.1 It is proposed that the appointments of new and existing members of the Forum confirmed (see Appendix 1) and that the filling of any casual vacancy arising, is filled through recruitment by Forum members as detailed in the Forum's Terms of Reference.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Perth and Kinross Outdoor Access Forum has worked effectively during the period covered by this report. It has offered advice to the Council, other organisations and the public with reference to access rights.
- 3.2 It is recommended that the Environment and Infrastructure Committee:
- confirms the appointment of one new member, the re-appointment of one member for a period of four years, and all other members being retained in their appointments for at least a further year, as Appendix 1.
  - delegates the filling of any casual vacancy arising in this period, through recruitment by Forum members as detailed within the Forum's Terms of Reference, to the Executive Director (Housing and Environment).
  - notes the activities and progress of the Perth and Kinross Outdoor Access Forum from September 2017 to August 2018.

#### Authors

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| Dave Stubbs | Greenspace Coordinator (Communities) | 01738 475000<br><a href="mailto:TESCommitteeReports@Pkc.gov.uk">TESCommitteeReports@Pkc.gov.uk</a> |
| Andy Clegg  | Communtiy Greenspace Team Leader     |                                                                                                    |

#### Approved

| Name           | Designation                                | Date           |
|----------------|--------------------------------------------|----------------|
| Barbara Renton | Executive Director (Housing & Environment) | 23 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

- 1.1 The proposals relate to the delivery of the Perth and Kinross Community Plan by helping to create a safe and sustainable place for future generations. They contribute to the following Local Outcomes: Our area will have improved infrastructure and transport links; our area will have a positive image locally, nationally and internationally; our communities will be vibrant and active; Our communities will have access to the key services they need; Our area will have a sustainable natural and built environment.

## Corporate Plan

- 1.2 The Council's Corporate Plan 2018-2022 lays out five outcome focussed strategic objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. They are as follows:

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

- 1.3 The report supports objective ii, iii, iv and v.

## **2. Resource Implications**

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

### Workforce

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

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

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

## **3. Assessments**

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

### Strategic Environmental Assessment

- 3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.4 This section should reflect that the proposals have been considered under the Act and no further action is required as it does not qualify as a 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.
- 3.6 There are no direct impacts on sustainable development as a result of these proposals but securing the public access to the great outdoors contributes to the economic, social and environmental well-being of the area.

### Legal and Governance

- 3.7 There are no legal implications from this report.

### Risk

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

## **4. Consultation**

### Internal

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

### External

- 4.2 The Perth and Kinross Outdoor Access Forum has been consulted in the development of the proposals and the preparation of the report, and they are supportive of it.

## **5. Communication**

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

## **2. BACKGROUND PAPERS**

2.1 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, Enterprise and Infrastructure Committee on 6 September 2017 (17/274) entitled Perth and Kinross Outdoor Access Forum Annual Report 2017.

## **3. APPENDICES**

3.1 Appendix 1 lists the members and new members of the Forum to be confirmed or retained in their membership of the Perth and Kinross Outdoor Access Forum.





## Appendix 1

**CANDIDATES FOR APPOINTMENT TO THE FORUM**

New members elected 26 April 2018 recommended for immediate appointment. Existing members who are recommended for reappointment for at least a further year

**Recreation Group**

| <b>Name</b>                                                                                   | <b>Organisation/ Interest</b>                                                                                         | <b>Geographical knowledge/ home area</b> | <b>Notes/ profession</b>                                                                |
|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------|
| Sue James<br>Elected 2015                                                                     | Perth Mountaineering Club<br>Mountaineering Council of Scotland                                                       | Highland & East Perthshire               | Extensive hillwalking experience. Trainer. Member of a number of relevant organisations |
| Mary Conacher<br>Member since 2004<br>Re-elected 2018<br><b>(subject to PKC confirmation)</b> | Scottish Canoe Association (SCA),<br>Women's Rural Institute, Royal Tay Yacht Club                                    | Highland/Alyth                           | Former SCA Access volunteer/retired watersports instructor                              |
| Karen Inkster<br>Elected 2017                                                                 | British Horse Society, Scottish rights of Way and Access Society (Scotways)                                           | Perth Area                               | 20 + years in the outdoor industry. Hillwalker, climber, horserider and mountain biker. |
| John Andrews<br>Member since 2009<br>Re-elected 2017                                          | Ramblers, Scotways, Scottish Wildlife Trust, Luncarty Redgorton & Moneydie Community Council, National Trust Scotland | Perth Area/Luncarty                      | Former member of County Access Liaison Committee - retired                              |

## Community Group

| Name                                                                 | Organisation/ Interest                                                                                           | Geographical Knowledge/<br>home area          | Notes/Profession                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Nick Cole<br>Member since 2004<br>Re-elected 2017                    | Strathmore and the Glens Rural Partnership. Meikle Community Trust. Next Steps & Stride for Life Walking Groups. | Highland & Lowlands/<br>Meikle                | Interests include environment and active recreation/Private Consultant in event planning and management. Also sits on the Cairngorms National Park Access Forum and Scottish Adventure Activities Forum. He is a trustee of Blairgowrie Town Hall and Treasurer of the Blairgowrie and Rattray Access Network. |
| Peter Pearson<br>Member since 2004<br>Re-elected 2016                | Methven & District Community Council                                                                             | Harrietfield, Perth & surrounding countryside | Walker & cyclist<br>Retired Recreation Manager SNH                                                                                                                                                                                                                                                             |
| Jennifer Herd<br>Elected 2015                                        | Member of British Horse Society, Strathearn Rural + Riders Access Group                                          | Highland and East<br>Perthshire. Perth area   | Broad experience particularly in negotiating equestrian access and representing the interests of horse riders                                                                                                                                                                                                  |
| Annie Benson<br>Elected 2018<br><b>(subject to PKC confirmation)</b> | Rannoch Paths and Open Space Group (Rannoch Community Trust)                                                     | Highland Perthshire                           | Grew up on a farm. Broad understanding of access issues, tourism, disability, wild camping issues and a sensitivity towards farmers/landowners.                                                                                                                                                                |

### Landowner/Manager Group

| Name                                                  | Organisation/ Interest                                                                          | Geographical Knowledge/<br>home area | Notes/Profession                                        |
|-------------------------------------------------------|-------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------------------|
| Hugh Anderson<br>Member since 2004<br>Re-elected 2016 | Scottish Rights of Way & Access Society.                                                        | Perth & Surrounding area/Scone       | Land & River Management. Retired Estate Factor          |
| Sandy Simpson<br>Member since 2005<br>Re-elected 2017 | Royal Highland Educational Trust, Rural Services Scotland, Perth and Kinross Agricultural Forum | Perth Area                           | Farm Manager<br>Interested in all environmental issues. |
| Vacant                                                |                                                                                                 |                                      |                                                         |
| Vacant                                                |                                                                                                 |                                      |                                                         |

## Agencies & Other Bodies

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

| <b>Member</b>                                     | <b>Represents</b>                             | <b>Job Title</b>                                           | <b>Office Base/other interests</b>                                                                                                                                                                                                                                                 |
|---------------------------------------------------|-----------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Councillor Michael Barnacle<br>Member since 2016  | Perth & Kinross Council                       | Councillor Ward 8<br>Kinross-shire                         | Kinross-shire Ward Councillor.<br>Former Vice-Convener of Environment, Enterprise and Infrastructure Committee. PKC member of Perth & Kinross Countyside Trust & President of Crochallan Mountaineering Club. Member of John Muir Trust and the Mountaineering Council of Scotland |
| Mike Strachan<br>Member since 2007                | Forestry Commission Scotland                  | Policy & Development Officer<br>Perth & Argyll Conservancy | Forestry Commission, Upper Battleby.<br>Big Tree Country                                                                                                                                                                                                                           |
| Bob Bennett<br>Member since 2015                  | Centre for Inclusive Living Perth and Kinross | Chairman                                                   | Perth                                                                                                                                                                                                                                                                              |
| Karen Mitchell<br>Corresponding Member since 2013 | Scottish Natural Heritage                     | Operations Officer<br>Tayside & Grampian                   | Battleby, Perth                                                                                                                                                                                                                                                                    |

**PERTH & KINROSS COUNCIL**

**Environment & Infrastructure Committee**

**5 September 2018**

**New Rural Footways**

**Report by Executive Director (Housing & Environment) (Report No. 18/273)**

This report details the assessment of the list of requested rural footways and recommends the new footway schemes to be progressed in 2018/19.

**1. BACKGROUND**

- 1.1 As part of the budget settlement for 2018/19, £300,000 was allocated by the Council to footway improvements.
- 1.2 The expansion of the rural footway network will help support the Active Travel Strategy, by bringing about opportunities for rural residents and visitors to adapt their travel habits (Report No.18/90 refers). The installation of new rural footways, or shared use paths for walking and/or cycling, will encourage the required behavioural change towards more active travel.
- 1.3 The primary objectives of these additional footway links include:
  - improvements to infrastructure and transport links
  - assisting with the improvement to the health and wellbeing of our communities by encouraging walking, and discouraging car use
  - reducing the risk of road traffic collisions involving vulnerable road users
  - providing local communities with safe access to key services and facilities
  - enabling our communities to enjoy both natural and built environments
- 1.4 In May 2018, assessment criteria for the list of requested rural footways was approved by the Enterprise & Infrastructure Committee (Report No. 18/177 refers).
- 1.5 The assessment criteria detailed in the report included:
  - collision and casualty data
  - connection to properties
  - school travel planning
  - community facilities
  - shared–use facilities
  - length of footway
  - alternative footway
  - land availability
  - benefit cost ratio

- 1.6 This report reviews the 110 requested sites that have been submitted to the Traffic & Network team, for sections of the existing roads network. These include sites where there are missing footway links, or where better connections could be provided and/or upgraded, to help maximise the number of people who are travelling actively. The newly assessed sites are shown in Appendix 1, prioritised according to the Benefit to Cost Ratio (BCR).
- 1.7 As new rural footway sites are identified, they will be added to the list, assessed and prioritised accordingly, on an annual basis.
- 1.8 As stated in the previous report (Report No. 18/177 refers), land availability should not be an assessment criteria if a need for the footway is identified. However, priority has been given to those sites where the footway can be accommodated within the exiting road boundary and the scheme can be delivered within the timeframe. The footway schemes where land is currently available and there are no anticipated site complications are marked in green on Appendix 1.
- 1.9 Sites where land is available, but which require additional construction work, (such as retaining features or alterations to services) are shown in amber on Appendix 1. Construction of the 64 green and amber sites where land is currently available is estimated to be approximately £7.5M. Further implementation of these potential projects will, of course, be subject to future funding.
- 1.10 Footway schemes which require additional land outside the road boundary are shown in red on Appendix 1. It will be necessary to negotiate land transfer before any of these footways can be constructed. An estimated construction cost has not been entered against these schemes, until the land required to complete the footways is calculated.
- 1.11 Schemes which are also included in the Cycling, Walking & Safer Streets (CWSS) (Report No. 18/175 refers) are shown in bold italics on Appendix 1. It may be possible to construct some of these projects from the CWSS budget or to use the Rural Footways budget to help secure match-funding.

## **2. PROPOSALS**

- 2.1 New footways will be constructed, wherever practical, in accordance with the prioritised list. The funding available within the current financial year would permit up to the first sixteen sites to be constructed. Linking to other financial resources, such as Cycling, Walking Safer Streets (CWSS), may enable additional sites to be addressed.

### 3. CONCLUSIONS AND RECOMMENDATIONS

- 3.1 Expansion of the rural footway network would improve the infrastructure and transport links and improve the health and wellbeing of our rural communities by providing more walking opportunities. It also supports the Active Travel Strategy for Perth and Kinross.
- 3.2 It is recommended that the Committee:
- approves the list of prioritised rural footway schemes in Appendix 1 to be implemented, subject to available funding, satisfactory consultation and site implications.

#### Author

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

| Name           | Designation                                | Date           |
|----------------|--------------------------------------------|----------------|
| Barbara Renton | Executive Director (Housing & Environment) | 24 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

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



## Corporate Plan

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

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 There are no Capital implications arising from this report.

#### Revenue

- 2.2 £300k to construct the footways has been approved within the Traffic & Network budget in 2018/19. It is estimated that the revenue commitments arising from the routine maintenance of the new footways, following completion of this phase of the rural footways programme, will be met from the Roads Maintenance budget. 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:
- i) Assessed as **relevant** and no actions are required to be taken to reduce or remove negative impacts:
  - ii) Assessed as **relevant** and the following positive outcomes expected following implementation:
    - a) 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.
    - b) 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.
    - c) The measures will also encourage children to walk or cycle to school, thus bringing health benefits.
    - d) 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 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

## Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services, 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 All works are contained within the road boundary and are recognised as permitted development. No approvals or statutory consultations are required.

## **2. BACKGROUND PAPERS**

- 2.1 E&I Committee Report No. 18/177 – Active Travel Strategy-New Rural Footways Assessment Criteria.

## **3. APPENDICES**

- 3.1 Appendix 1 – List of prioritised rural footways to be constructed



### Appendix 1: Prioritised list of rural footways to be constructed

| Footway Location                                          | Ward | Assessment Criteria      |                       |              |                    |                    |                            |                   |                | Length (m) | Cost (£k) | BCR  | Ranking | Status |
|-----------------------------------------------------------|------|--------------------------|-----------------------|--------------|--------------------|--------------------|----------------------------|-------------------|----------------|------------|-----------|------|---------|--------|
|                                                           |      | Collision Data (2013-17) | Vulnerable Road Users | Connectivity | School Travel Plan | Community Facility | Sustainable Transport Link | Alternative Route | Benefits Total |            |           |      |         |        |
| <b>Mary Findlay Drive Phase 5, Longforgan</b>             | 1    | 0                        | 0                     | 1            | 1                  | 1                  | 2                          | 0                 | 5              | 75         | 11.25     | 44.4 | 1       |        |
| Abbey Road, Scone from Abbey Tce to Sandy Road            | 2    | 0                        | 0                     | 1            | 1                  | 2                  | 1                          | 0                 | 5              | 80         | 12        | 41.7 | 2       |        |
| Turfhills Roundabout to Davis Park, Kinross               | 8    | 0                        | 0                     | 1            | 1                  | 2                  | 2                          | 0                 | 6              | 100        | 15        | 40.0 | 3=      |        |
| <b>Ardblair Trail Phase 9, Elm Drive, B'gowrie (CWSS)</b> | 3    | 0                        | 0                     | 2            | 1                  | 2                  | 2                          | -1                | 6              | 100        | 15        | 40.0 | 3=      |        |
| <b>Mary Findlay Drive Phase 2, Longforgan (CWSS)</b>      | 1    | 0                        | 0                     | 1            | 1                  | 2                  | 3                          | 0                 | 7              | 130        | 19.5      | 35.9 | 5       |        |
| Northfield Road to Oakbank Road, Guildtown                | 2    | 0                        | 0                     | 2            | 1                  | 0                  | 1                          | 0                 | 4              | 75         | 11.25     | 35.6 | 6       |        |
| A94 Wester Denhead, Coupar Angus                          | 4    | 1                        | 0                     | 1            | 0                  | 0                  | 0                          | 0                 | 2              | 52         | 7.8       | 25.6 | 7       |        |
| <b>Broich Terrace, Crieff</b>                             | 6    | 0                        | 0                     | 1            | 2                  | 0                  | 0                          | 0                 | 3              | 100        | 15        | 20.0 | 8=      |        |
| <b>Moncur Road, Inchtute</b>                              | 1    | 0                        | 0                     | 1            | 2                  | 1                  | 3                          | 0                 | 7              | 190        | 35        | 20.0 | 8 =     |        |
| <b>Castle Brae, East Huntingtower, Perth</b>              | 9    | 0                        | 0                     | 1            | 1                  | 2                  | 1                          | 0                 | 5              | 175        | 26.25     | 19.0 | 10=     |        |
| Station Road, Coupar Angus at Red House Hotel             | 2    | 1                        | 0                     | 1            | 1                  | 0                  | 0                          | -1                | 2              | 70         | 10.5      | 19.0 | 10=     |        |
| Birnam Wood Way (East & West), Wolfhill                   | 2    | 0                        | 0                     | 2            | 1                  | 2                  | 1                          | 0                 | 6              | 212        | 31.8      | 18.9 | 12      |        |
| County Place, Pitcairngreen                               | 5    | 0                        | 0                     | 2            | 1                  | 0                  | 1                          | 0                 | 4              | 150        | 22.5      | 17.8 | 13      |        |
| <b>Kingswell Road East to Main Street, Longforgan</b>     | 1    | 0                        | 0                     | 1            | 1                  | 0                  | 3                          | 0                 | 5              | 250        | 37.5      | 13.3 | 14      |        |
| B9099 Murthly Road, Caputh to Caputh Bridge               | 5    | 0                        | 0                     | 2            | 1                  | 2                  | 1                          | 0                 | 6              | 305        | 45.75     | 13.1 | 15      |        |
| Strowan Road, Comrie                                      | 6    | 1                        | 0                     | 2            | 1                  | 0                  | 0                          | -1                | 3              | 163        | 24.45     | 12.3 | 16      |        |

