



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

Council Building  
2 High Street  
Perth  
PH1 5PH

24 January 2020

A Meeting of the **Environment and Infrastructure Committee** will be held in the **Council Chamber, 2 High Street, Perth, PH1 5PH** on **Wednesday, 22 January 2020** at **09:30**.

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

**KAREN REID**  
**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 Willie Robertson
Councillor Kathleen Baird (Vice-Convener)	Councillor Colin Stewart
Councillor Alasdair Bailey	Councillor Mike Williamson
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	



## Environment and Infrastructure Committee

Wednesday, 22 January 2020

### AGENDA

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

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF MEETING OF THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE OF 30 OCTOBER 2019 FOR APPROVAL AND SIGNATURE** **5 - 12**  
(copy herewith)
- 4 EVENTS STRATEGY** **13 - 34**  
Report by Head of Planning and Development (copy herewith 20/06)
- 5 EVENT FUNDING APPLICATION - PERTH FESTIVAL OF THE ARTS** **35 - 42**  
Report by Head of Planning and Development (copy herewith 20/07)
- 6 STREET LIGHTING PARTNERSHIP AGREEMENT** **43 - 64**  
Report by Depute Director (Housing and Environment) (copy herewith 20/08)
- 7 PERTH LADE GREEN CORRIDOR MANAGEMENT PLAN 2020-25** **65 - 108**  
Report by Head of Environment and Consumer Services (copy herewith 20/09)
- 8 PERTH CITY CAR PARKING** **109 - 126**  
Report by Depute Director (Housing and Environment) (copy herewith 20/10)
- 9 STREET NAMING AND NUMBERING** **127 - 136**  
Report by Head of Planning and Development (copy herewith 20/11)
- 10 PROPOSED ADDITIONAL GREEN ROUTES (WARDS 7, 8 & 9)** **137 - 146**  
Report by Head of Environment and Consumer Services (copy herewith 20/12)

- |           |   |                  |
|-----------|---|------------------|
| <b>11</b> | <b>PROPOSED VARIATION TO WAITING RESTRICTIONS, MAIN STREET, ABERNETHY</b><br>Report by Head of Environment and Consumer Services (copy herewith 20/13)  | <b>147 - 154</b> |
| <b>12</b> | <b>PROPOSED VARIATION TO WAITING RESTRICTIONS, BRIDGE STREET, DUNKELD</b><br>Report by Head of Environment and Consumer Services (copy herewith 20/14)  | <b>155 - 162</b> |
| <b>13</b> | <b>PROPOSED TAXI RANK CLEARWAY CHAPEL STREET, ABERFELDY (WARD 4) AND GLENEAGLES RAILWAY STATION, GLENEAGLES (WARD 7)</b><br>Report by Head of Environment and Consumer Services (copy herewith 20/15) | <b>163 - 172</b> |
| <b>14</b> | <b>AMENDMENTS TO THE LIST OF PUBLIC ROADS</b><br>Report by Head of Planning and Development (copy herewith 20/16)   | <b>173 - 180</b> |

<p>If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.</p>
<p>You can also send us a text message on 07824 498145.</p>
<p>All Council Services can offer a telephone translation facility.</p>

PERTH AND KINROSS COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
30 OCTOBER 2019

## ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Minute of meeting of the Environment and Infrastructure Committee held in the Council Chamber, 2 High Street, Perth on 30 October 2019 at 1.00pm.

Present: Councillors A Forbes, C Ahern (substituting for K Baird), A Bailey, M Barnacle, S Donaldson, J Duff, T Gray (substituting for C Stewart), A Jarvis, G Laing, R McCall, T McEwen (substituting for W Williamson), A Parrott, C Reid, W Robertson and R Watters (substituting for D Doogan).

In Attendance: B Renton, Executive Director (Housing and Environment); K McNamara, Depute Director (Housing and Environment); M Butterworth, S Best, A Clegg, F Croft, S D'All, D Davidson, P Dickson, A Graham, C Hendry, H Hope, C Haggart, M Lees, C McQueen, L McLean, N McGill, K Smith, A Strang, R Stewart, D Stubbs and G Walker (all Housing and Environment Service); S Hendry and K Molley (Corporate and Democratic Services);

Also in Attendance: D McCann, Crieff Succeeds (for Art. 536); E Whitaker and J Robertson, Limelight Sports (for Art. 537).

Apologies: Councillors K Baird, D Doogan and M Williamson.

Councillor A Forbes, Convener, Presiding.

### 533. WELCOME AND APOLOGIES

Councillor A Forbes welcomed everyone to the meeting and apologies were noted above.

Councillor A Forbes and members of the Committee congratulated two Perthshire Bloom Groups (Beautiful Perth and Brig in Bloom) for achieving awards in the RHS Britain in Bloom Awards 2019.

### 534. DECLARATIONS OF INTEREST

In terms of Councillors' Code of Conduct:

- (i) Councillor J Duff declared a non-financial interest in Art. 543.
- (ii) Councillor R McCall declared a non-financial interest in Arts. 536 and 544.
- (iii) Councillors A Bailey and A Parrott declared a non-financial interest in Art. 547.
- (iv) Councillor A Forbes declared a financial interest in Art. 537.

Councillor A Forbes confirmed that he would leave the meeting during consideration of Art. 537. In terms of Standing Order 16, it was unanimously agreed that Councillor R McCall would chair the meeting during consideration of Art. 537.

**535. MINUTE OF PREVIOUS MEETING**

The minute of the meeting of the Environment and Infrastructure Committee of 21 August 2019 (Arts. 395-402) was submitted and approved as a correct record and authorised for signature.

**536. EVENT FUNDING APPLICATION – CRIEFF FIRE & LIGHT FESTIVAL EVENT**

There was submitted a report by the Executive Director (Housing and Environment) (19/303) (1) outlining the request received from the Crieff Succeeds Ltd Business Improvement District, to support the development of a performance event which is to be staged in Crieff in early 2020; and (2) recommending £24,900 support in line with the provision through the 2019/20 revenue budget, to support start up events in rural Perth and Kinross, based on criteria previously agreed by the Environment and Infrastructure Committee.

**Resolved:**

- (i) The background to the development of the Crieff Fire and Light Festival event by the Crieff Succeeds Ltd Business Improvement District, as set out in Report 19/303, be noted.
- (ii) A grant of up to £24,900 be awarded from the 2019/20 revenue budget for rural events in principle, subject to the conditions detailed in Report 19/303.

COUNCILLOR A FORBES LEFT THE MEETING AND COUNCILLOR R MCCALL TOOK THE CHAIR.

**537. ETAPE CALEDONIA EVENT**

There was submitted a report by the Executive Director (Housing and Environment) (19/304) (1) updating the Environment and Infrastructure Committee on the Etape Caledonia event; and (2) asking the Committee to approve the continued use of the roads network for the purposes of the Etape Caledonia event for the period 2021 to 2023 inclusive.

**Resolved:**

- (i) It be noted that the Etape Caledonia event will continue to be operated by Limelight Sports under licence from IMG.
- (ii) The use of the roads network for the purposes of the Etape Caledonia event by Limelight Sports on the basis of the existing approved 85 miles route (and 40 miles option) for 2021, 2022 and 2023, be approved.