|                                                           |   |   |   |   |   |   |   |    |   |     |       |      |     |  |
|-----------------------------------------------------------|---|---|---|---|---|---|---|----|---|-----|-------|------|-----|--|
| B9099 Murthly Primary School to Patter Farm               | 5 | 1 | 3 | 1 | 2 | 0 | 0 | 0  | 7 | 385 | 57.75 | 12.1 | 17  |  |
| Duncricvie village from Wallace Park to Lossley Bridge    | 8 | 0 | 0 | 2 | 1 | 2 | 3 | 0  | 8 | 460 | 69    | 11.6 | 18  |  |
| Grange Village, Errol                                     | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 | 234 | 35.1  | 11.4 | 19  |  |
| A977 Balado crossroads to Balado House                    | 8 | 2 | 3 | 2 | 1 | 0 | 1 | 0  | 9 | 332 | 83    | 10.8 | 20  |  |
| The Common (East), Townhead, Coupar Angus                 | 2 | 0 | 0 | 1 | 2 | 2 | 2 | -1 | 6 | 225 | 56.25 | 10.7 | 21= |  |
| Bonnethill Road, Pitlochry                                | 4 | 0 | 0 | 2 | 1 | 1 | 0 | 0  | 4 | 250 | 37.5  | 10.7 | 21= |  |
| Waulkmill Road, Crook of Devon at recreation ground       | 8 | 0 | 0 | 1 | 1 | 2 | 0 | -1 | 3 | 190 | 28.5  | 10.5 | 23  |  |
| A913 Abergarie to A912 junction                           | 9 | 0 | 0 | 2 | 1 | 0 | 3 | 0  | 6 | 435 | 65.25 | 9.2  | 24  |  |
| A91 from Gallowhill Rd to Stronachie Rd over Balingall Br | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 1 | 80  | 12    | 8.3  | 25  |  |
| Barrack Road, Comrie                                      | 6 | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 | 245 | 36.75 | 8.2  | 26  |  |
| A977 Turfhill roundabout to Park & Ride                   | 8 | 0 | 0 | 2 | 1 | 0 | 3 | 0  | 6 | 500 | 75    | 8.0  | 27  |  |
| Bridgetown Brae, Almondbank to Cromwellpark               | 5 | 0 | 0 | 1 | 1 | 0 | 1 | -1 | 2 | 175 | 26.25 | 7.6  | 28  |  |
| Kingswell Road West, Longforgan                           | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0  | 5 | 475 | 71.25 | 7.0  | 29  |  |
| Wee Course Lane, Blairgowrie                              | 3 | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 | 235 | 58.75 | 6.8  | 30= |  |
| Gowanlea Road, Comrie                                     | 6 | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 | 295 | 44.25 | 6.8  | 30= |  |
| C484 Invergowrie to Kingoodie                             | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 | 400 | 60    | 6.7  | 32  |  |
| B9099 Murthly Primary School north of Ardoch              | 5 | 0 | 0 | 2 | 2 | 0 | 2 | 0  | 6 | 610 | 91.5  | 6.6  | 33= |  |
| B996 to Garineybank                                       | 8 | 1 | 0 | 2 | 1 | 1 | 1 | 0  | 6 | 450 | 90    | 6.6  | 33= |  |
| B8081 Moray Street East, Blackford                        | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 2 | 130 | 32.5  | 6.2  | 34  |  |

|                                                      |    |   |   |   |   |   |   |   |    |      |       |     |     |  |
|------------------------------------------------------|----|---|---|---|---|---|---|---|----|------|-------|-----|-----|--|
| Old Church Road and Dunsinnan Road, Wolfhill         | 2  | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 5  | 575  | 86.25 | 5.8 | 35  |  |
| A913 Newburgh Road, Abernethy to railway bridge      | 9  | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 5  | 598  | 89.7  | 5.6 | 36= |  |
| Stormont Road, Old Scone to Scone                    | 12 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 7  | 840  | 126   | 5.6 | 36= |  |
| Walnut Grove, West Kinfauns                          | 1  | 2 | 1 | 2 | 1 | 0 | 3 | 0 | 9  | 1100 | 165   | 5.5 | 38  |  |
| Moneydie village                                     | 5  | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3  | 375  | 56.25 | 5.3 | 39  |  |
| A977 Craigend to Blairingone                         | 8  | 4 | 0 | 1 | 0 | 0 | 2 | 0 | 7  | 570  | 142.5 | 4.9 | 40  |  |
| Forgandenny Rd, Br' Earn, Kilgraston to Pitkeithly   | 9  | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 6  | 900  | 135   | 4.4 | 41= |  |
| B8063 Redgorton crossroads to Kirkhill B9099         | 5  | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 4  | 610  | 91.5  | 4.4 | 41= |  |
| B9097 Drum between A977 and U241 junctions           | 8  | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 5  | 770  | 115.5 | 4.3 | 43  |  |
| A913 Aberargie to Glenfoot                           | 9  | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 5  | 812  | 121.8 | 4.1 | 44  |  |
| A913 Glenfoot to Abernethy                           | 9  | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 5  | 834  | 125.1 | 4.0 | 45= |  |
| Kilgraston Cottages to Heughfield Rd, Bridge of Earn | 9  | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2  | 335  | 50.25 | 4.0 | 45= |  |
| B996 Gairneybridge to Lochran                        | 8  | 3 | 1 | 2 | 1 | 0 | 3 | 0 | 10 | 1260 | 315   | 3.2 | 47  |  |
| Carmichael Cottages to Pitkeithly, Br' Earn          | 9  | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3  | 640  | 96    | 3.1 | 48  |  |
| B996 Milnathort to Arlary                            | 8  | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 3  | 670  | 100.5 | 3.0 | 49= |  |
| B996 Gairneybank to Gairneybridge                    | 8  | 2 | 3 | 2 | 1 | 0 | 3 | 0 | 11 | 1480 | 370   | 3.0 | 49= |  |
| Gallowhill Road, Kinross from M90 to A91 junction    | 8  | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3  | 680  | 102   | 2.9 | 51= |  |
| B996 Lochran to Blairforge                           | 8  | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 9  | 1230 | 307.5 | 2.9 | 51= |  |
| A977 Arndean to Craigend                             | 8  | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 4  | 570  | 142.5 | 2.8 | 53  |  |

|                                                        |   |   |   |   |   |   |   |   |   |      |       |     |     |  |
|--------------------------------------------------------|---|---|---|---|---|---|---|---|---|------|-------|-----|-----|--|
| A913 Abernethy railway bridge to Newburgh              | 9 | 4 | 0 | 2 | 1 | 1 | 1 | 0 | 9 | 2350 | 353   | 2.5 | 54= |  |
| B9099 Stanley to South Kinclaven junction              | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 800  | 120   | 2.5 | 54= |  |
| A94 Coupar Angus to Woodside                           | 2 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 7 | 2080 | 312   | 2.2 | 56= |  |
| A923 Kettins to Hallyburton Estate                     | 3 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 4 | 1220 | 183   | 2.2 | 56= |  |
| B996 Arlary to Mawcarse                                | 8 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 7 | 1350 | 337.5 | 2.1 | 58  |  |
| A91 Mawcarse to Burnside                               | 8 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 9 | 1790 | 447.5 | 2.0 | 59  |  |
| Scone to Old Scone                                     | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 830  | 166   | 1.8 | 60  |  |
| B996 Cuthill Towers to A91 junction                    | 8 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 5 | 1230 | 307.5 | 1.6 | 61= |  |
| A924 Moulin to Kinnaird, Pitlochry                     | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 830  | 124.5 | 1.6 | 61= |  |
| A912 Baiglie Straight, Bridge of Earn                  | 9 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 6 | 2050 | 513   | 1.1 | 63  |  |
| B996 Kinross to Classlochie                            | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1550 | 390   | 0.5 | 64  |  |
| Kinrossie village                                      | 2 | 1 | 3 | 2 | 1 | 1 | 0 | 0 | 8 |      |       |     | 65  |  |
| A911 Scotlandwell to Kinnesswood                       | 8 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 7 |      |       |     | 66= |  |
| B8079 Killiecrankie to Bridge of Tilt                  | 4 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 7 |      |       |     | 66= |  |
| <b>Mary Findlay Drive Phase 4, Longforgan</b>          | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 6 |      |       |     | 68= |  |
| Ardblair Trail Phase 10, Welton Road link, Blairgowrie | 4 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 6 |      |       |     | 68= |  |
| B8019 Holiday Park, Tummel Bridge                      | 4 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 6 |      |       |     | 68= |  |
| B846 Errochty, Tummel Bridge                           | 4 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 6 |      |       |     | 68= |  |
| C451 South Loch Tay Road, Kenmore                      | 4 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 5 |      |       |     | 72= |  |



|                                                                 |    |   |   |   |   |   |   |    |   |  |  |  |     |  |
|-----------------------------------------------------------------|----|---|---|---|---|---|---|----|---|--|--|--|-----|--|
| Naemoor Road,<br>C' of Devon from<br>A977 to<br>Woodlands       | 4  | 0 | 0 | 2 | 1 | 0 | 2 | 0  | 5 |  |  |  | 72= |  |
| Bamff Road,<br>Alyth from<br>Chapel Street to<br>Strathmore Tce | 2  | 0 | 0 | 2 | 1 | 2 | 1 | -1 | 5 |  |  |  | 72= |  |
| Kinrossie to<br>Kirkton of<br>Collace                           | 2  | 0 | 0 | 1 | 2 | 2 | 0 | 0  | 5 |  |  |  | 72= |  |
| Sillerburn Road,<br>Kirkmichael                                 | 3  | 0 | 0 | 2 | 2 | 1 | 0 | 0  | 5 |  |  |  | 72= |  |
| B8079<br>Killiecrankie<br>village                               | 4  | 0 | 0 | 2 | 0 | 2 | 1 | 0  | 5 |  |  |  | 72= |  |
| Dull village to<br>B846 junction                                | 4  | 0 | 0 | 2 | 1 | 1 | 1 | 0  | 5 |  |  |  | 72= |  |
| A923 Kinloch to<br>Hillbarns                                    | 3  | 2 | 0 | 1 | 1 | 0 | 0 | 0  | 4 |  |  |  | 79= |  |
| B9099 Murthly<br>village south to<br>Ardoch                     | 5  | 0 | 0 | 1 | 1 | 0 | 2 | 0  | 4 |  |  |  | 79= |  |
| Perth Road,<br>Birnam                                           | 5  | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 |  |  |  | 79= |  |
| Balmoral Road,<br>Rattray                                       | 3  | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 |  |  |  | 79= |  |
| Cambusburn<br>Road, Guildtown                                   | 2  | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 |  |  |  | 79= |  |
| East Haugh,<br>Pitlochry                                        | 4  | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 |  |  |  | 79= |  |
| B8079 Blair<br>Atholl to Bruar                                  | 4  | 2 | 0 | 1 | 0 | 0 | 1 | 0  | 4 |  |  |  | 79= |  |
| C484 St Madoes<br>to Hawkstane<br>and Cottown                   | 1  | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 |  |  |  | 79= |  |
| B8019 Garry<br>Bridge Road,<br>Tummel Bridge                    | 4  | 0 | 0 | 2 | 0 | 1 | 1 | 0  | 4 |  |  |  | 79= |  |
| Tom-na-Moan<br>Road, Pitlochry                                  | 4  | 0 | 0 | 2 | 1 | 1 | 0 | 0  | 4 |  |  |  | 79= |  |
| Manse Road,<br>Perth                                            | 12 | 0 | 0 | 2 | 1 | 0 | 1 | 0  | 4 |  |  |  | 79= |  |
| Dollerie Terrace,<br>Crieff to<br>Tomaknock                     | 6  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90= |  |
| B952 Meethill<br>Road, Alyth                                    | 2  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90= |  |

|                                                        |    |   |   |   |   |   |   |    |   |  |  |  |      |  |
|--------------------------------------------------------|----|---|---|---|---|---|---|----|---|--|--|--|------|--|
| S Kinclaven Road from B9099 to Taymount Cot'           | 5  | 1 | 0 | 2 | 0 | 0 | 0 | 0  | 3 |  |  |  | 90=  |  |
| Well Brae, Pitlochry                                   | 4  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90=  |  |
| Arthur Street, Blairgowrie                             | 3  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90=  |  |
| Invervar, Glen Lyon, west of Fortingall                | 4  | 0 | 0 | 1 | 1 | 0 | 1 | 0  | 3 |  |  |  | 90=  |  |
| St Martin's Road, Balbeggie                            | 2  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90=  |  |
| C484 Leetown to Chapelhill and Cottown                 | 1  | 0 | 0 | 1 | 1 | 0 | 1 | 0  | 3 |  |  |  | 90=  |  |
| West Huntingtower Road, Perth                          | 11 | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90=  |  |
| Bogside Road, Coupar Angus                             | 2  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90=  |  |
| B8019 Kinloch Rannoch from Buchanan Place to hotel     | 4  | 0 | 0 | 1 | 1 | 1 | 0 | 0  | 3 |  |  |  | 90=  |  |
| B935 Eastfield, Forgandenny                            | 9  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 3 |  |  |  | 90=  |  |
| Strathmore Ave, Coupar Angus to George Street          | 2  | 0 | 0 | 1 | 1 | 1 | 0 | 0  | 3 |  |  |  | 90=  |  |
| A924 Kirkmichael to Strathardle Inn                    | 3  | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 2 |  |  |  | 103= |  |
| A823 Powmill to Hardiggs                               | 8  | 0 | 0 | 1 | 0 | 0 | 1 | 0  | 2 |  |  |  | 103= |  |
| B8019 Queen's View to Allean Forest car park           | 4  | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 2 |  |  |  | 103= |  |
| A911 Auchmuirbridge                                    | 4  | 0 | 0 | 2 | 0 | 0 | 0 | 0  | 2 |  |  |  | 103= |  |
| B947 Essendy Road, Blairgowrie to A93 junction         | 3  | 0 | 0 | 1 | 0 | 0 | 1 | 0  | 2 |  |  |  | 103= |  |
| B847 Pitagowan to Calvine                              | 4  | 0 | 0 | 1 | 0 | 0 | 1 | 0  | 2 |  |  |  | 103= |  |
| A827 Grandtully to Pitnacree Bridge                    | 4  | 0 | 0 | 1 | 1 | 0 | 0 | 0  | 2 |  |  |  | 103= |  |
| <b>Pittenzie Road, Crieff south of Kincardine Road</b> | 6  | 0 | 0 | 1 | 1 | 0 | 0 | -1 | 1 |  |  |  | 110  |  |

# **PERTH AND KINROSS COUNCIL**

## **Environment and Infrastructure Committee**

**5 September 2018**

### **ACTIVE TRAVEL STRATEGY - RE-DETERMINATION OF ELM DRIVE, BLAIRGOWRIE – FOOTWAYS FOR SHARED USE (WARD 3)**

**Report by Executive Director (Housing & Environment) (Report No. 18/274)**

This report seeks approval to commence the legal process to propose to re-determine the footway at Elm Drive, Blairgowrie (Ward 3) to shared use for pedestrians and cyclists.

## **1. BACKGROUND**

- 1.1 Over a number of years, the Council has developed a network of cycle routes in and around Blairgowrie known locally at Ardblair Trail. By expanding the Ardblair Trail network, the Council is developing sustainable transport links to the Blairgowrie Community Campus and Blairgowrie High School and will be further progressed over the coming years. Some of this work has included the upgrading and widening of a number of existing paths.
- 1.2 In some places, where this work has been undertaken, the footways have required to be re-determined for shared use by pedestrians and cyclists. This has required the promotion of a Redetermination Order.
- 1.3 Perth & Kinross Council have developed an Active Travel Strategy and the proposal detailed in this report will contribute to achieving the various aims identified in the strategy. Active travel can have a significant impact on the lives of local residents for public health, as well as reducing the impact of motorised travel methods on the road infrastructure.

## **2. PROPOSALS**

- 2.1 It is proposed that the following footways at Elm Drive are re-determined as shared use for pedestrians and cyclists. This footway can only be re-determined if it is widened as it is currently only 2m wide and the minimum width for a shared use footway is 2.5m (or 3m for a segregated shared use footway):

| LOCATION               | DESCRIPTION                                                                                                                                                      |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Elm Drive, Blairgowrie | Footway on the south side of Elm Drive from the junction with Walnut Grove southwestwards to the junction with Willow Place, a distance of 63 metres or thereby. |
| Elm Drive, Blairgowrie | Footway on the south side of Elm Drive from the junction with Willow Place southwestwards to the junction with Maple Place, a distance of 115 metres or thereby. |
| Elm Drive, Blairgowrie | Footway on the southeast side of Elm Drive from the junction with Maple Place southwestwards for a distance of 202 metres or thereby.                            |

- 2.2 It is proposed to include the sections of footways listed in the above table in the Redetermination Order to allow for shared use, as shown in Appendix 1. This would then tie into the existing shared use network, including the Ardblair Trail.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 The report outlines the background to the introduction of shared use footways for pedestrians and cyclists. It also proposes that part of the footways at Elm Drive, Blairgowrie are re-determined for this purpose.
- 3.2 Approval will allow a start to be made to the formal procedure to create the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a Draft TRO and advertising in the press. This will provide an opportunity for additional comment to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approves the legal process for the promotion of a Redetermination Order under Section 152(2) of the Roads (Scotland) Act 1984 to allow the footways identified in Appendix 1 to be converted to shared use for pedestrians and cyclists.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>   |
|----------------|-----------------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 1 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

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

## Corporate Plan

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

## **2. Resource Implications**

### Financial

#### Capital

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

#### Revenue

- 2.2. There will be costs for advertising the necessary Order in the press. It is proposed that one Order be promoted to cover the listed locations. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2018/19.
- 2.3 The estimated costs of £1,000 for all new posts and signs will be met from the Road Safety and Design budget in 2018/19.

#### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

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

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

#### Strategic Environmental Assessment

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

#### Sustainability

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

#### Legal and Governance

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

#### Risk

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

### **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, local elected members and Community Councils have also been consulted.



## **5. Communication**

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

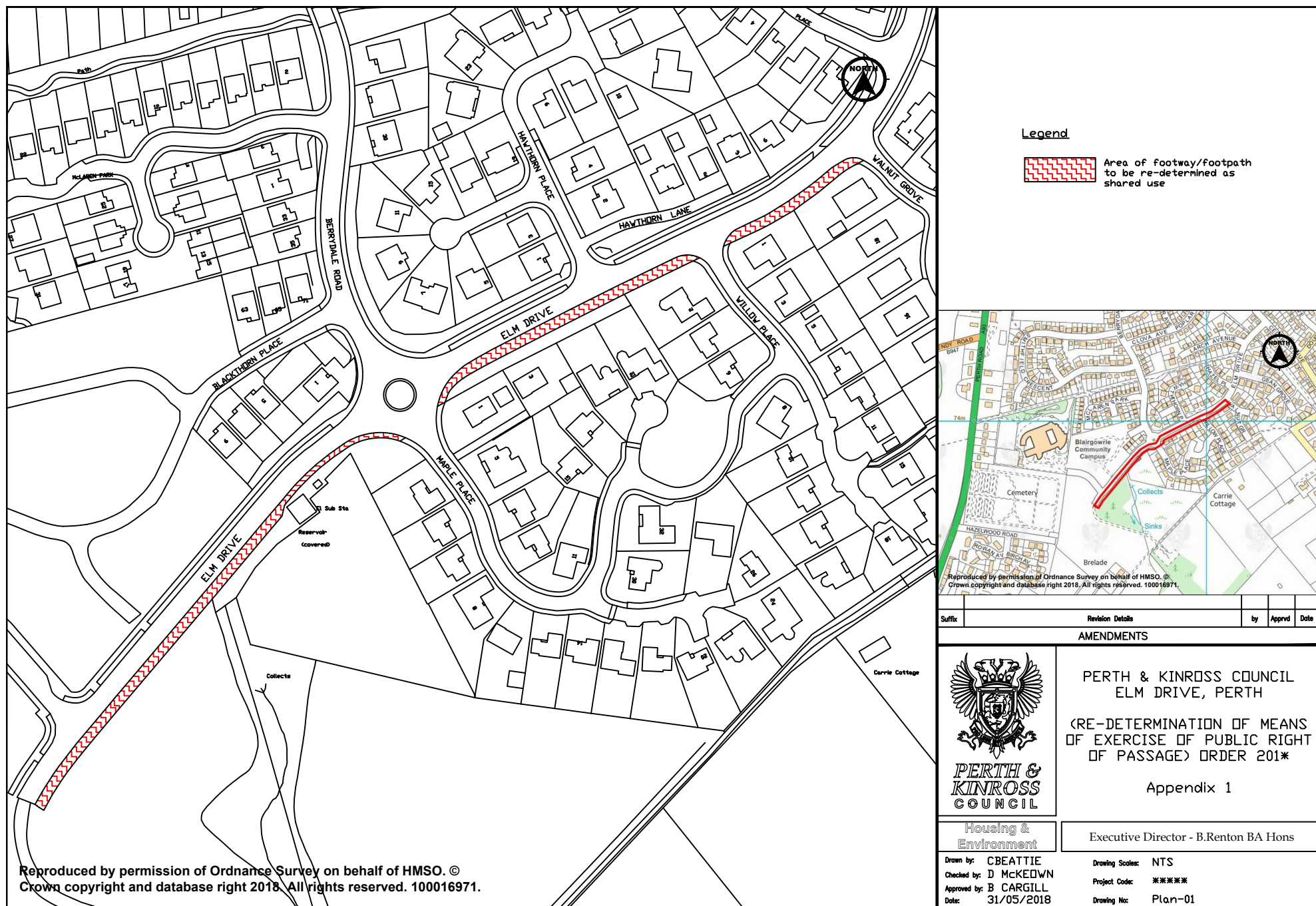
## **2. BACKGROUND PAPERS**

- 2.1 None.

## **3. APPENDICES**

- 3.1 The proposal is shown at Appendix 1.







**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**5 September 2018**

**PROPOSED VARIATION TO WAITING RESTRICTIONS, MONCUR ROAD AND  
MAIN ROAD, INCHTURE  
(WARD 1)**

**Report by Executive Director (Housing & Environment) (Report No. 18/275)**

This report outlines the problems experienced by residents in Moncur Road and Main Road, Inchture due to indiscriminate parking. The report recommends the creation of an Inchture Traffic Management Order to introduce waiting restrictions on Moncur Road and Main Road, Inchture (Ward 1).

**1. BACKGROUND**

- 1.1 Moncur Road, Inchture connects the new housing development to the centre of Inchture past the primary school and also provides the access to Moncur Farm. As a result, it is a road with a mixture of passenger vehicles and large commercial vehicles.
- 1.2 Concerns have been raised from a local elected member and representatives of Inchture Primary School regarding vehicles parking on, or in close proximity to, the junction of Moncur Road with Main Road. Parked vehicles at this location are creating road safety issues for both road users and pedestrians. Due to these concerns, the local community have requested the introduction of waiting restrictions to alleviate indiscriminate parking.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to create an Inchture Traffic Management Order to introduce No Waiting at Any Time waiting restrictions on Moncur Road and Main Road.
- 1.4 Consultation was carried out with the local elected members, Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from a local elected member and representatives of Inchture Primary School, it is now proposed to introduce No Waiting at Any Time restrictions on Moncur Road and Main Road, Inchture.
- 2.2 The proposals are shown on the plans at Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 This report details the location where it is proposed to introduce No Waiting at Any Time restrictions.

- 3.2 Approval will allow a start to be made to the formal procedure to create a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the creation of the TRO to introduce No Waiting at Any Time waiting restrictions on Moncur Road and Main Road, as described.

#### Author

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

#### Approved

| Name           | Designation                                   | Date          |
|----------------|-----------------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 1 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

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

## Corporate Plan

- 1.3 The Council's Corporate Plan 2018-2022 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Capital

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

### Revenue

- 2.2 There will be costs for advertising the necessary Order in the press and providing the road markings. The indicative cost of advertising an Order is £150 and will be met from the Traffic & Road Network Revenue Account in 2018/19.
- 2.3 The estimated cost of £500 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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



### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and Community Council have also been consulted and support the proposal.

## **5. Communication**

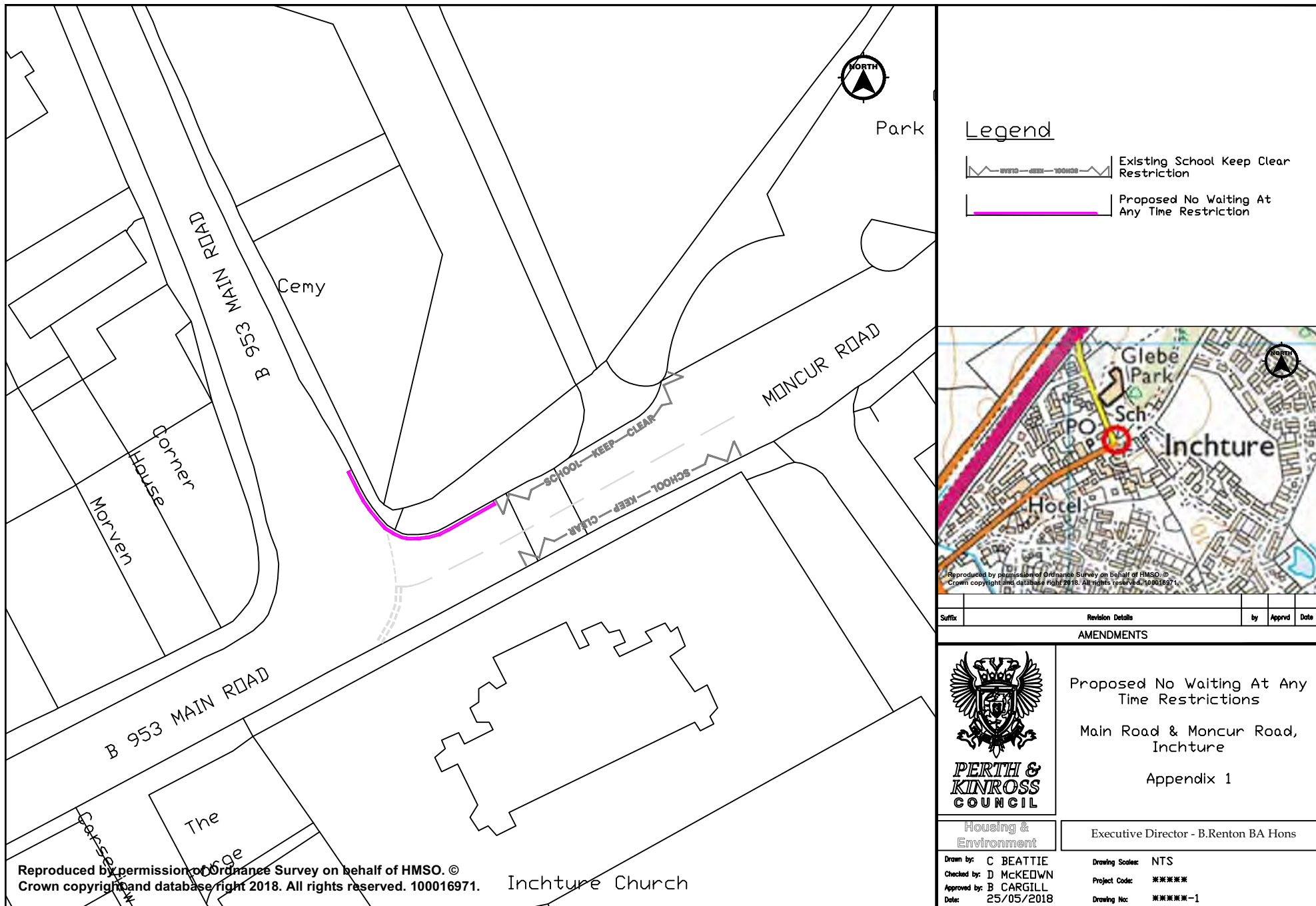
- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

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



## **3. APPENDICES**

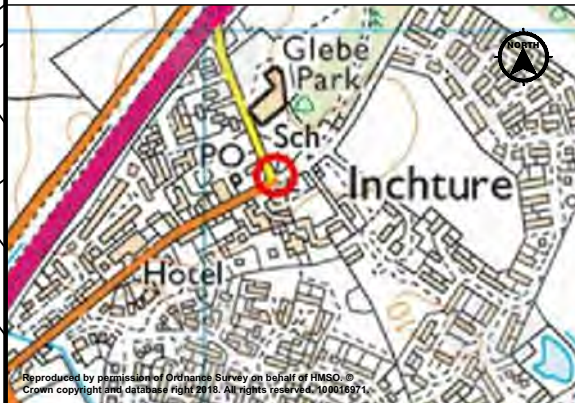
- 3.1 The proposal is shown in Appendix 1.



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### Legend

-  Existing School Keep Clear Restriction
-  Proposed No Waiting At Any Time Restriction



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| Suffix | Revision Details | by | Approved | Date |
|--------|------------------|----|----------|------|
|--------|------------------|----|----------|------|

### AMENDMENTS



Proposed No Waiting At Any  
Time Restrictions  
  
Main Road & Moncur Road,  
Inchtute  
  
Appendix 1

Housing &  
Environment

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEDOWN  
Approved by: B CARGILL  
Date: 25/05/2018

Drawing Scale: NTS  
Project Code: \*\*\*\*\*  
Drawing No: \*\*\*\*\*-1



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**5 September 2018**

**PROPOSED 30MPH SPEED LIMIT AT HUNTINGTOWER ROAD (U44),  
RUTHVENFIELD (WARD 5)**

**Report by Executive Director (Housing & Environment) (Report No. 18/276)**

This report details a proposal to extend the 30mph speed limit at Huntingtower Road (U44), Ruthvenfield (Ward 5). The report recommends the start of varying the Traffic Regulation Order for the 30mph Speed Limit.

**1. BACKGROUND**

**30mph at Huntingtower Road (U44), Ruthvenfield**

- 1.1 Road safety concerns have been raised by representatives of Ruthvenfield Primary School.
- 1.2 As a result of these concerns, it is now proposed to extend the 30mph speed limit at Huntingtower Road (U44), Ruthvenfield.
- 1.3 Consultation was carried out with Ruthvenfield Primary School, local elected members, Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to extend the 30mph speed limit at Huntingtower Road (U44), Ruthvenfield. The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 This report details the location where it is proposed to extend the 30mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. It will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the promotion of a variation to the relevant TRO to allow the start of the process towards the extension of the 30mph speed limit.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>  |
|----------------|-----------------------------------------------|--------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 24 July 2017 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

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

## Corporate Plan

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

## **2. Resource Implications**

### Capital

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

### Revenue

- 2.2 There will be costs involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met from the Traffic & Road Network Revenue Budget in 2018/19.
- 2.3 The estimated costs of £2,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2018/19.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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



### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and the Community Council for the area have been consulted and support the proposals.