COUNCILLOR A FORBES RETURNED TO THE MEETING AND TOOK THE CHAIR.

**538. HOUSING AND ENVIRONMENT SIX MONTH PERFORMANCE 2019-20 – EXCEPTION REPORT**

There was submitted a report by the Executive Director (Housing and Environment) (19/298) reviewing the performance of Housing and Environment

PERTH AND KINROSS COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
30 OCTOBER 2019

against its Business Management and Improvement Plan (BMIP) for the period 1 April to 30 September 2019.

**Resolved:**

- (i) The contents of the first combined Housing and Environment six-month performance summary, attached at Appendix 1 to Report 19/298, pertaining to this Committee's areas of responsibility, be approved.
- (ii) It be noted that Report 19/289 had been approved by the Housing and Communities Committee on 30 October 2019 pertaining to that Committees areas of responsibility.
- (iii) It be noted that Report 19/289 would be submitted to the Scrutiny Committee on 27 November 2019 for scrutiny and comment as appropriate.

**539. ROADS ASSET ANNUAL STATUS REPORT – 2018/19**

There was submitted a report by the Executive Director (Housing and Environment) (19/305) (1) presenting a status summary of the Council's roads assets based upon the latest published Scottish local authority data as at 31 March 2019; and (2) describing the current condition of the asset; the standards achieved and providing performance indicator information to allow benchmarking of results.

**Resolved:**

- (i) The contents of the Roads Asset Status Report, together with the condition and performance of the Council's Road assets at 31 March 2018, as set out in Appendix 2 to Report 19/305, be endorsed.
- (ii) The Executive Director (Housing and Environment) be requested to continue to submit an annual report on the performance of, and investment in, the Council's Roads assets in accordance with the approved Asset Management Plan, including benchmarking information.

**540. GREENSPACE ASSET ANNUAL STATUS REPORT**

There was submitted a report by the Executive Director (Housing and Environment) (19/306) (1) presenting a status summary of the Council's Greenspace assets based upon the latest published Scottish local authority data as at 31 March 2019; and (2) describing the current condition of the asset; the standards achieved and provides performance indicator information.

**Resolved:**

- (i) The contents of report 19/306 be noted.
- (ii) The Executive Director (Housing and Environment) be requested to continue to submit an annual report on the performance of, and investment in, the Council's Greenspace Assets in accordance with the approved Asset Management Plan, including benchmarking information.

**541. ANNUAL PLANNING ENFORCEMENT REPORT 2018/19**

There was submitted a report by the Executive Director (Housing and Environment) (19/307) (1) analysing performance within the Planning and

PERTH AND KINROSS COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
30 OCTOBER 2019

Enforcement function of the Planning Service for the year 2018/19; and (2) seeking Committee approval for the future reporting of performance.

**Resolved:**

- (i) The Annual Planning Enforcement Report 2018/19 be noted.
- (ii) The Executive Director (Housing and Environment) be requested to bring forward a further report following a publication of the annual performance statistics for 2019/20.
- (iii) Further discussion to take place at the Planning, Policy, Practice and Improvement Member/Officer Working Group on the level of detail to be provided in future committee reports on performance within this area.

**542. QUEEN'S BRIDGE AND OLD PERTH BRIDGE – BRIDGE STRENGTHENING WORKS**

There was submitted a report by the Executive Director (Housing and Environment) (19/308) advising the Committee on the extent and the timing of the identified bridge strengthening works to Queen's Bridge and Old Perth Bridge in Perth.

**Resolved**

- (i) Officers' revised scheduling of the works and the postponement of the identified 'above deck' bridge strengthening works until after the opening of the Cross Tay Link Road in light of the traffic modelling exercise which has been carried out be noted.
- (ii) It be noted that officers may be required to bring any future works forward to safeguard the travelling public should the bridge(s) condition deteriorate significantly in the interim period.

**543. FLOOD PROTECTION STUDIES – PITLOCHRY AND ABERFELDY**

There was submitted a report by the Executive Director (Housing and Environment) (19/309) (1) describing the Council's flood protection studies at two separate locations – Pitlochry and Aberfeldy; (2) recommending that flood protection schemes are taken forward in both areas as they are deemed to be economically viable using relevant assessment criteria; and (3) recommending that the schemes are submitted to SEPA for national prioritisation and inclusion in the next Tay Flood Risk Management Strategy and Local Flood Risk Management Plan.

**Resolved:**

- (i) The Completion of the Pitlochry and Aberfeldy Flood Protection Studies as required by the Tay Flood Risk Management Strategy and Local Flood Risk Management Plan be noted.
- (ii) It be noted that separate public engagement events have been held to disseminate the findings of both flood protection studies.
- (iii) The recommended proposals for flood protection schemes in Pitlochry and Aberfeldy be approved.
- (iv) It be agreed that details of the recommended flood schemes be submitted to SEPA for national prioritisation and inclusion in the next Tay Flood Risk Management Strategy, due to be published in December 2021.

PERTH AND KINROSS COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
30 OCTOBER 2019

- (v) It be agreed that the recommended schemes be included in the next Tay Local Flood Risk Management Plan, due for publication in June 2022.

**544. WASTE MANAGEMENT PLAN 2010-2025 – PROGRESS REPORT**

There was submitted a report by the Executive Director (Housing and Environment) (19/310) (1) providing an update on progress with the Action Plan of the Perth and Kinross Council Waste Management Plan; and (2) recommending approval of the new actions 99-101 (shown in Appendix 1B) which are in line with recent national regulatory and strategic developments.

**Resolved:**

- (i) The annual update on progress on the Waste Management Action Plan be endorsed.
- (ii) The new actions (number 99-101) of the Waste Management Action Plan, set out in Appendix 1B of Report 19/310, be approved.
- (iii) The Executive Director (Housing and Environment) be requested to bring back a further progress report in October 2020.
- (iv) The Executive Director (Housing and Environment) to circulate a response to members of the committee for information prior to responding to the Scottish Government's Deposit and Return Scheme for Scotland Regulations prior to the closing date of the representation period on 10 December 2019.

THERE FOLLOWED A RECESS AND THE MEETING RECONVENED AT 3.25PM.

**545. PERTH AND KINROSS OUTDOOR ACCESS FORUM ANNUAL REPORT 2018-19**

There was submitted a report by the Executive Director (Housing and Environment) (19/311) summarising the activities and progress of the Perth and Kinross Outdoor Access Forum over the last year and recommending the appointment of one new member to the Forum.

**Resolved:**

- (i) The appointment of three new members and the re-appointment of one member for a period of four years, with the members being retained in their appointments for at least a further year, as recommended in Appendix 1 to Report 19/311, be confirmed.
- (ii) The Executive Director (Housing and Environment) be delegated to fill any casual vacancy arising in this period through recruitment by Forum members as detailed within the Forum's Term of Reference.
- (iii) The activities and progress of the Perth and Kinross Outdoor Access Forum from September 2018, and ongoing commitment to maximise effective partnership working to make the best of exceptional landscapes, paths and networks and access rights for all within Perth and Kinross, be noted.

**546. FREE FESTIVE PARKING 2019 AND 2020**

There was submitted a report by the Executive Director (Housing and Environment) (19/312) recommending that the Free Festive Parking initiative

PERTH AND KINROSS COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
30 OCTOBER 2019

operates on each weekend in December 2019 from Saturday 30 November until Sunday 29 December 2019 inclusive, and on each weekend in December 2020 from Saturday 5 December until Sunday 29 December 2020 inclusive in all Council operated car parks across the whole Perth and Kinross area.

Prior to consideration of the report, the Executive Director (Housing and Environment) advised the committee that in addition to the information contained within Report 19/312, it had been confirmed by Stagecoach East Scotland that they would be offering free bus travel within their Perth city zone boundary every Saturday and Sunday until noon from 30 November until 22 December 2019 inclusive.

Motion (Councillors A Bailey and A Parrott):

- (i) This committee agrees to offer free parking on each weekend in December from Saturday 30 November until Sunday 29 December 2019 in all Council operated car parks across the whole Perth and Kinross area, as set out in Appendix 1 of Report 19/312.
- (ii) This Committee is committed to continuing to support traders in future years by bolstering visitor numbers to the City and Town centres through the festive period. It notes however that the current incentive only applies to car users.
- (iii) Following Council's passing of a "Climate Change Emergency" motion in June 2019, and in order to support those without access to private transportation, this committee asks officers to investigate proposals for 2020 and beyond which will also incentivise and reward people who use public transport to visit our towns and city to shop in the festive period, and submit a report to the August 2020 meeting of the committee.

**Resolved:**

In accordance with the Motion.

**547. CONSULTATION REPLY ON NATIONAL TRANSPORT STRATEGY**

There was submitted a report by the Executive Director (Housing and Environment) (19/320) seeking approval of officers' reply to the Scottish Government's consultation on the draft National Transport Strategy for Scotland.

**Resolved:**

The response to the consultation, as set out in Appendix 1 to Report 19/320, be approved.

**548. NORTH INCH GOLF COURSE ANNUAL REPORT 2018/19**

There was submitted a report by the Executive Director (Housing and Environment) (19/313) bringing forward the North Inch Golf Course – Annual Report 2018/19, based on the previously approved Business Plan.

**Resolved:**

- (i) The North Inch Golf Course Annual Report 2018/19 be noted.

PERTH AND KINROSS COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
30 OCTOBER 2019

- (ii) The Executive Director (Housing and Environment) be requested to bring the 2019/20 Annual Report to the Environment and Infrastructure Committee in November 2020.
- (iii) The Executive Director (Housing and Environment) be requested to bring a realigned and extended business plan to the Environment and Infrastructure Committee in November 2020.

**549. WORKS TO PRIVATE/UNADOPTED ROADS AND FOOTWAYS**

There was submitted a report by the Depute Director (Housing and Environment) (19/314) outlining a recommended list of roads to be considered for bringing to a standard where they can subsequently be adopted by Perth and Kinross Council, and for assisting residents in meeting the cost of this work.

**Resolved:**

- (i) The work undertaken to date, as set out in Report 19/314, be noted.
- (ii) The continuation of these works, subject to the frontage proprietor's written agreement to the sharing of costs and within the approved budget until the budget is exhausted, be approved.

**550. ACTIVE TRAVEL STRATEGY – RE-DETERMINATION OF FRONT ROW, ABERARGIE – FOOTWAY FOR SHARED USE**

There was submitted a report by the Depute Director (Housing and Environment) (19/315) seeking approval to commence the legal process to propose to re-determine the footway at Front Row, Aberargie (Ward 9) to shared use for pedestrians and cyclists.

**Resolved:**

The legal process for the promotion of a Redetermination Order, to allow the footway at Front Row, Aberargie (Appendix 1 to Report 19/315) to be converted to shared use for pedestrians and cyclists, be approved.

**551. ACTIVE TRAVEL STRATEGY – RE-DETERMINATION OF FRONT ROW, AUCHTERARDER – FOOTWAY FOR SHARED USE**

There was submitted a report by the Depute Director (Housing and Environment) (19/316) seeking approval to commence the legal process to re-determine the footway at Western Road, Auchterarder (Ward 7) to be shared use for pedestrians and cyclists.

**Resolved:**

The legal process for the promotion of a Redetermination Order, to allow the footway at Front Row, Auchterarder (Appendix 1 to Report 19/316) to be converted to shared use for pedestrians and cyclists, be approved.

**552. PROPOSED 30MPH SPEED LIMIT AT DUCCESS STREET (U38), STANLEY**

There was submitted a report by the Depute Director (Housing and Environment) (19/317) to introduce a 30mph speed limit at Duchess Street (U38)

PERTH AND KINROSS COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE  
30 OCTOBER 2019

Stanley (Ward 5); and (2) recommending the start of varying the Traffic Regulation Order for the 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 at Stanley, as described in Report 19/317, be approved.

**553. PROPOSED 30MPH AND 40MPH SPEED LIMITS AT BUTTERSTONE (A923)**

There was submitted a report by the Depute Director (Housing and Environment) (19/318) detailing a proposal to introduce 30mph and 40mph speed limits at Butterstone (A923) (Ward 5); and (2) recommending the start of varying the Traffic Regulation Order for 30mph and 40mph Speed Limits.

**Resolved:**

The promotion of a variation to the relevant Traffic Regulation Order to allow the start of the process towards the introduction of 30mph and 40mph speed limits at Butterstone, as described in Report 19/318, be approved.

**554. PROPOSED 40MPH SPEED LIMIT AT MEIGLE (A94, B954 & C22)**

There was submitted a report by the Depute Director (Housing and Environment) (19/319) detailing a proposal to introduce a 40mph speed limit at Meigle (A94, B954 & C22), (Ward 2); 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 at Meigle (A94, B954 and C22) as described in Report 19/319, be approved.

**555. TRAVEL AMBASSADOR**

The Committee thanked Councillor L Simpson for his contribution in his role as the Council's Travel Ambassador.