## **5. Communication**

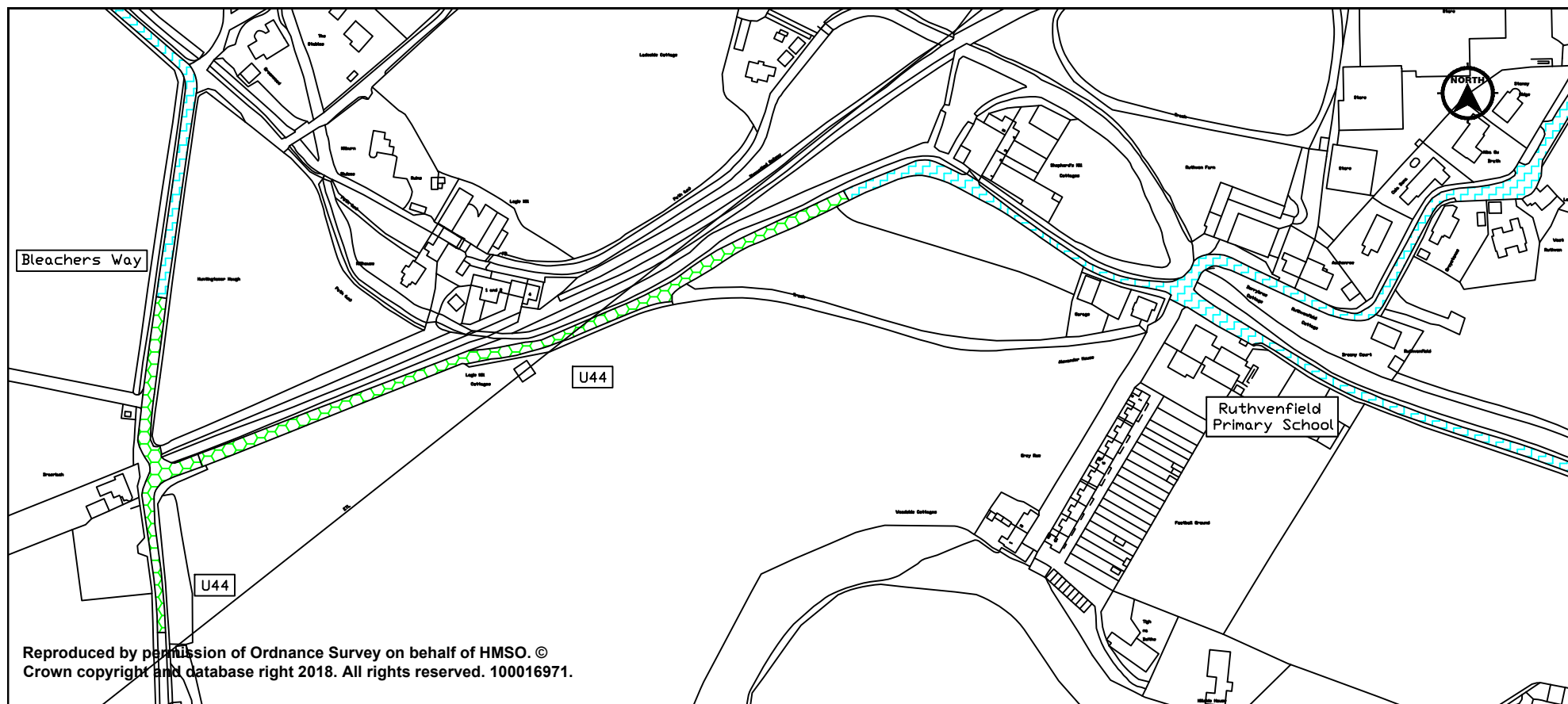
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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

## **2. BACKGROUND PAPERS**


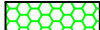
No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

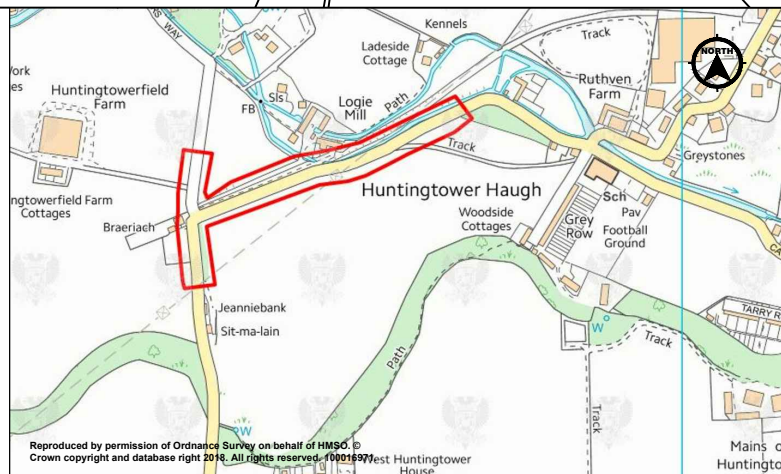
## **3. APPENDICES**


3.1 The proposals are as shown in Appendix 1.



## KEY:

-  Existing 30mph Speed Limit
-  Proposed 30mph Speed Limit



|                                                                                                                                                      |                  |                                                                                |          |        |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------|----------|--------|------|
| Suffix                                                                                                                                               | Revision Details |                                                                                | by       | Appr'd | Date |
| AMENDMENTS                                                                                                                                           |                  |                                                                                |          |        |      |
| <br><b>PERTH &amp; KINROSS COUNCIL</b><br>Housing & Environment |                  | Proposed Extension of 30mph Speed Limit<br>U44 Huntingtower Road<br>Appendix 1 |          |        |      |
|                                                                                                                                                      |                  | Executive Director - B.Renton BA Hons                                          |          |        |      |
| Drawn by:                                                                                                                                            | C BEATTIE        | Drawing Scale:                                                                 | NTS      |        |      |
| Checked by:                                                                                                                                          | D MCKEOWN        | Project Code:                                                                  | 46275    |        |      |
| Approved by:                                                                                                                                         | B CARGILL        | Drawing No:                                                                    | 46275-01 |        |      |
| Date:                                                                                                                                                | 19/06/2018       |                                                                                |          |        |      |



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**5 September 2018**

**PROPOSED 40MPH SPEED LIMIT AT GLENALMOND (C409) (WARD 9)**

**Report by Executive Director (Housing & Environment) (Report No. 18/277)**

This report details a proposal to extend the 40mph speed limit at Glenalmond (C409) (Ward 9). The report recommends the start of varying the Traffic Regulation Order for the 40mph Speed Limit.

**1. BACKGROUND**

**40mph at Glenalmond (C409)**

- 1.1 Road safety concerns have been raised by representatives of Glenalmond College.
- 1.2 As a result of these concerns, it is now proposed to extend the 40mph speed limit at Glenalmond (C409) both to the East and West of the current extents.
- 1.3 Consultation was carried out with the residents, local elected members, Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to extend the 40mph speed limit at Glenalmond (C409). The route has been identified and shown in Appendix 1 and 2.

**3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 This report details the locations where it is proposed to extend the 40mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. It will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the promotion of a variation to the relevant TRO to allow the start of the process towards the introduction of a 40mph speed limit.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>   |
|----------------|-----------------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 1 August 2018 |

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All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

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

## Corporate Plan

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

## **2. Resource Implications**

### Capital

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

### Revenue

- 2.2 There will be costs involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met from the Traffic & Road Network Revenue Budget in 2018/19.
- 2.3 The estimated costs of £1,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2018/19.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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



### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and the Community Council for the area have been consulted and support the proposals.

## **5. Communication**

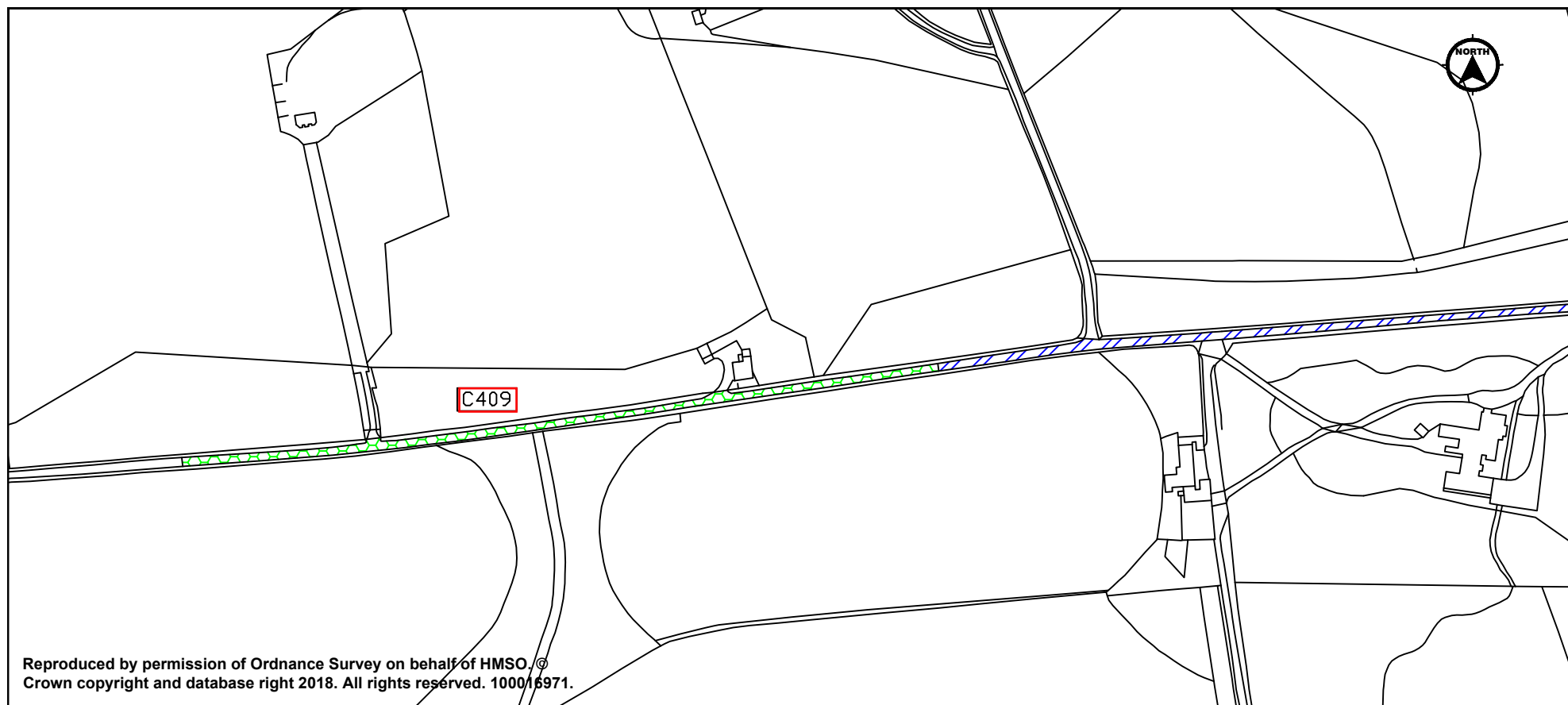
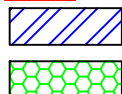
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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

## **2. BACKGROUND PAPERS**

- 2.1 No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

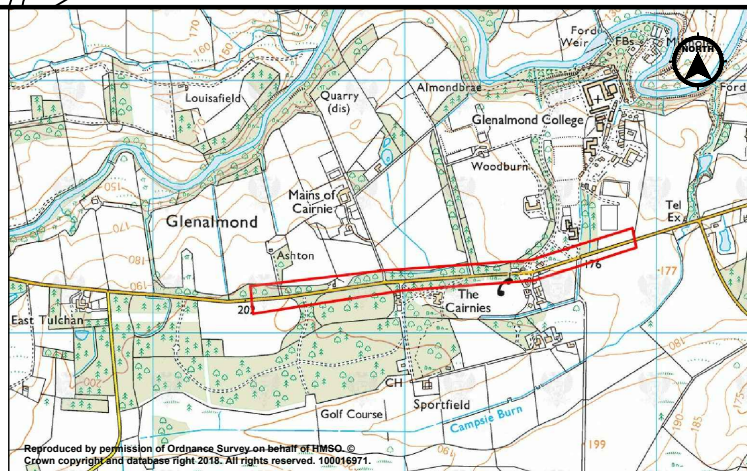
## **3 APPENDICES**


- 3.1 The proposals are as shown in Appendix 1 & 2.

**KEY:**

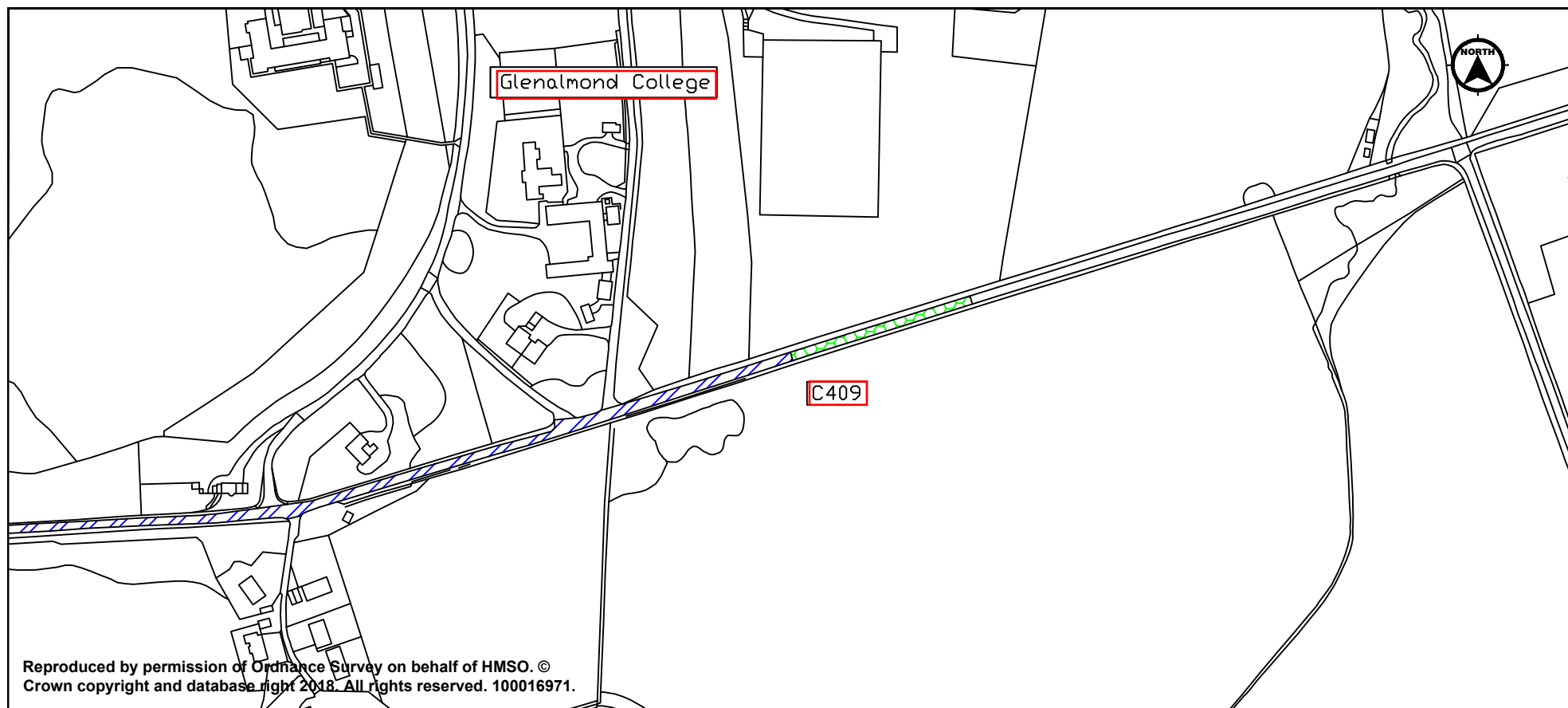
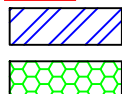
Existing 40mph Speed Limit