**Resolved:**

Councillor D Illingworth replace Councillor L Simpson as the Council's Travel Ambassador to promote sustainable travel across elected members and members of the community to support the SUSTRAN project.

~~~~~

## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

22 January 2020

### EVENTS STRATEGY

#### Report by Head of Planning and Development (Report No. 20/06)

The purpose of this report is to introduce the new Perth & Kinross Council Events Strategy and seeks the Committee's approval for its adoption.

#### 1. BACKGROUND/MAIN ISSUES

- 1.1 In June 2013 the Council, through the Enterprise and Infrastructure Committee, considered and approved an Events Strategy for the period 2013 to 2020 ([report No. 13/275](#) refers). This set out the ambition to establish Perth and Kinross as a major events and cultural tourism destination with a prestigious annual programme that could drive year-round tourism.
- 1.2 The Strategy was set in the context of the restoration of official city status for Perth, the Ryder Cup and the Year of Homecoming in 2014 and set out several priorities which included attracting new events into the area as well as the Council creating its own new events and festivals in order to develop an attractive year-round calendar. In this regard, over the lifetime of the strategy the Perth Winter Festival has developed significantly, the City of Perth Salute has been established and the area has hosted a number of events of scale including the Solheim Cup, BBC's Biggest Weekend, and the European Eventing Championships, while also responding to the opportunities presented by the national themed years e.g. Year of Young People, Year of Coast and Waters. By the same token, the events landscape has clearly changed over that time with T in the Park no longer taking place and a number of other events and festivals changing or terminating.
- 1.3 It is appropriate at this time, therefore, to revise the Events Strategy and refresh it accordingly in order to take account of the changing environment while also setting out the focus and priorities for action for the next few years.

#### 2. PROPOSAL

- 2.1 This iteration of the Events Strategy is an evolution from the earlier version which had a strong thematic focus on acquisition and growth. In view of the wider landscape for tourism and events, and in view of the challenges in respect of public finances and the Council's resources, this new strategy seeks to reflect a balance between growth on the one hand and sustainable management and effective delivery on the other. It acknowledges the issue of funding for events, especially the Council's own events programme, but does not seek to spell out a specific set of actions in this regard given the complex set of challenges in respect of revenue raising. By its nature the Events Strategy remains fairly high level and as such it comprises a set of principles and priorities for focus.

- 2.2 The experience of the past few years has shown that the Council has had to be nimble in order to respond to opportunities and yet be cognisant of the resource implications and staff time required to ensure the safe and effective delivery of outdoor events in Perth and Kinross, particularly from the perspective of the Housing and Environment service. While a cross service approach involving a range of colleagues is required for the delivery of certain largescale events, there are only 1.5 FTE posts within the Planning and Development division with a specific remit for events (Events Officer; Assistant Events Officer). Furthermore, since the previous Strategy was produced there has been a greater onus placed by government on local authorities to address the health, safety and welfare arrangements of outdoor events through the establishment of a multi-agency Safety Advisory Group process. While this had always been the case in Perth and Kinross Council it is now more explicitly referenced in the Strategy document.
- 2.3 As the Strategy is relatively high level, subsequent action plans will comprise greater operational detail in relation to the short and medium term and individual plans will be developed with regards to specific events. The Strategy provides an overall guide to the direction of travel and still outlines the ambition in terms of growth in the value of events. In this regard, the approach to monitoring the impact of events is also included as are the steps in respect of management of the Council’s own events.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report introduces the draft Perth and Kinross Council Events Strategy which will cover the period 2020 – 2024. This Strategy is in essence a revision of the earlier 2013 – 2020 Strategy but highlights the issues of sustainability and management to a greater degree. Accordingly, the Strategy tries to articulate the ambition for the area in line with wider economic priorities while recognising the need for sustainable development.
- 3.2 It is recommended that the Committee:
- i. Notes the contents of this report and approves the Events Strategy.

#### Author

| Name        | Designation                      | Contact Details                                                                                                  |
|-------------|----------------------------------|------------------------------------------------------------------------------------------------------------------|
| Alan Graham | Team Leader –<br>Tourism & Place | Tel: (01738) 475000<br>E-mail : <a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name          | Designation                                         | Date            |
|---------------|-----------------------------------------------------|-----------------|
| Jim Valentine | Depute Chief Executive<br>(Chief Operating Officer) | 14 January 2020 |

|                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.</p> <p>You can also send us a text message on 07824 498145.</p> <p>All Council Services can offer a telephone translation facility.</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

|                                                     |             |
|-----------------------------------------------------|-------------|
| <b>Strategic Implications</b>                       |             |
| Community Plan / Single Outcome Agreement           | <b>Yes</b>  |
| Corporate Plan                                      | <b>Yes</b>  |
| <b>Resource Implications</b>                        |             |
| Financial                                           | <b>Yes</b>  |
| Workforce                                           | <b>None</b> |
| Asset Management (land, property, IST)              | <b>None</b> |
| <b>Assessments</b>                                  |             |
| Equality Impact Assessment                          | <b>Yes</b>  |
| Strategic Environmental Assessment                  | <b>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>None</b> |
| <b>Communication</b>                                |             |
| Communications Plan                                 | <b>None</b> |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

1.1 The Perth and Kinross Community 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 strategy and related actions will contribute to the following objective: Promoting a prosperous, inclusive and sustainable economy.

#### Corporate Plan

1.3 The Council's Corporate Plan 2019 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 objective (iii) outlined in paragraph 1.1 above.

## 2. Resource Implications

### Financial

- 2.1 There are no financial resource implications as a result of this report.

### Workforce

- 2.2 There are no staff resource issues for Perth and Kinross Council.

## 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 the following positive outcomes expected following implementation:
- The needs of equality groups will be addressed in events programming planning and operational arrangements.

### 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 further action is required as the proposals do not qualify as a PPS as defined by the act and are 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.

### Legal and Governance

- 3.5 The consideration of the report is in line with the Council's Scheme of Administration and specifically the role of the Environment and Infrastructure

Committee in developing measures to support and promote economic activity and to plan and promote tourism development activity.

#### Risk

- 3.6 Risks and the controls required to mitigate any risks will be reported through the Council's risk management process where the Council is the lead on individual projects.

#### **4. Consultation**

##### Internal

- 4.1 The Head of Planning and Development and Head of Finance have been consulted in the development of the report.

#### **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;

- Events and Festivals Strategy - Report by the Executive Director (Environment) to the Enterprise and Infrastructure Committee (ref: 13/275).

#### **3. APPENDICES**

Appendix 1 -Perth & Kinross Events Strategy



## PERTH AND KINROSS EVENTS STRATEGY 2020 – 2024

### Background

In 2013 Perth and Kinross Council adopted an Events and Festivals Strategy for the period from 2013 – 2020. This Strategy was set against the background of the restoration of official City Status for Perth and development of the related Perth City Plan, the Ryder Cup, Commonwealth Games and the emergence of the national themed years for Scotland. The foregoing provided impetus for the development of the Strategy which set out ambitions for growth and a series of priorities for action to increase events' contribution to the value of tourism to the area.

Since that time the landscape for events and tourism in Scotland has changed and a new strategic backdrop presents itself including the emergence of the Tay Cities Deal and a more collaborative approach to economic development (and tourism) at the regional level as well as a new national events strategy. The pressure on public finances and resources has increased and a number of events organisers have faced a challenging period in terms of sustaining their events.

Over this period, there have been some significant successes in respect of events in Perth and Kinross. A highly successful Ryder Cup helped to secure the Solheim Cup, the BBC hosted one its UK "Biggest Weekend" festivals at Scone Palace, the Enchanted Forest continues to break sales records, and the Council's own Winter Festival has evolved significantly. Nevertheless, for the Council, partner agencies and events organisers alike the environment remains challenging and it is opportune to review and refresh the Events Strategy.

### Purpose/Rationale

An event is any organised happening with a specific purpose, objective and pre-determined timescale embracing the gamut of sporting, cultural, heritage, and leisure pursuits. In the context of tourism, events are acknowledged drivers of visitation to a destination and have value in creating vibrancy for residents and portraying a positive image of a location for the purposes of attracting investment and talent.

A central theme of the previous Strategy was "acquisition and growth" – building the events portfolio by securing new events to the area and growing our own. Going forward it is prudent to take a more considered view and that in addition to securing new events in order to maintain a pipeline of regional/national and major events, the focus needs to be on sustaining events and the effective management and delivery thereof, including the support and guidance available to external events organisers.

The purpose of the Events Strategy is therefore to identify the priorities for action in order that Perth and Kinross can maintain its position as a leading Scottish events destination and where events tourism makes a valuable contribution to the visitor economy. The broad vision, aims and objectives remain, and this iteration of the Strategy takes cognisance of a range of internal and external factors in identifying the strategic priorities and related actions.

## Events Profile

It is estimated that over 700 events take place in Perth and Kinross annually – from local galas and festivals to one off sporting events and with a number of events each generating in excess of a net additional economic impact of over £1m per annum. It is estimated that the value generated by large events in Perth and Kinross (one off and regularly recurring) has increased from approximately £17m in total in 2013 to £26 million in 2018 (not including Perth Races).

Events continue to be categorised broadly as:

### Local Events

The large number of local events that appeal to or are primarily targeted at a local community and/or Perth and Kinross audience, but which may be of interest to visitors while they are already in the area. However, they are not in themselves of sufficient scale and scope to attract visitors as the *primary* purpose of their visit.

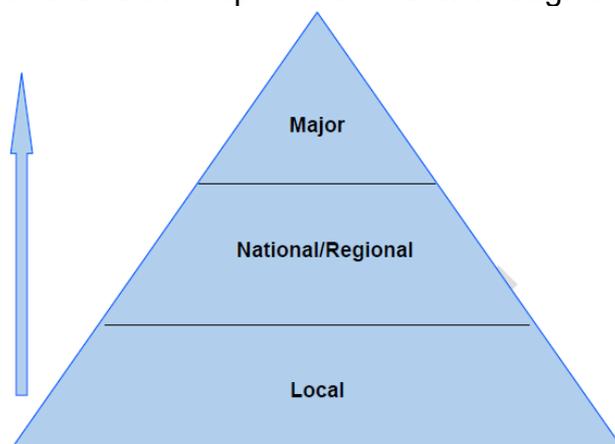
### Regional and / or National Events

These events have the potential to attract visitors from the wider regional catchment as well as the rest of Scotland (and the UK to an extent). These events would include larger cultural and sporting events including Perth Races, Perth Festival of the Arts.

### Major Events

This is a small number of events which have significant reach and appeal to a large audience including visitors from the rest of the UK and some overseas markets. These would include the one-off sporting events such as the Solheim Cup, BBC Biggest Weekend etc. and which by their nature require significant planning and operational consideration by a range of partner agencies as well as the Council.

The priority for the Council remains the consideration of events of scale, as these significantly increase visitor expenditure particularly through overnight stays. Hence the focus will primarily be on regional/national events and major events. The ambition is to see growth and development of events through the following stages:



In terms of impact, sports and mass participation events can often demonstrate a quicker return compared with cultural events and festivals which can be a “slow burn” and take time to build their audience reach and reputation.

Notwithstanding the focus on events of scale, in line with the Council's place making initiatives and investment in the public realm, due consideration will also be given to the effective use of urban public spaces through management frameworks in Perth and the towns to facilitate their occupation and use by other parties. Use of such spaces may extend from local events, including markets and niche events, to larger events of scale.

## Vision

The vision for Perth and Kinross is a dynamic and innovative events destination where a vibrant and inspiring year-round programme attracts UK and international visitors and where events tourism makes a major contribution to the area's economy.

## Strategic Objectives

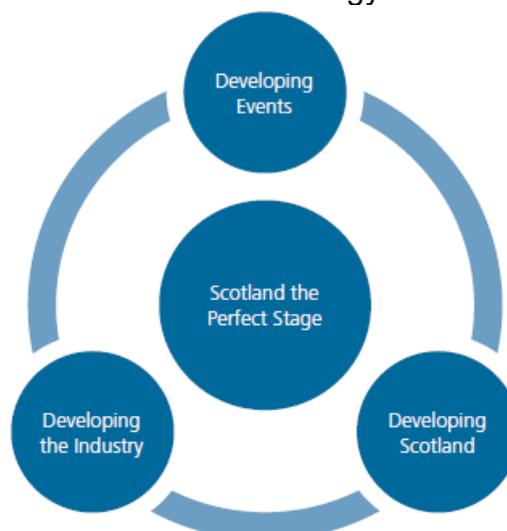
- To grow the value of events from £26 million to £31 million in 2024
- To develop Perth and Kinross as an internationally recognised destination that continuously attracts new visitors to the area
- To enhance the image and identity of the area as a location to live, work and invest
- To encourage vibrant and healthy city and town centres
- To support participation and legacies from key events
- To support event organisers effectively in order to maximise the impact of their events
- To develop strong partnerships between the Council, partner agencies and the private sector in order to deliver events safely and sustainably

## Strategic Linkages

The Perth and Kinross Council Events Strategy is set in the context of a wider strategic framework which includes:

### Scotland the Perfect Stage – the National Events Strategy

The Perth and Kinross Strategy has been developed in line with, and as our response and contribution to, the aims and objectives of the national strategy. In particular, the Core Pillars identified in the strategy are informing the local approach.



For Perth and Kinross this means working effectively with and supporting internal and external event organisers while also developing the Council's own event's portfolio and using events to enhance the area's reputation. It also means considering our events infrastructure (venues, locations, assets and support services) and ensuring that the overall Perth and Kinross events offer is of the standard expected by visitors and event organisers alike.

### Perth and Kinross Community Plan

The Event Strategy contributes to the Perth and Kinross Community Plan (Local Outcomes Improvement Plan) and its strategic objective:

*Promoting a prosperous, inclusive and sustainable economy*

### Perth City Plan

The Perth City Plan outlines the vision for the city of Perth and through its delivery plan will drive change in four key areas:

- Economic prosperity and enterprise
- Knowledge and learning
- The Perth experience
- The Visitor economy

The Events Strategy supports these priority areas and, in particular, the development of Perth as a cultural destination (with the advent of the new Perth City Hall attraction) and the ambition to grow the business events market.

### Tay Cities Regional Tourism Strategy

The Tay Cities Regional Tourism Strategy was developed in 2019 as a partnership venture between the local authorities, Scottish Enterprise, VisitScotland working with the tourism sector. This strategy is based on the opportunity for greater collaboration at the regional level and with the aim of increasing overnight and multi day stays and visitor expenditure. Moreover, the strategy recognises the opportunity to develop and build on the competitive strengths of the region: culture & creative industries; food and drink; outdoor activities. These connector themes provide the basis for action. Each area will continue to develop its own events offer but also in the spirit of collaboration and co-ordination and with partner agencies seeking to identify opportunities for a shared approach to the attraction and nurturing of events where it is prudent to do so. It is recognised that the overall diversity of the region's events offer is a strength but co-ordination and the development of a "clash diary" approach should be progressed.

The region regularly hosts major golf tournaments at St Andrews, Carnoustie and Gleneagles which do have regional impacts in terms of the demand for accommodation, in particular. However, the attraction of new major events (or on the basis of "growing our own") will present challenges in terms of financial resources and co-ordination. Such opportunities will be addressed on a case by case basis. The Business Events sector (meetings, conferences and incentive travel) is also an area of consideration in respect of increased regional collaboration including a potentially expanded role and focus for the Dundee and Angus Convention Bureau. This particular niche market is being considered separately and in line with wider regional tourism development priorities.