Proposed 40mph Speed Limit



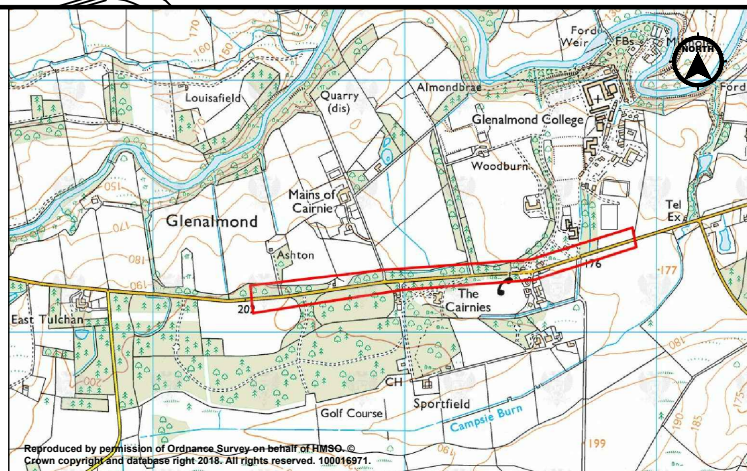
|                                                                                                                                                                  |                  |                 |          |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------|----------|------|
| Suffix:                                                                                                                                                          | Revision Details | by              | Approved | Date |
| AMENDMENTS                                                                                                                                                       |                  |                 |          |      |
|  <p><b>PERTH &amp; KINROSS COUNCIL</b></p> <p>Housing &amp; Environment</p> |                  |                 |          |      |
| <p>Proposed Extension of 40mph Speed Limit</p> <p>C409 Glenalmond - West</p> <p>Appendix 1</p>                                                                   |                  |                 |          |      |
| Executive Director - B.Renton BA Hons                                                                                                                            |                  |                 |          |      |
| Drawn by:                                                                                                                                                        | C BEATTIE        | Drawing Scales: | NTS      |      |
| Checked by:                                                                                                                                                      | D MCKEOWN        | Project Code:   | 46281    |      |
| Approved by:                                                                                                                                                     | B LARGILL        | Drawing No:     | 46281-01 |      |
| Date:                                                                                                                                                            | 22/05/2018       |                 |          |      |





**KEY:**


Existing 40mph Speed Limit

Proposed 40mph Speed Limit



|                                                                                                                                                                                |                  |                                       |          |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------------------|----------|------|
| Suffix:                                                                                                                                                                        | Revision Details | by                                    | Approved | Date |
| AMENDMENTS                                                                                                                                                                     |                  |                                       |          |      |
|  <p>Proposed Extension of 40mph Speed Limit<br/>C409 Glenalmond - East<br/>Appendix 2</p> |                  |                                       |          |      |
| Housing & Environment                                                                                                                                                          |                  | Executive Director - B.Renton BA Hons |          |      |
| Drawn by:                                                                                                                                                                      | C BEATTIE        | Drawing Scale:                        | NTS      |      |
| Checked by:                                                                                                                                                                    | D MCKEOWN        | Project Code:                         | 46281    |      |
| Approved by:                                                                                                                                                                   | B CARGILL        | Drawing No:                           | 46281-01 |      |
| Date:                                                                                                                                                                          | 22/05/2018       |                                       |          |      |



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**5 September 2018**

**PROPOSED 40MPH SPEED LIMIT AT TIBBERMORE (C410 & U47) (WARD 9)**

**Report by Executive Director (Housing & Environment)**

This report details a proposal to introduce a 40mph speed limit at Tibbermore (C410 & U47) (Ward 9). The report recommends the start of varying the Traffic Regulation Order for the 40mph Speed Limit.

**1. BACKGROUND**

**40mph at Tibbermore (C410 & U47)**

- 1.1 Road safety concerns have been raised by local elected members.
- 1.2 As a result of these concerns, it is now proposed to introduce a 40mph speed limit at Tibbermore (C410 & U47).
- 1.3 Consultation was carried out with the residents, local elected members, Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to introduce a 40mph speed limit at Tibbermore (C410 & U47). The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 This report details the location where it is proposed to introduce a 40mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. It will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the promotion of a variation to the relevant TRO to allow the start of the process towards the introduction of a 40mph speed limit.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>   |
|----------------|-----------------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 1 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

## Corporate Plan

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

## **2. Resource Implications**

### Capital

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

### Revenue

- 2.2 There will be costs involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met from the Traffic & Road Network Revenue Budget in 2018/19.
- 2.3 The estimated costs of £2,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2018/19.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and the Community Council for the area have been consulted and support the proposals.

## **5. Communication**

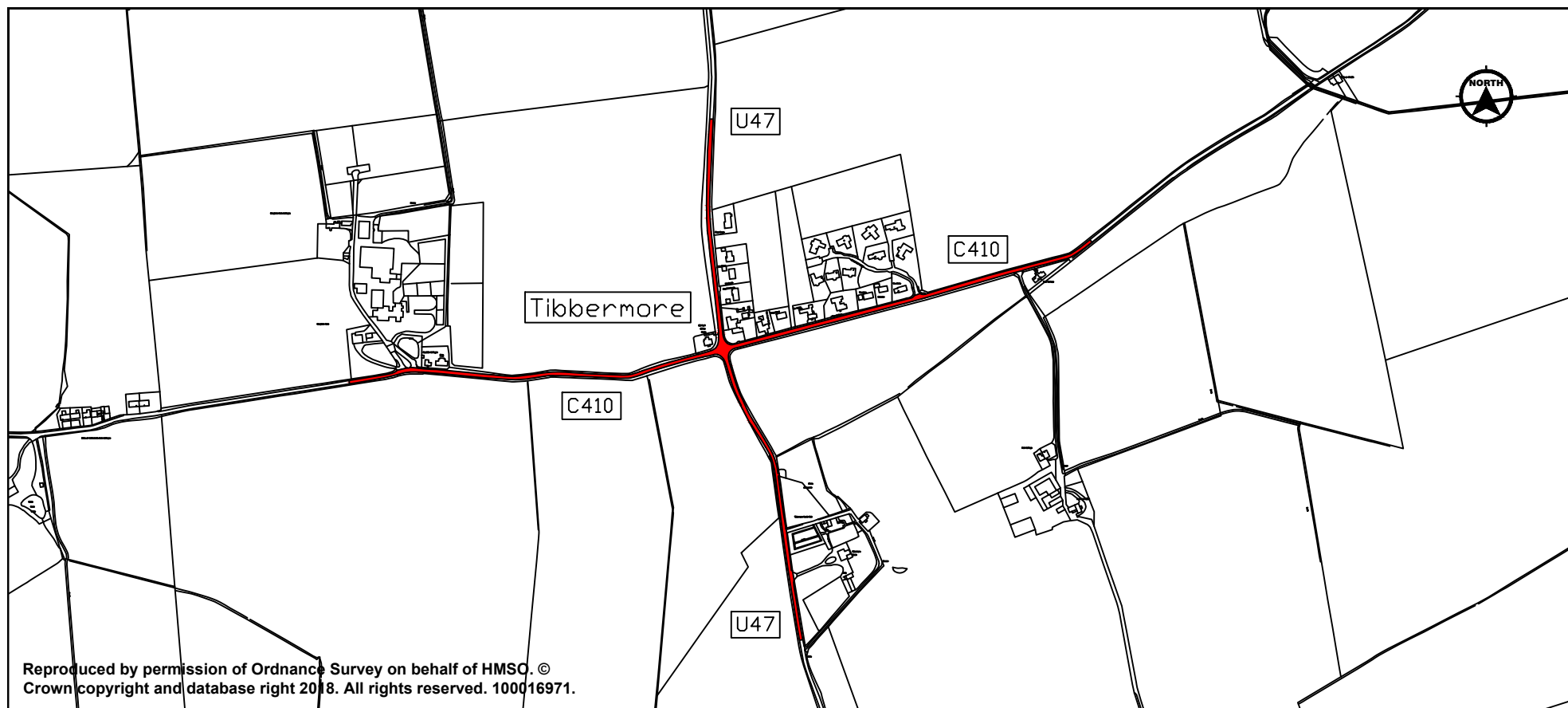
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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

## **2. BACKGROUND PAPERS**

- 2.1 No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

## **3 APPENDICES**

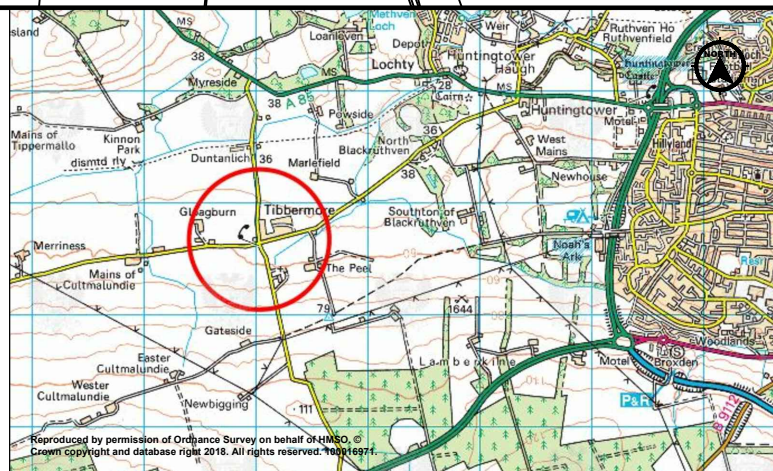
- 3.1 The proposals are as shown in Appendix 1.




KEY:



Proposed 40mph Speed Limit



|                                                                                                                                                                                          |                      |                                       |        |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------------------------|--------|------|
| Suffix                                                                                                                                                                                   | Revision Details     | by                                    | Appr'd | Date |
| AMENDMENTS                                                                                                                                                                               |                      |                                       |        |      |
|  <p>Proposed Introduction of<br/>40mph Speed Limit<br/>C410 &amp; U47 Tibbermore<br/>Appendix 1</p> |                      |                                       |        |      |
| Housing & Environment                                                                                                                                                                    |                      | Executive Director - B.Renton BA Hons |        |      |
| Drawn by: C BEATTIE                                                                                                                                                                      | Drawing Scale: NTS   |                                       |        |      |
| Checked by: D MCKEDOWN                                                                                                                                                                   | Project Code: 46280  |                                       |        |      |
| Approved by: B CARGILL                                                                                                                                                                   | Drawing No: 46280-01 |                                       |        |      |
| Date: 22/05/2018                                                                                                                                                                         |                      |                                       |        |      |



**PERTH AND KINROSS COUNCIL**

**Enterprise and Infrastructure Committee**

**5 September 2018**

**PROPOSED ADDITIONAL GREEN ROUTES MUTHILL (WARD 7),  
LONGFORGAN (WARD 1), NEW ALYTH (WARD 2), BLAIRGOWRIE (WARD 3),  
ABERARGIE (WARD 9)**

**Report by Executive Director (Housing & Environment) (18/279)**

This report outlines the success of previously introduced Green Routes in promoting these roads for use by more sustainable but vulnerable transport modes. It also recommends that an additional five routes (Muthill, Longforgan, New Alyth, Blairgowrie, Aberargie) be promoted as Green Routes.

**1. BACKGROUND**

**Green Routes**

- 1.1 The objective of the provision of Green Routes is to improve conditions for cyclists, walkers and equestrians within the area. A report to the Enterprise & Infrastructure Committee in January 2013 (Report No 13/43 refers) gave approval for the provision of a pilot project in and around the Balado/Crook of Devon, Loch Earn and Kingoodie areas. This pilot project was successful and subsequent reports have been tabled at the following Committees for further implementation of additional routes:
- Enterprise & Infrastructure Committee on 3 September 2014 (Report No 14/373 refers)
  - Enterprise & Infrastructure Committee on 11 November 2015 (Report No 15/527 refers)
  - Enterprise & Infrastructure Committee 9 November 2016 (Report No 16/496 refers)
  - Environment, Enterprise & Infrastructure Committee 14 June 2017 (Report No 17/210 refers)
- 1.2 A list of the sites where Green Routes have been established in the Perth and Kinross area is provided in Appendix 1.
- 1.3 It is important to ensure that the routes chosen to have reduced speed limits are self-enforcing. The routes must be narrow lanes, and, on average, no more than 4m wide. It is considered very unlikely that the provision of a reduced speed limit on a route that is wider than 4m will have the desired effect. In addition, it will not reduce vehicle speeds to a satisfactory level to allow the route to be promoted and used by cyclists, walkers and equestrian riders.

## 2. PROPOSALS

- 2.1 Discussions with elected members, local communities and cycling groups indicate that the Green Routes have proved very popular with road users. As a result, it is now proposed to continue the provision of similar measures in other areas of Perth and Kinross.
- 2.2 It is proposed to introduce new sections of Green Routes to expand on existing networks at Muthill, Longforgan, New Aylth, Blairgowrie and Aberargie. These routes have been identified and are shown in Appendices 2, 3, 4, 5 and 6.
- 2.3 The proposed routes have been assessed and vehicle speeds recorded. Each of the routes is currently subject to the national speed limit, although the traffic survey data reveals that average speeds are well below this. It is, therefore, proposed that the routes will be subject to 40mph speed limits and the changes to the relevant Traffic Regulation Orders progressed.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 The Committee has previously agreed to make a number of roads into Green Routes to improve conditions for cyclists, walkers and equestrians. If objections are raised, these will be reported back to Committee, with appropriate recommendations. The changes to the relevant Traffic Regulation Orders to amend the speed limits will be progressed in 2018/19.
- 3.2 It is recommended that the Committee approves:
- (i) that the proposed routes in Appendices 2 to 6 are taken forward as an addition to the Green Routes projects, to be implemented in financial year 2018/19.
  - (ii) the start of the legal process to promote the relevant Traffic Regulation Orders to vary the speed limits as detailed in the Appendices.

### Author

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

### Approved

| Name           | Designation                                   | Date          |
|----------------|-----------------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 1 August 2018 |



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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

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

## Corporate Plan

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

## **2. Resource Implications**

### Financial

#### Capital

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

#### Revenue

- 2.2. There will be costs for advertising the necessary Order in the press. It is proposed that an Order be promoted to cover the listed location. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2018/19.
- 2.3 There will also be costs for the signage required. This has been estimated at £16,000 and will be met from the Traffic Regulation Orders Works in 2018/19.

#### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

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

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

#### Strategic Environmental Assessment

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

#### Sustainability

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

#### Legal and Governance

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

#### Risk

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

### **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the Elected Members and Community Councils have also been consulted and support the proposals.

## **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:
- Enterprise & Infrastructure Committee January 2013 (Report 13/43 refers)
  - Enterprise & Infrastructure Committee September 2014 (Report 14/373 refers)
  - Enterprise & Infrastructure Committee November 2015 (Report 15/527 refers)
  - Enterprise & Infrastructure Committee November 2016 (Report 16/496 refers)
  - Environment, Enterprise & Infrastructure Committee Jun2 2017 (Report 17/210 refers).

## **3. APPENDICES**

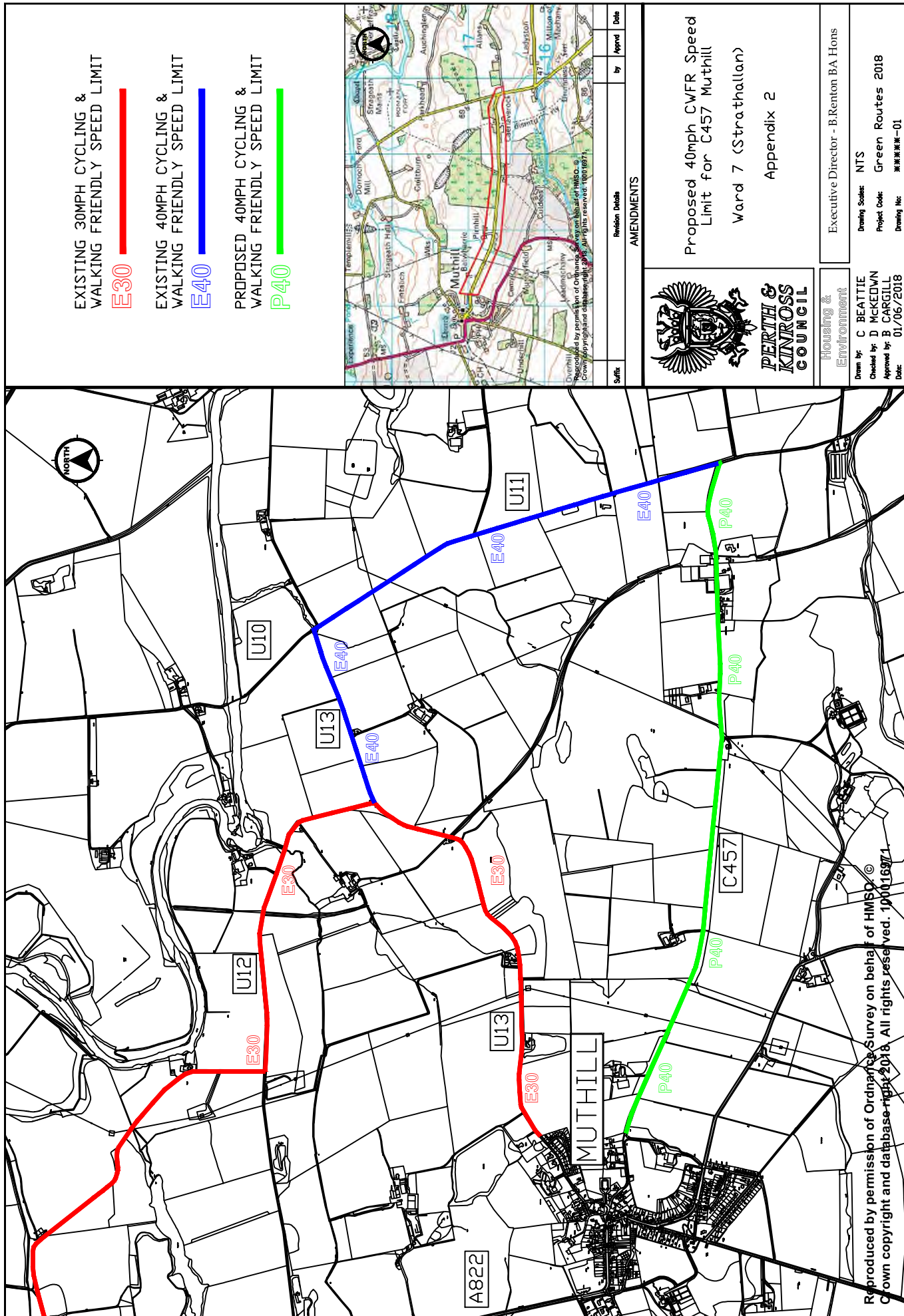
- 3.1 Appendix 1 – Green Routes – list of routes
- 3.2 Appendix 2, 3, 4, 5 and 6 – proposals for new Green Routes



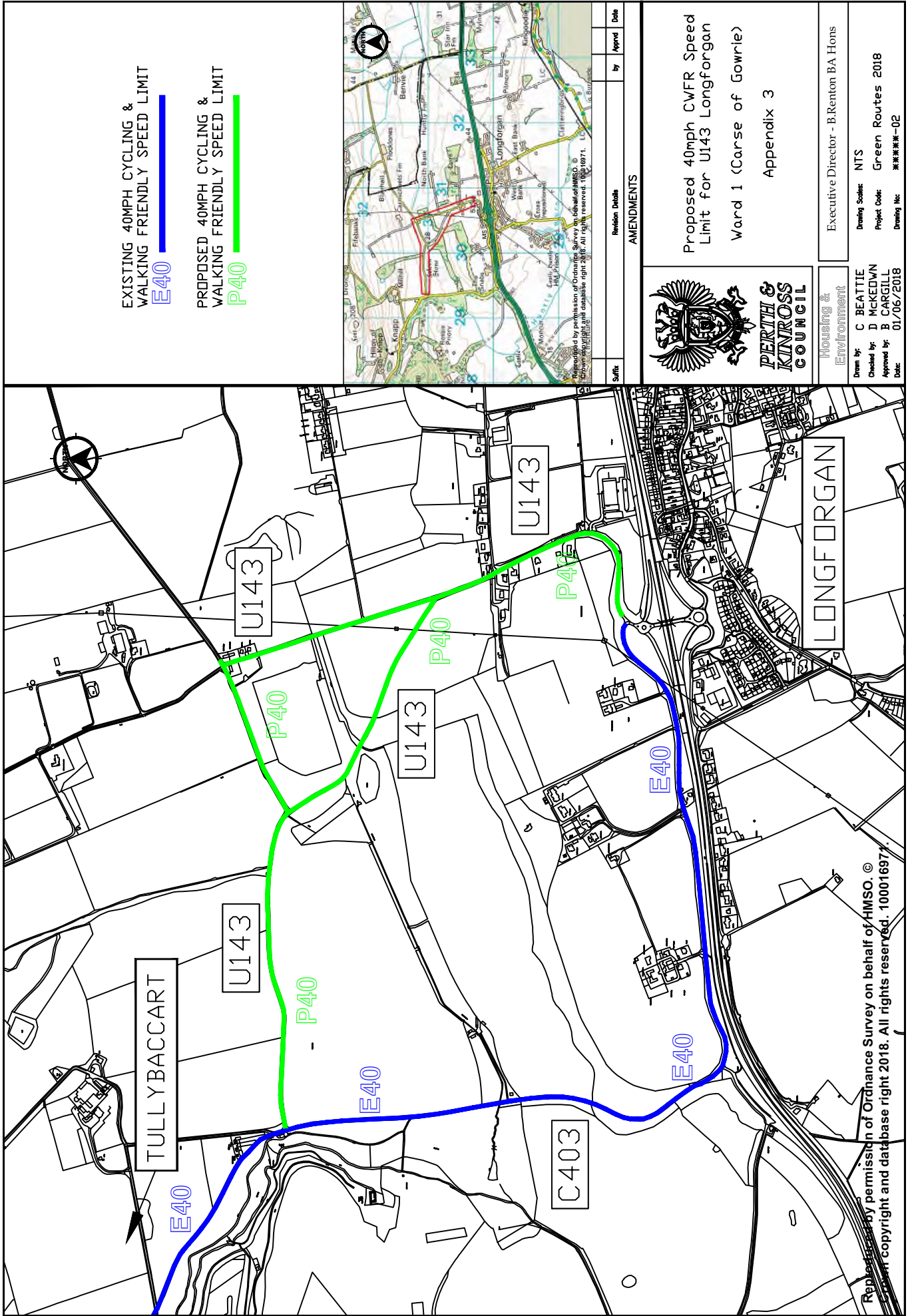
| Ref. No. | Route/Location                                                                                                                                        | Approved by E&I Committee |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| 1        | U246 Middle Balado (old A977)                                                                                                                         | 30 January 2013           |
| 2        | C494 between B9097 and A977 Balado                                                                                                                    | 30 January 2013           |
| 3        | C494 between Powmill and B9097                                                                                                                        | 30 January 2013           |
| 4        | U241 between A977 Drum and B9097                                                                                                                      | 30 January 2013           |
| 5        | U222 between U238 and A977 at Drum                                                                                                                    | 30 January 2013           |
| 6        | U238 between Crook of Devon and U222                                                                                                                  | 30 January 2013           |
| 7        | U237 between A823 and Crook of Devon                                                                                                                  | 30 January 2013           |
| 8        | A823 spur between A823 and A977                                                                                                                       | 30 January 2013           |
| 9        | U215/U216 between Blairingone, Vicar's Bridge and A977                                                                                                | 30 January 2013           |
| 10       | U213 between Blairingone and Easter Muirhead                                                                                                          | 30 January 2013           |
| 11       | U213 between Easter Muirhead and Tethyknowe                                                                                                           | 30 January 2013           |
| 12       | C470 South Lochearnhead Road                                                                                                                          | 30 January 2013           |
| 13       | C484 Templehall to Kingoodie                                                                                                                          | 30 January 2013           |
| 14       | C401 Glendoick to Inchtute                                                                                                                            | 3 September 2014          |
| 15       | Kinnaird Village                                                                                                                                      | 3 September 2014          |
| 16       | C403 Invergowrie towards Tullybaccart                                                                                                                 | 3 September 2014          |
| 17       | U142 Kinnaird to Abernyte, U142 Abernyte to the C405                                                                                                  | 3 September 2014          |
| 18       | C405 from its junction with the U142 to its junction with the U344                                                                                    | 3 September 2014          |
| 19       | U344 to Coupar Angus including the U137 and the C433. C16 through Kettins                                                                             | 3 September 2014          |
| 20       | C19 from its junction with the A94 at Coupar Angus to the Angus Council boundary via Keillor. C18 from its junction with the C16 to Meigle via Ardler | 3 September 2014          |
| 21       | C423 from its junction with the A94 towards New Alyth                                                                                                 | 3 September 2014          |
| 22       | C451/C107 at Kenmore along the South Loch Tay Road                                                                                                    | 11 November 2015          |
| 23       | C484 from Kingoodie to the level crossing at Templehall.                                                                                              | 11 November 2015          |
| 24       | U143 between Longforgan and the C484.                                                                                                                 | 11 November 2015          |
| 25       | U145 between Longforgan and the C484.                                                                                                                 | 11 November 2015          |
| 26       | U243 Dryside Road                                                                                                                                     | 11 November 2015          |
| 27       | U11/U13 at Muthill                                                                                                                                    | 9 November 2016           |
| 28       | C493/U212 at Cleish                                                                                                                                   | 9 November 2016           |
| 29       | C416/U57/U58/U60 Bridge of Earn to Glenfarg                                                                                                           | 14 June 2017              |
| 30       | C414/C420/C499/U66/U228 Glenfarg to Milnathort                                                                                                        | 14 June 2017              |
| 31       | C446 Alyth to Blairgowrie                                                                                                                             | 14 June 2017              |
| 32       | Kirkton Road/Old Mill Road/U104 Strathmore Cycle Network                                                                                              | 14 June 2017              |