## Perth & Kinross Tourism Plan

In line with the Regional Tourism Strategy a local Perth and Kinross plan will be developed under the aegis of Perthshire Tourism Partnership and which outlines a suite of actions at the local level to support sector growth over the period from 2020 to 2024. Events will form a component of the plan.

### **Priorities for Action**

The following strategic priorities and related actions are proposed as the basis for attracting and developing events, and ensuring their safe delivery, and monitoring and evaluation.

#### **We will build on our strengths in relation to the great outdoors, culture and heritage, food and drink**

- We will continue to identify opportunities that will drive tourism including specific sports and outdoor/adventure activities, and our heritage and culture offer
- We will continue to engage with event and festival organisers, site and venue owners and our partners to address the sustainability and the succession planning needs of key annual events with the greatest potential to develop and grow
- We will capitalise on business development and supply chains and work to develop local production and technical suppliers, and with local food and drink producers, to create opportunities for companies

#### **We will seek to attract new events to the area and sustain our own events and festivals to ensure an exciting year-round calendar**

- We will consider the area's events calendar and periods of tourism capacity when bidding or seeking to secure or support new events
- We will engage with event organisers, national sporting bodies etc. to attract appropriate events to the area, seeking to build a pipeline of landmark events
- We will consider the national themed years of focus e.g. Year of Coast and Waters 2020, Year of Storytelling 2022 and develop the Perth and Kinross response accordingly
- We will engage with EventScotland and other agencies to bid for events of national or international significance
- We will collaborate with Horsecross Arts and Culture Perth and Kinross to develop and co-ordinate programmes and in respect of resource management
- We will collaborate with partners at the regional level, when appropriate, to attract or grow events with a regional impact
- We will consider our own events programme including the Winter Festival in line with budget pressures and income generation opportunities in order to ensure longer term sustainability

#### **We will promote our area's events and festivals offering to target audiences and visitor markets**

- We will develop our communications channels and co-ordinate marketing activities with partner agencies such as VisitScotland, Horsecross Arts, Culture Perth and Kinross in relation to target markets in the UK and, when appropriate, key international markets

- We will support event and festival organisers and partners to attract participants and visitors to the area

### **We will monitor and evaluate the impact of events and festivals**

- We will measure events and festivals in terms of economic impacts, return on investment, the area's profile and in line with wider performance frameworks
- We will use this measurement process to inform future decision making and the prioritisation of the allocation of resources towards events and festivals

### **We will ensure safe and welcoming events**

- We will manage effectively our own events programme in line with regulatory requirements
- We will provide support, advice and guidance to external organisers to enable events and to ensure that they are delivered safely and in line with regulatory requirements
- We will support delivery of the 2021 Royal National Mod
- We will adopt a "one team" approach and agree roles and responsibilities for Council services and partners including the multi-agency Safety Advisory Group process and the sharing of intelligence about outdoor events

### **We will consider events in the context of place development**

- We will implement place management frameworks for the use of public spaces in Perth city centre and town centres
- We will encourage the use of public spaces by partner agencies and third parties for events, entertainments and animation purposes in order to support the vibrancy and dynamism of our city and town centres

## **Resources and Sustainability**

Through the budget review process the Council makes financial provision to support its own programme which includes the Winter Festival (and specific events therein), the Mediaeval Fair, and City of Perth Salute. In addition, the Council can provide grant assistance to organisers through its Event Funding Scheme. However, given demand and budget pressures, the intention is to see third party events move to a position of being self-sustaining and therefore reduce the expectation of recurring grant support from the Council. The Council's financial support should be regarded primarily as pump priming and reducing over time. Event organisers will be encouraged to seek other sources of funding and to address how their events can be sustained financially.

In respect of the Council's own events programme, the longer-term ambition is to secure more income thereby offsetting the Council's gross expenditure. Given that the events are held in the public realm and greenspace, it is difficult to introduce a public charging regime. The cost of sales (infrastructure, ticketing systems and visitor management processes) would require to be factored in as well as the reduction in overall attendances. Nevertheless, efforts will continue to secure sponsorship, commercial income through trade concessions etc. and the introduction of voluntary public donation measures.

## **Delivery and Governance (Events Delivery - Appendix A)**

Oversight of the implementation of the Events Strategy and related actions resides within Corporate and Democratic Services under the auspices of the Depute Chief Executive and the Head of Planning and Development. The Events Strategy group comprises a core officer group from the Place Development Team, Corporate Communications, and representatives of Culture Perth and Kinross. Other officers and agency representatives may be co-opted as required. The purpose of this group is to consider the overall programme and strategic approach and progress on implementation of the strategy and actions. It does not consider the operational detail of particular events. This group is co-ordinated by the Events Officer who also provides a link to the Events Safety Advisory Group. The Events SAG will meet periodically to review the calendar of events from a health, safety and welfare perspective. Thereafter, specific individual event SAG meetings are convened on a multi-agency basis to address the specific operational matters of that particular event. Wash up review meetings of specific events are convened as and when required to address issues arising and key lessons to be learned. The approach to the delivery of Council owned and managed events is outlined in the Appendix.

Specific events may be the subject of reports to the Council's Environment and Infrastructure Committee and event organisers will seek all necessary permissions and consents in line with established licensing and legal frameworks.

## **Measuring Impacts (Event Impacts Procedure Note – Appendix B)**

The economic impact of events is an indicator within the service Business Management and Improvement Plan (BMIP). Accordingly, there is a requirement to collate information relating to the impact of events delivered by the Council and events supported financially by the Council. The appended procedure note outlines the approach to measuring and reporting the economic impact of events.

### Perth & Kinross Council Event Delivery

#### Aim

To ensure the planning and delivery of successful, safe and legal events where Perth & Kinross Council is the Event Organiser.

#### Event Plan

All Perth & Kinross Council services who are considering delivering events in any form should prepare an Event Plan. The Event Plan should:

- Communicate the vision, purpose and benefits of the event to others
- Enable the service to focus on the event's potential to develop and grow
- Illustrate and help secure the event's viability and sustainability in the longer term (if plans are for recurring events)
- Show how much money is needed and what it is needed for
- Help the service plan the resources, delivery and operating structure
- Help the service raise funding
- Help the service measure success

Each Event Plan should contain the following:

- An Event Overview including:
  - Vision and Mission Statement
  - Key Outcomes/deliverables
  - The Event
  - Target Market
  - Stakeholder involvement and benefits
  - Delivery mechanism
- Development Plan including
  - Strategic Development
  - SWOT Analysis
- Financial Plan and Considerations
  - Income and Expenditure projections
  - Economic Impact Estimation

Key areas to be addressed in an event business plan include:

- The event's vision and mission – *i.e.* what it ultimately aims to achieve
- Who the key stakeholders are, what benefits they will accrue and how the event fits with their strategies
- The relevant experience and track record of the organisers
- The event's background and an overview of plans for the current year
- The SWOT analysis (identify strengths, weaknesses, opportunities and threats)
- Key objectives and achievement strategy for the current year

- A development plan – how key aims and objectives will be realised going forward (beyond the current year)
- Marketing and communications planning
- Event requirements – staffing structure, facilities, services, venues, etc.
- How much the event will cost – budget projections
- How will it be paid for – identifying income streams