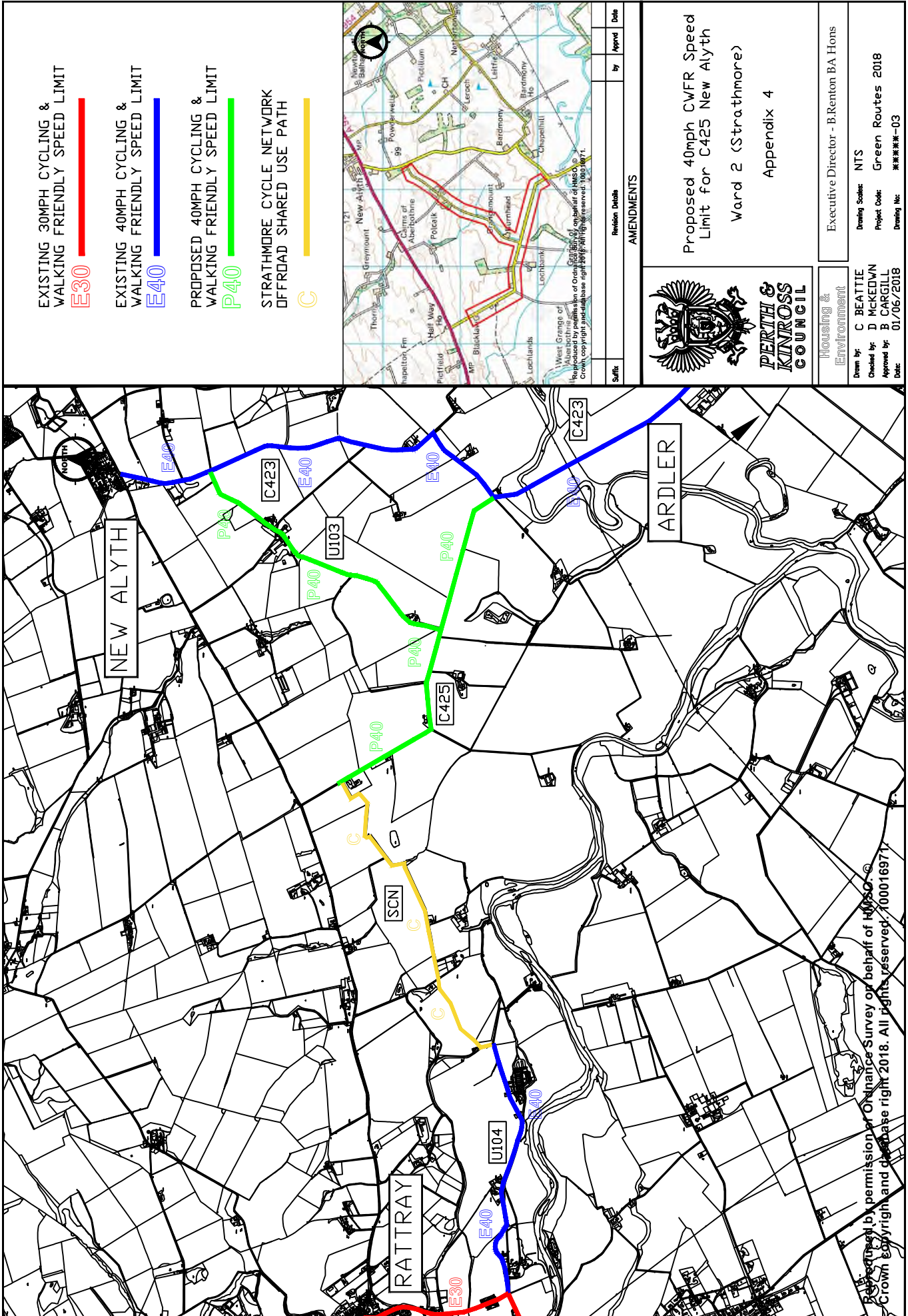






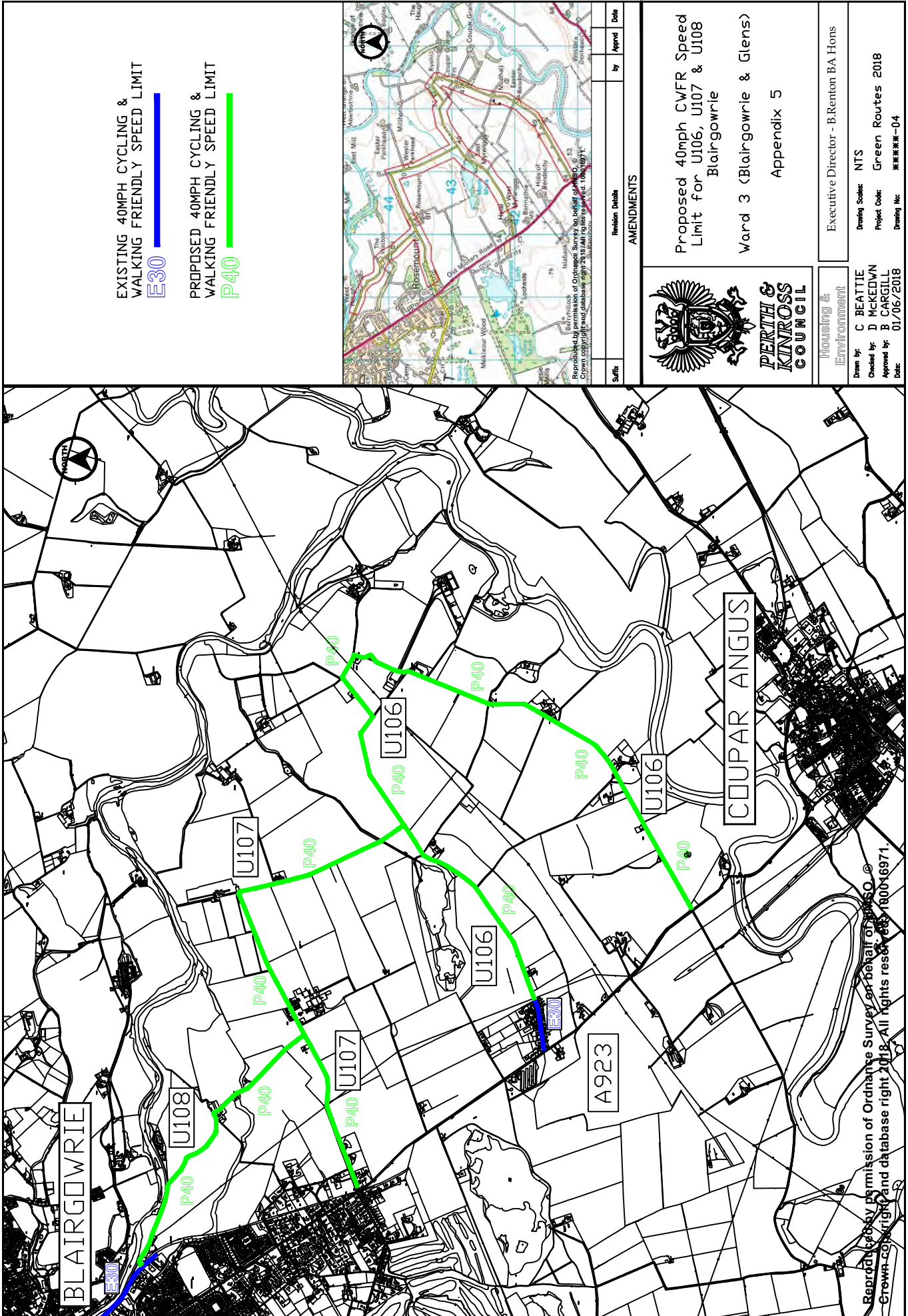






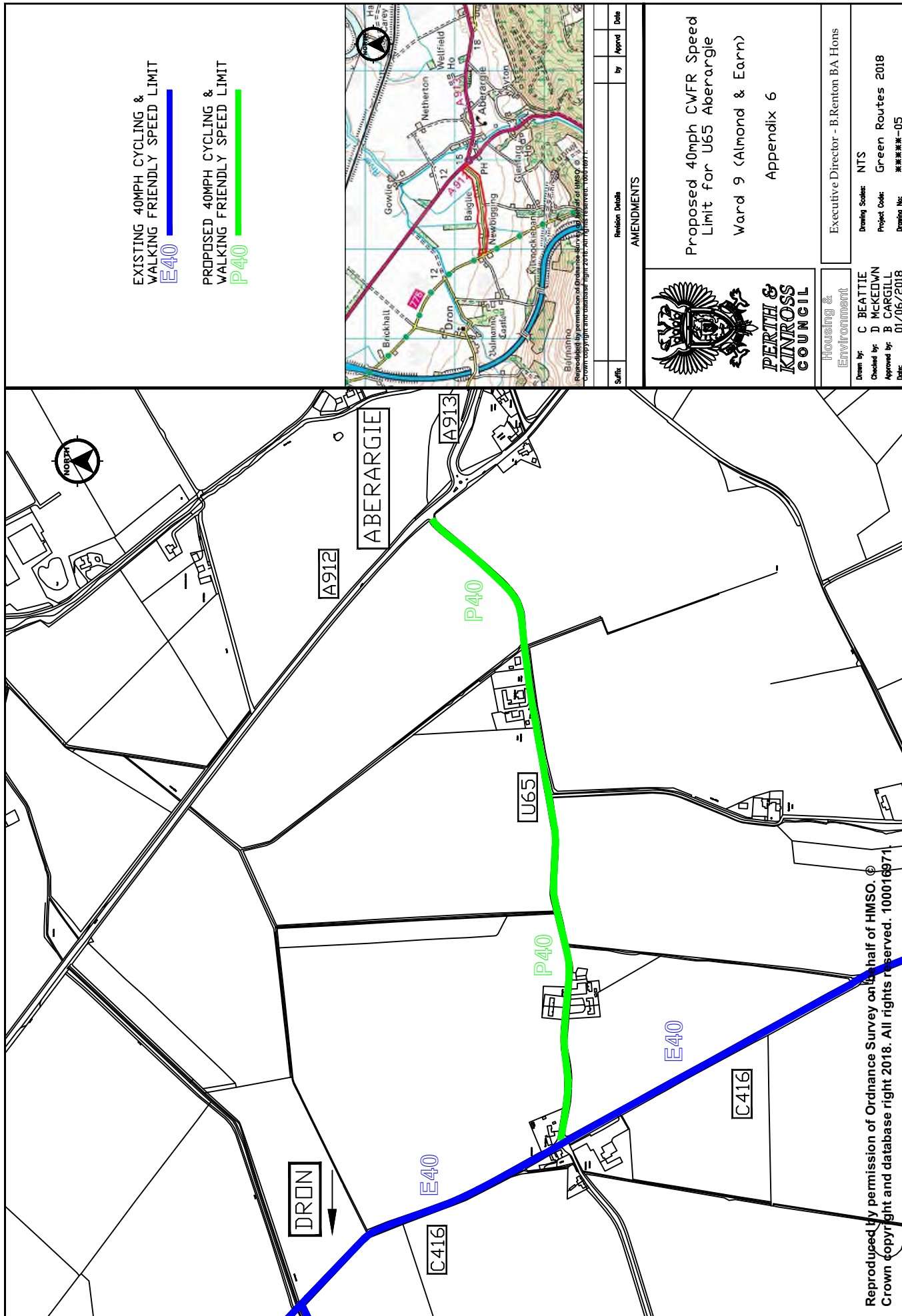














## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

5 September 2018

### PROPOSED VARIATION TO WAITING RESTRICTIONS, MONART ROAD AND VASART COURT, PERTH (WARD 12)

**Report by Executive Director (Housing & Environment) (Report No. 18/280)**

This report outlines the problems experienced by residents in Monart Road and Vasart Court, Perth due to indiscriminate parking. The report recommends a variation to the Perth Traffic Management Order to vary the waiting restrictions on Monart Road and Vasart Court, Perth (Ward 12).

#### **1. BACKGROUND**

- 1.1 Monart Road and Vasart Court in Perth are residential streets in close proximity to the city centre. As a result, there is high demand for free parking from both residents and non-residents.
- 1.2 Concerns have been raised from a local elected member and residents regarding parked vehicles causing an obstruction and preventing larger vehicles being able to access properties. Due to these concerns, the local community have requested the introduction of waiting restrictions to alleviate indiscriminate parking.
- 1.3 In order to alleviate the problems being experienced at these locations, it is proposed to vary the Perth Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Monart Road and Vasart Court.
- 1.4 Consultation was carried out with the local elected members and Police Scotland, who were in agreement with the proposal.

#### **2. PROPOSALS**

- 2.1 As a result of the above request from a local Elected Member and residents, it is now proposed to introduce additional No Waiting at Any Time restrictions on Monart Road and Vasart Court, Perth.
- 2.2 The proposals are shown on the plans at Appendix 1.

#### **3. CONCLUSION AND RECOMMENDATION**

- 3.1 This report details the location where it is proposed to introduce additional No Waiting at Any Time restrictions.

- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the promotion of a variation to the relevant TRO to introduce additional No Waiting at Any Time waiting restrictions on Monart Road and Vasart Court, as shown in Appendix 1.

#### **Author**

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

#### **Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>   |
|----------------|-----------------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 1 August 2018 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

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

## Corporate Plan

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

## **2. Resource Implications**

### Capital

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

### Revenue

- 2.2 There will be costs for advertising the necessary Order in the press and providing the road markings. The indicative cost of advertising an Order is £150 and will be met from the Traffic & Road Network Revenue Account in 2018/19.
- 2.3 The estimated cost of £500 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

### Workforce

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

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

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

## **3. Assessments**

### Equality Impact Assessment

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

### Strategic Environmental Assessment

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

### Sustainability

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

### Legal and Governance

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

### Risk

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

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and the local elected members have also been consulted and support the proposal.

## **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

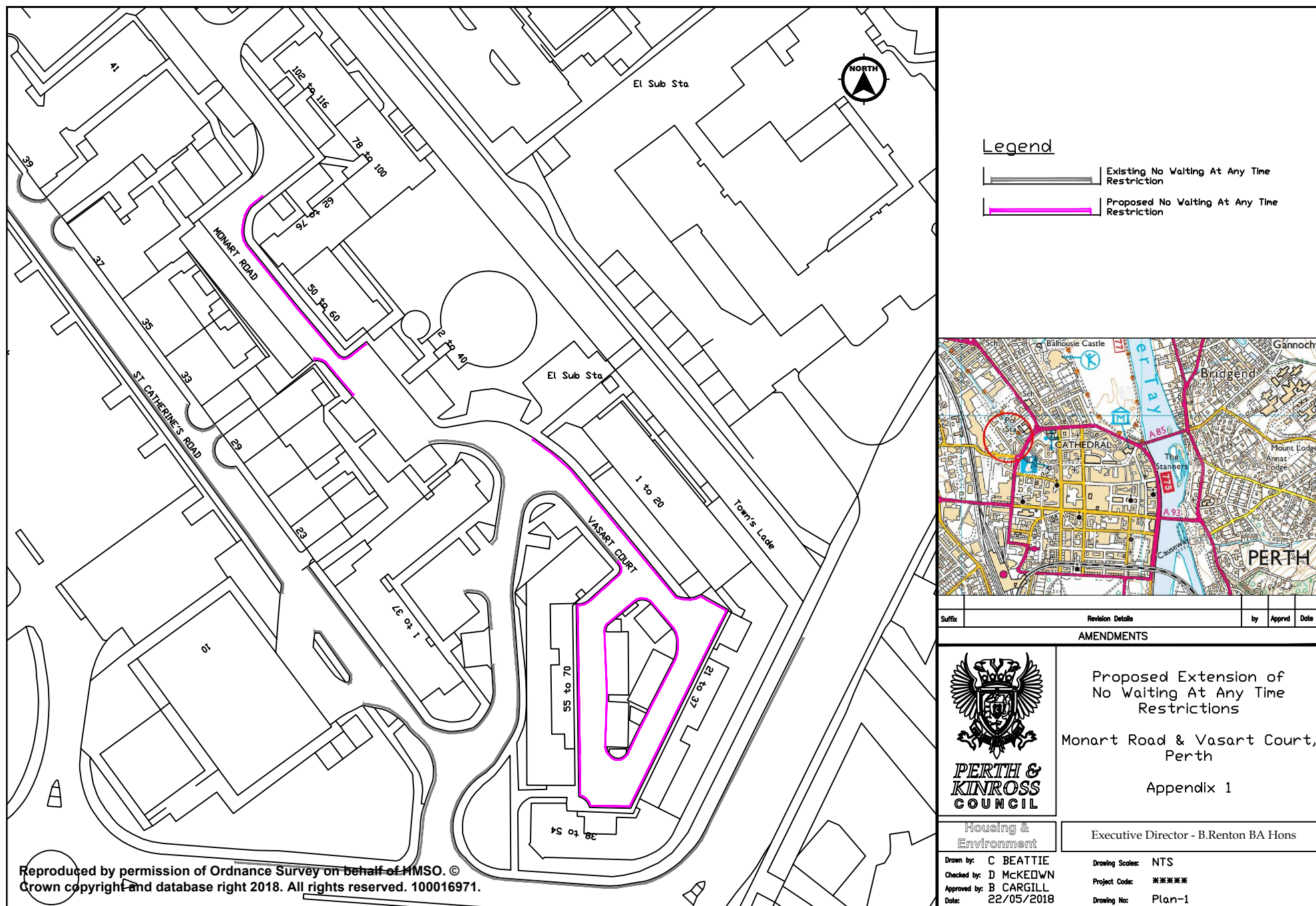
## **2. BACKGROUND PAPERS**

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

## **3. APPENDICES**

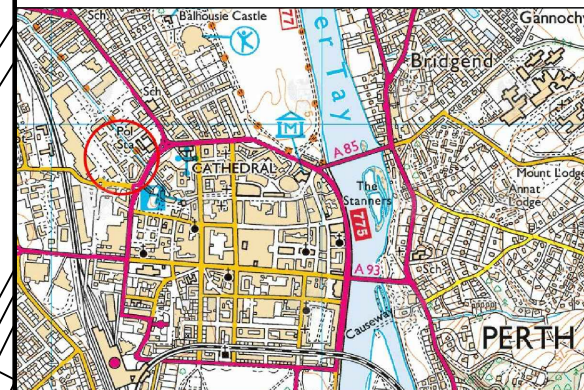
- 3.1 The proposal is shown in Appendix 1.





### Legend

- Existing No Waiting At Any Time Restriction
- Proposed No Waiting At Any Time Restriction



|        |                  |    |        |      |
|--------|------------------|----|--------|------|
| Suffix | Revision Details | by | Appr'd | Date |
|--------|------------------|----|--------|------|

### AMENDMENTS



**PERTH & KINROSS COUNCIL**

Proposed Extension of  
No Waiting At Any Time  
Restrictions  
Monart Road & Vasart Court,  
Perth

Appendix 1

Housing &  
Environment

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEOWN  
Approved by: B CARGILL  
Date: 22/05/2018

Drawing Scale: NTS  
Project Code: \*\*\*\*  
Drawing No: Plan-1



**PERTH AND KINROSS COUNCIL**

**Environment & Infrastructure Committee**

**5 September 2018**

**Amendments to the List of Public Roads**

**Report by Executive Director (Housing & Environment) (18/281)**

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

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Roads (Scotland) Act, 1984 requires the Council to keep a List of Public Roads, which it has a duty to manage and maintain. The Act makes provision for new or upgraded sections of road to be added to the List from time to time.
- 1.2 The majority of the roads listed on the attached schedule were constructed under Construction Consent. They have been completed in accordance with the Council's Road standards and a satisfactory twelve-month maintenance period has expired. The developer has requested that they be added to the List of Public Roads. Consequently, in accordance with Section 16 of the Roads (Scotland) Act 1984, the Council, as Roads Authority, is obliged to add such roads to its List of Public Roads.
- 1.3 Exceptions to the above are those which have been improved by the frontagers as part of the Unadopted Roads Policy; Station Road, Crook of Devon, Cairnie Crescent, St Madoes and Cairnie Terrace, St Madoes.

**2. PROPOSALS**

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

**3. CONCLUSION AND RECOMMENDATION**

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

**Author**

| <b>Name</b>   | <b>Designation</b> | <b>Contact Details</b>                         |
|---------------|--------------------|------------------------------------------------|
| Sarah Perfett | Technician         | 01738 475000<br>TESCommitteeReports@pkc.gov.uk |

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b>   |
|----------------|-----------------------------------------------|---------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 1 August 2018 |

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All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Corporate Plan

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

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

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

### 2. Resource Implications

#### Financial

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

- 2.2 The revenue commitments arising from the routine maintenance of the new roads are detailed in the schedule. The amount of £19,858 for Routine and Cyclic Maintenance, and additional expenditure on Street Cleaning, will require to be prioritised within the existing Environment Service Revenue Budget in future years.