- Management and business controls
- Risk management and contingency plans
- Future considerations

## **Event Operational Planning**

Event Managers should:

- Put in place an operational planning group or groups to ensure that all aspects of the event have been considered. The operational planning group must be in place in sufficient time to allow for considered planning and preparation to take place
- Have consideration to the Events Industry Forum's 'Purple Guide' to Health, Safety and Welfare at Music and Other Events
- Have consideration to the Perth & Kinross Council approved Safe and Legal Events guidance
- Where invited to do so by the Perth & Kinross Strategic Event Safety Advisory Group, include an Event Safety Advisory Group as part of the event planning process

## **Event Operational Planning Group**

The Event Operational Planning group should produce:

- An Event Manual that provides a co-ordinated approach to the organisation and running of the event. This manual should contain:
  - Introduction
  - Aim
  - Event Management arrangements
  - Event Control arrangements
  - Event Planning Liaison arrangements
  - An outline of the event including control zones
  - Road access/closures
  - Accidents and Medical Emergencies
  - An event risk assessment
  - A communications plan
  - Lost and found arrangements
  - Contingency arrangements including an event emergency plan and evacuation plan
  - Insurance and public liability arrangements
  - A health and safety policy statement
  - Event cancellation arrangements
- An Event Operational Plan that:

- ensures that lines of communication and management are clearly stated
- defines all of the normal roles and responsibilities involved in the provision of the event
- provides a context in which individual activities can see and understand their relationship to each other

## Procedure for Evaluating the Economic Impact of Events

### 1) Definition

The purpose of this document is to outline the procedure for evaluating the economic impact of events, including determining the type of events which may be in scope for economic impact assessments (EIA) and the methodologies to be used in such assessments. The objective of such EIAs is to establish an indication of the economic contribution which events make to the economy of Perth and Kinross and the wider region in line with wider objectives and targets for economic development. This procedure is therefore primarily concerned with the quantitative aspects of events rather than qualitative although information on the latter often forms part of full impact assessments and is of course of value to individual event organisers.

In developing the procedure, it is recognised that the issue of proportionality is an important one, given the wide range in scale of events occurring in Perth and Kinross and the cost/ benefit of obtaining primary data for input into EIA models and the cost of external economic consultancy expertise. Events can be broadly categorised as follows:

#### Local

Markets, fairs, galas, exhibitions etc. A large number of events that appeal to, or are targeted at, a local community and/or Perth and Kinross audience and may be of interest to visitors already in the area. Although they are not in themselves significant economic drivers they contribute to the “colour” of the area and have a role in community life.

#### Regional and/or National

Events with the potential to attract visitors from the wider region and nationally (rest of Scotland and some UK attendance). These events would include Perth Races, Winter Festival, larger cultural events and festivals such as Perth Festival of the Arts.

#### Major

A smaller number of events with significant pulling power and the ability to attract visitors from the rest of the UK and potentially overseas and with significant economic impact. These would include one off sporting events e.g. Ryder Cup, Solheim Cup and larger events at Scone Palace, Blair Castle.

Given the issue of proportionality, and the Council’s primary objectives in relation to economic development the procedure in relation to economic impact assessment relates to events in the national/regional and major categories.

Furthermore, there are events within the area’s programme which are either:

- a. Externally owned – events delivered by promoters and organisers who are external to the Council

- b. Council owned – where the Council itself organises, and resources the event

The procedure for these is set out below.

## 2) **PROCEDURE**

### **External Event Supported by Perth and Kinross Council**

Event organisers can request funding support from the Council towards the costs of staging and marketing their event. Through the application process, the organiser is advised that they will be expected to complete an economic impact assessment of their event and submit a post event report to the Council, a template for which is provided (see appendix). To assist organisers, they are referred to the online Events Impact toolkit which comprises an economic impact calculator ([www.eventimpacts.com](http://www.eventimpacts.com)). At the outset this calculator allows event organisers to get a broad feel for the scale of economic impact that an event might achieve. It does of course rely on sound input data – ideally data on expenditure from visitors/attendees and the organisers themselves. A sample of the report generated by this toolkit is appended to this document.

Where an event occurs in Perth and Kinross but has not received financial support – either it is a mature event or funding is not required – then organisers are nevertheless encouraged to address the economic impact of the event, either using the toolkit or through their own primary research. This information is of value in assessing the aggregated impact of events in a given year to the economy of Perth and Kinross. An example of this is the Etape Caledonia cycle event which is a major event for the area and although the Council has a close engagement with the organiser for operational purposes the event no longer receives financial support from the Council. The organiser has nevertheless produced its own economic impact evaluation.

In respect of major events it is recognised that in many such instances the economic impact assessment will be a large exercise commissioned at the national level. Typically, such assessments are based on extensive surveying of visitors and businesses and the event organisers own expenditure in the host economy to stage the event. In addition, an assessment of the media coverage generated will also be included.

In these instances, it is important that the economic impact disaggregated at the Perth and Kinross level is included as well as the national level. The Council's role here is to engage with the commissioning body and ensure that this is the case. An example of this is the economic impact assessment for the 2014 Ryder Cup.

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

Based on the foregoing principles, officers will also consider economic impact assessments relative to the events which they are tasked with delivering.

### *One Day Events*

EIA will either be through the aforementioned Event Impacts toolkit or a desk based appraisal exercise with regards to one day recurring events, e.g. City of Perth Salute, particularly as such events appeal to a day visit and local audience. A desk based appraisal is a low cost, external analysis that uses historic data, adjusted for inflation, to estimate the economic impact.

Officers will assess non-recurring, one off events on a case by case basis relative to the anticipated attendance. If the projected attendance is likely to exceed 10,000 then it will be considered through the following process for large footfall events.

### *Large Footfall and Multi Day Events*

In the case of large-scale events (>10,000 attendees), such as the Christmas Lights festival and the Riverside Light Nights within the Winter Festival programme, a more extensive process is adopted to deliver a fuller economic impact assessment. This will entail visitor surveys and field research to yield statistically robust sample sizes and primary input data with external analysis by appointed specialist consultants to develop the full economic impact report and which comprises estimates of net additional expenditure generated, estimated equivalent annual jobs impact, and GVA.

Given the cost of such exercises it is proposed that full visitor surveys (and full economic impact assessment) are undertaken every second year with a desk-based appraisal in the intervening year. This is supplemented by surveys of businesses to gauge the uplift or otherwise on trade as well as other qualitative aspects.

## **3) RESPONSIBILITIES**

| <b>Role</b>                                                                 | <b>Responsibility</b>                                                                                                                                                                                                                                                                                                                              | <b>Officer</b>  |
|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Initial determination for EIA process. Commissioning and process management | <ul style="list-style-type: none"><li>• Assessing category of event and process for EIA to be adopted</li><li>• Commissioning EIA (field surveys, economic consultant etc) where required and management of contractors</li><li>• Engagement with and monitoring of external event organisers including submission of post event reports</li></ul> | Events Officer  |