### **3. Assessments**

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

#### Strategic Environmental Assessment

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

### **4. Consultation**

#### Internal

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

#### External

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

### **2. BACKGROUND PAPERS**

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

### **3. APPENDICIES**

3.1 Appendix 1 – Schedule for Additions to the List of Public Roads.

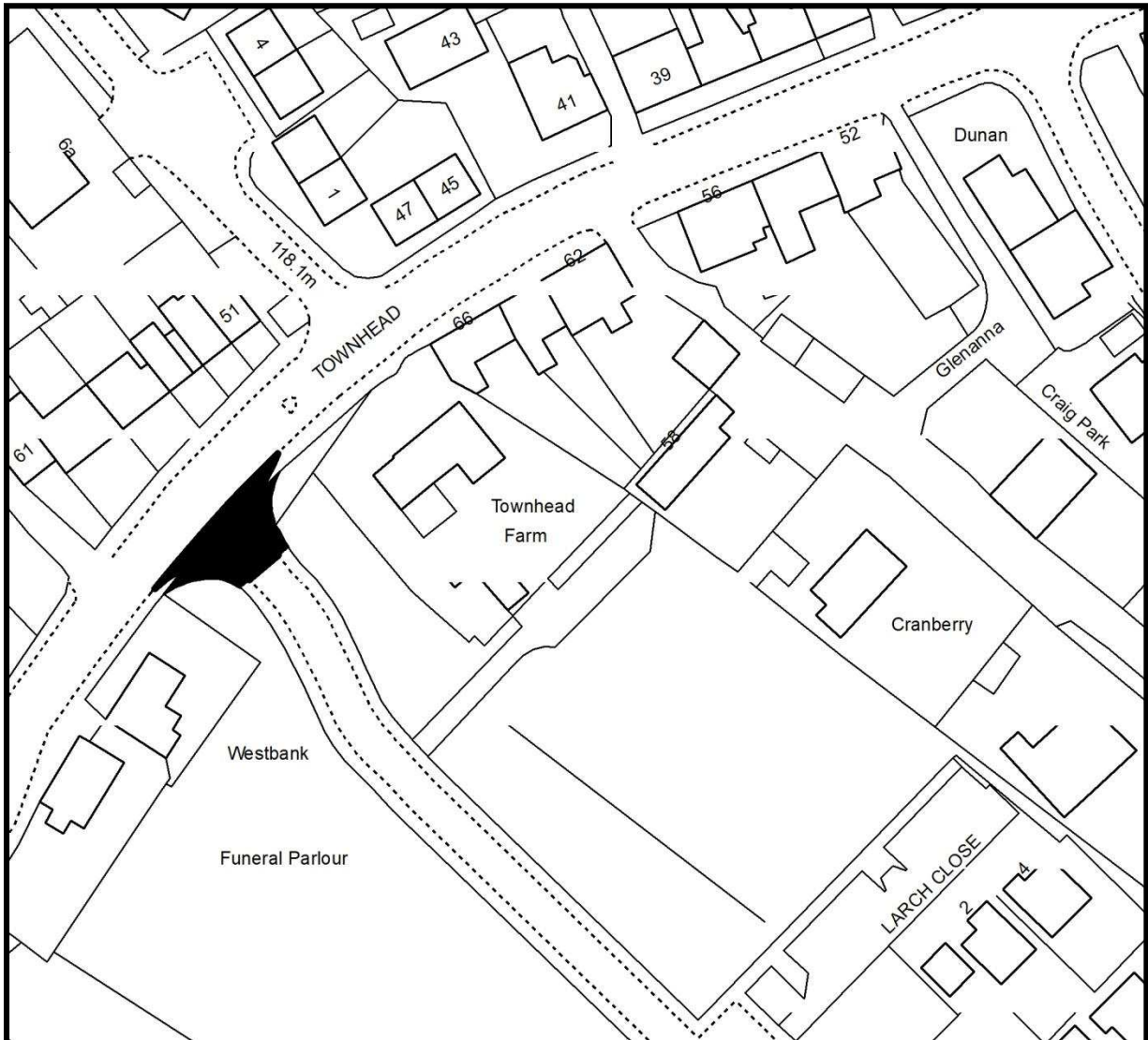




## Schedule for Additions to the List of Public Roads

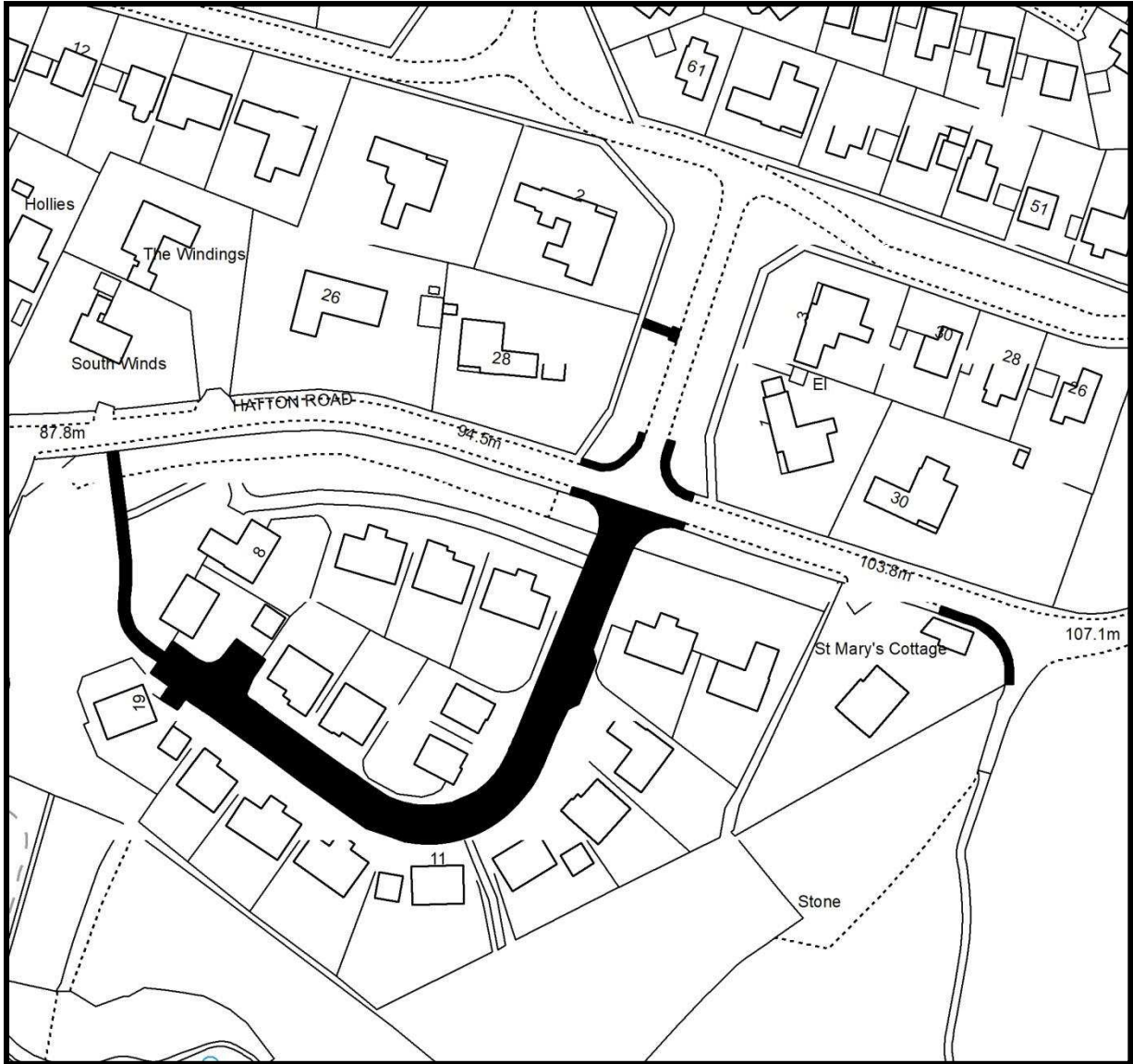
| Town           | Street Name                                               | Construction Consent No. | Developer       | Length      | Ward | Street Lighting Columns | Remarks                                 | Financial Implications |                 |
|----------------|-----------------------------------------------------------|--------------------------|-----------------|-------------|------|-------------------------|-----------------------------------------|------------------------|-----------------|
|                |                                                           |                          |                 |             |      |                         |                                         | Roads                  | Street Lighting |
| Auchterarder   | Parkside                                                  | CC/PK/12/04              | Robertson Homes | 11m         | 7    | 0                       |                                         | £247                   | £0              |
| Perth          | Corsiehill Road                                           | CC/PK/12/02              | Cala Homes      | N/A         | 12   | 0                       | Additonal Footway only on adopted road  | £153                   | £0              |
| Perth          | Hatton Road                                               | CC/PK/12/02              | Cala Homes      | N/A         | 12   | 0                       | Additonal Footway only on adopted road  | £52                    | £0              |
| Perth          | Hatton Way                                                | CC/PK/12/02              | Cala Homes      | N/A         | 12   | 0                       | Additonal Footway only on adopted road  | £123                   | £0              |
| Perth          | Willowgate Drive                                          | CC/PK/12/02              | Cala Homes      | 193m        | 12   | 6                       |                                         | £4,333                 | £390            |
| Perth          | Willowgate Drive between numbers 18 and 19 to Hatton Road | CC/PK/12/02              | Cala Homes      | 55m         | 12   | 2                       | New remote footpath                     | £206                   | £130            |
| Scone          | Belmont Park                                              | CC/PK/15/02              | GS Brown        | 95m         | 2    | 4                       |                                         | £2,133                 | £260            |
| Scone          | Stormont Road                                             | CC/PK/15/02              | GS Brown        | N/A         | 2    | 0                       | Additional Footway only on adopted road | £224                   | £0              |
| Crook of Devon | Station Road                                              | N/A                      | Frontagers      | 84m         | 8    | 0                       |                                         | £1,886                 | £0              |
| St Madoes      | Cairnie Crescent                                          | N/A                      | Frontagers      | 351m        | 1    | 0                       |                                         | £7,880                 | £0              |
| St Madoes      | Cairnie Terrace                                           | N/A                      | Frontagers      | 82m         | 1    | 0                       |                                         | £1,841                 | £0              |
| <b>TOTALS</b>  |                                                           |                          |                 | <b>871m</b> |      | <b>12</b>               |                                         | <b>£19,078</b>         | <b>£780</b>     |

Parkside,  
Auchterarder



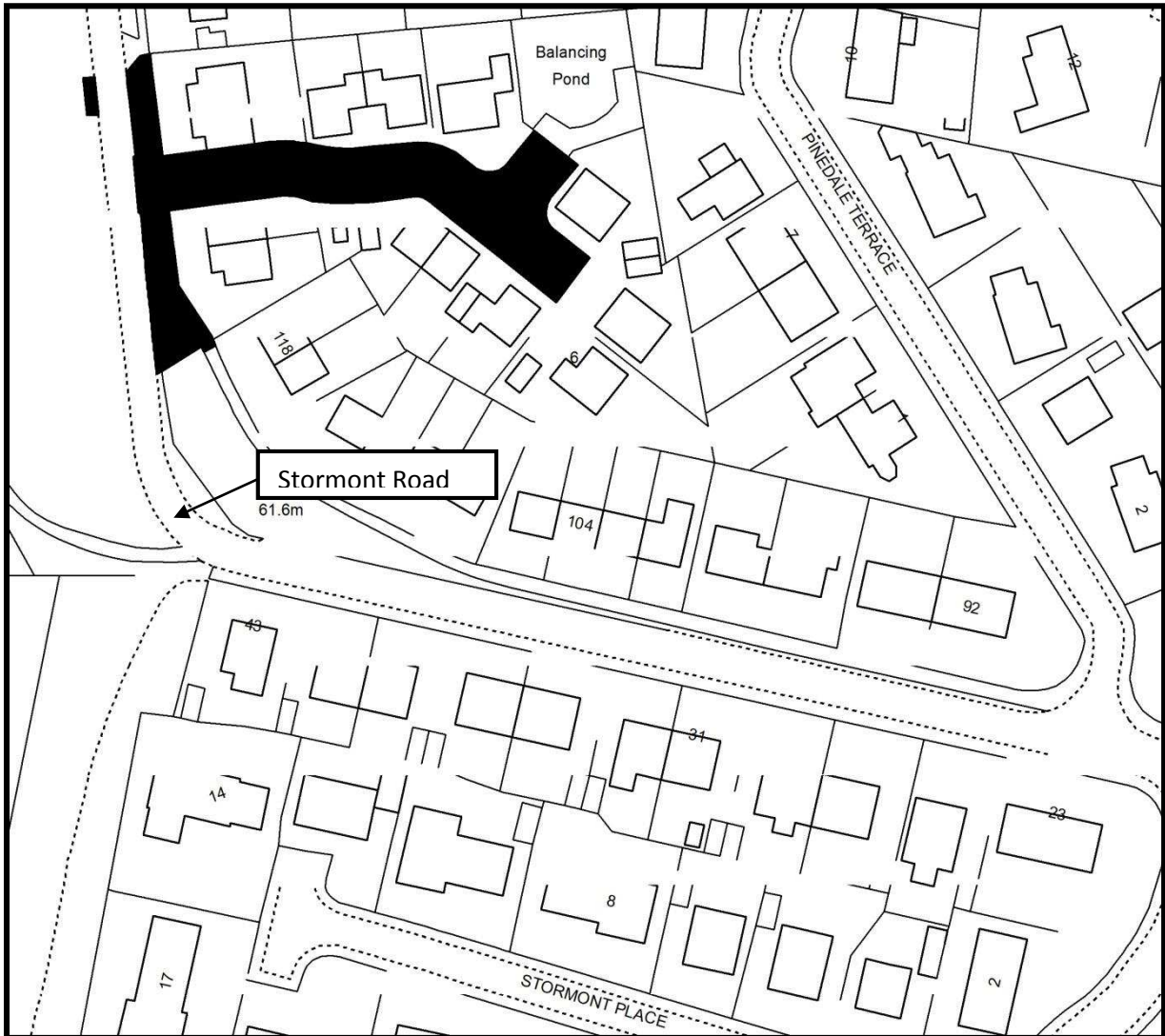
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Corsiehill Road, Hatton Road, Hatton Way, Willowgate Drive, Willowgate Drive  
between numbers 18 and 19 to Hatton Road,  
Perth



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Belmont Park, Stormont Road,  
Scone



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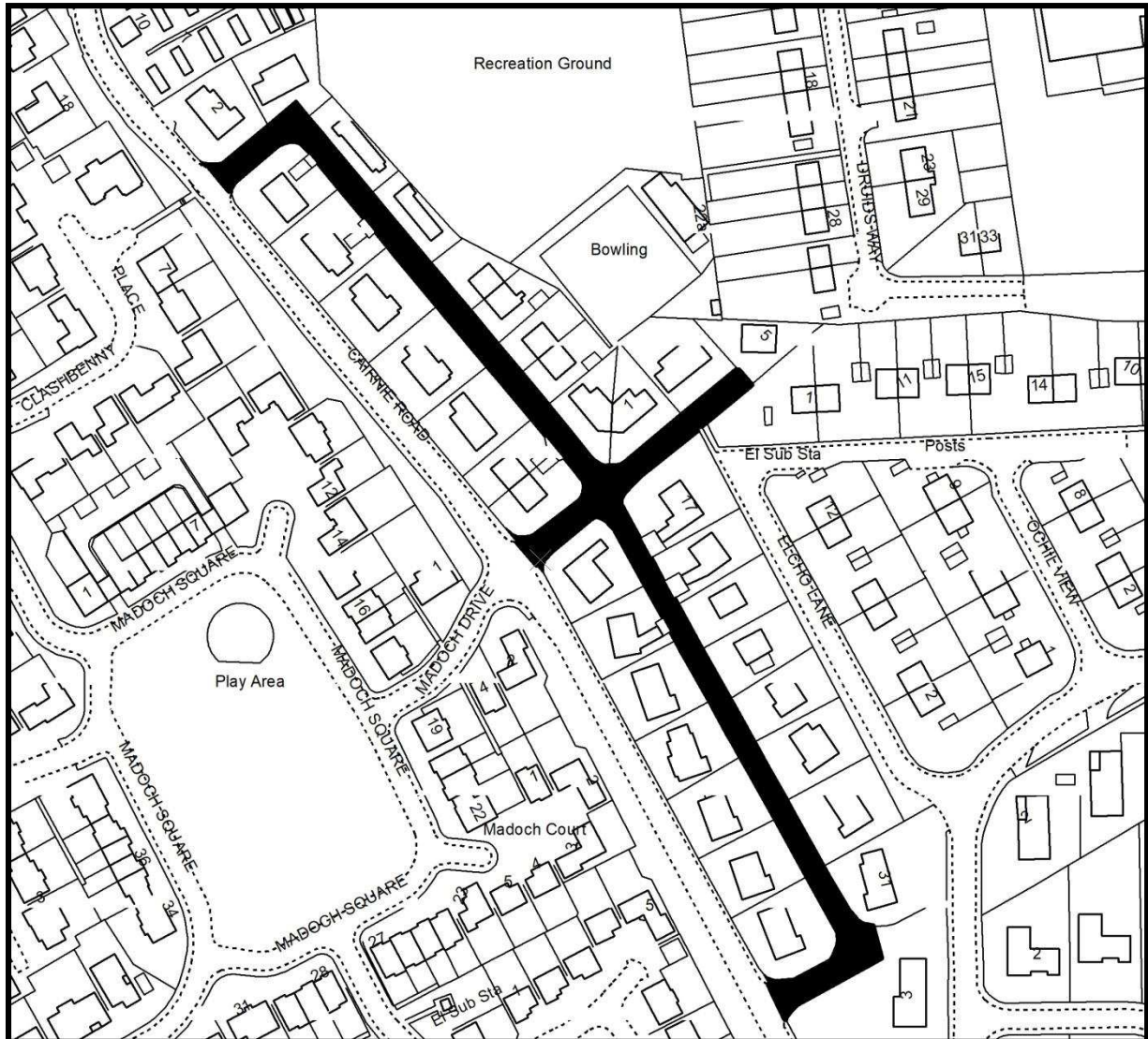
Station Road,  
Crook of Devon



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Cairnie Crescent, Cairnie Terrace,  
St Madoes



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