| Checking. Reporting                                                         | <ul style="list-style-type: none"><li>• Oversight of determination process for EIAs</li><li>• Reporting on EIAs as required</li><li>• Input to Service, Council KPIs as required</li></ul>                                                                                                                                                         | Team Leader     |
| Oversight. Sign off                                                         | <ul style="list-style-type: none"><li>• Approval and checking of reports</li><li>• Dispute resolution</li></ul>                                                                                                                                                                                                                                    | Service Manager |

|                                |
|--------------------------------|
| <b>Event Evaluation Report</b> |
|--------------------------------|

**Event Information**

**Name of Event:**

**Date of Event:**

**Location:**

**Amount of PKC Grant:**

**Purpose of Grant:**

**Please give a brief description of the event: (Please include supplementary activities and entertainment that took place)**

**Final Number of Spectators\*\*:**

**Final Number of Participants/performers:.**

**Number of Paid Staff:**

**Number of Volunteers:**

**Number of Corporate Guests: (if applicable)**

**Number of Exhibitors: (if applicable):**

**Estimated Economic Impact\*:**

**\* If applicable/available**

**\*\* Please provide a geographical breakdown as well as % of people staying overnight**

**Media Coverage**

**Please give a summary of the media coverage that the event received:**

## FINANCIAL SUMMARY

Please provide top line figures for the event.

|                 | Projected | Actual |
|-----------------|-----------|--------|
| Income          |           |        |
| Expenditure     |           |        |
| Surplus/Deficit |           |        |

### Evaluation Checklist:

Aside from the above information, please ensure you supply the following when submitting this form:

- **A copy of the final event budget detailing actual income and expenditure**
- **A copy of any event evaluation reports and competitor/spectator feedback results**
- **Photographs of the event**
- **A copy of the event programme**
- **Samples of press coverage achieved**

This form and the supplementary information required should be submitted to the address below within 3 months of the completion of the event.

If you have any queries on any of the above, please contact the Events Officer in the Place Development Team.

Place Development Team  
Planning and Development  
Perth and Kinross Council  
Pullar House,  
Kinnoull Street  
Perth  
PH1 5GD

Tel: 01738 475000



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**22 January 2020**

**EVENT FUNDING APPLICATION – PERTH FESTIVAL OF THE ARTS**

**Report by Head of Planning and Development (Report No. 20/07)**

This report outlines the funding application received from Perth Festival of the Arts to support the 2020 Festival and recommends funding support, subject to the budget review process for both 2020 and 2021 Festivals.

**1. BACKGROUND/MAIN ISSUES**

1.1 Applications from event organisers for financial assistance over the value of £10,000 are subject to the approval of the Environment and Infrastructure Committee. Perth Festival of the Arts has been delivering high quality cultural programmes across a range of genres and the Council has provided annual financial support towards its programming, operational and marketing costs. Until 2012, the financial support from the Council's events budget was £23,500. This was reduced to £18,800 from 2013. This 20% reduction in funding was in line with the Council's approach at that time to funding external bodies. The Environment and Infrastructure Committee on 21 March 2018 (ref 18/92) approved funding of £18,800 for both the 2018 and 2019 festivals. Perth Festival of the Arts has submitted a funding application for its 2020 Festival and is seeking a grant contribution from the Council of £18,800. It is also requesting consideration of support for the Festival for 2021 which is the 50<sup>th</sup> anniversary year of the Festival.

1.2 Total ticket sales performance for recent Festivals is as follows:

|                     | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>2017</b> | <b>2018</b> | <b>2019</b> |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Ticket Sales</b> | 7,617       | 8,879       | 8,760       | 8,815       | 8,076       | 8,515       | 7,320       | 8,009       |

1.3 In 2019, the Perth Festival of the Arts recorded ticket sales of 8,009 which was a slight increase on the previous year (9%) and with a total audience estimate of 12,859 (8,009 ticket sales, 1,350 attending free events, 3,500 visiting the free art gallery). However, as can be seen from the table, ticket sales have fluctuated over the past few years and not shown any real growth.

1.4 The 2019 Festival was hosted in the core venues of Perth Concert Hall and Perth Theatre with events and performances also held in St John's Kirk, St Matthew's Church, St Ninian's Church and the Loft Nightclub. In 2019 the Festival programme included performances by English Touring Opera, the Sixteen, the Katona Twins, Rainer Hersch, Jools Holland, Fairport Convention, Lewis Capaldi, Hue and Cry, Horrible Histories, and broadcaster John Simpson.

1.5 The Festival also has a focus on supporting the musical development of children and young adult professionals as a core part of its mission. The Festival worked with 720 young people through music, story telling and illustration. Pupils from 11 schools, from infants to senior pupils, took part in the lunchtime concert series at St John's Kirk. The Festival's work with Yamaha NEO Ensemble facilitated 80 pupils' involvement in workshops with virtuoso brass players from across Europe, followed by the opportunity to perform at Perth Concert Hall in a family concert. Beyond its work with local schools, the Festival also engages with Perth College UHI and has offered work experience placements to students including Music Business students, three of whom joined the Festival Administrator for a 6 weeks placement in 2019.

## **2. FESTIVAL IMPACTS**

2.1 The Festival calculated the economic impact based on estimated expenditure by attendees as well as the Festival's own expenditure in the local economy in order to stage the Festival in 2019. This estimated a direct economic impact of £412,589. Based on audience surveys it is estimated that the total 12,859 attendances represented 9,312 unique audience members. Approximately 67% of these were from Perth and Kinross and 33% from outside the area (28% from other areas of Scotland, 5% from other areas of the UK or overseas).

## **3. PROPOSAL**

3.1 In 2020, the Festival is scheduled for 21 to 30 May. Artists and performers confirmed thus far include:

- Scottish Opera with a concert performance of "The Gondoliers"
- Nicola Benedetti & Aurora Orchestra
- Eddi Reader
- Tasmin Little, leading international violinist
- Tenebrae, vocal ensemble
- Jools Holland and His Rhythm & Blues Orchestra (plus special guest tbc)
- Des Clarke (tbc), comedian
- Theatre productions: "The Unremarkable Death of Marilyn Monroe"; "The Nat King Cole Story"; "Murder She Didn't Write"
- The ArTay exhibition.

3.2 Rock/pop performances including a mini festival day featuring up and coming Scottish bands will also be programmed as well as children's programme including a return visit of the Scottish Opera Pop Up Roadshow is scheduled which offers free access to short operatic performances in the Scottish Opera mobile unit in the city centre.

3.3 As previously intimated, 2021 will be the 50<sup>th</sup> Anniversary Year of Perth Festival of the Arts and the Festival organisers are committed to marking this landmark year with an enhanced programme that will celebrate the Festival's contribution to Perth's cultural life. While the programme for 2021 is still very

much in development the intention is to deliver a high-quality programme that features several large-scale, high profile events as well as an increasing number of “fringe” events in smaller venues that encourage increased local participation. The Festival is in liaison with RSNO, Sistema Scotland Big Noise, and the National Youth Orchestra of Scotland, BBC Big Band and an international symphony orchestra regarding its concert programme. It is collaborating with Culture PK and will be programming rock/pop, comedy, drama, and explore music recitals which celebrate Perth’s international connections with its twin towns. It is the intention of the Festival to use the year as both a celebration and a platform for future development.

- 3.4 For both 2020 and 2021 the Festival will include a strong offering for children and young people as part of its charitable aims to encourage young people to the arts. There will be a daily lunchtime concert series featuring local young musicians and Perth & Kinross Big Band. In 2020, the Festival is working with the choir Tenebrae to deliver free singing workshops for children and adult community audiences. In 2019, approximately 20% of the audience were young people aged under 25 and Festival aims to keep building on this through programming and ongoing engagement with young people. In addition, the audience feedback in 2019 showed that 38% of the audience attended 3 or more shows. Overall, the Festival aims to reach an audience of 13,500 people in 2020 and 15,000 in 2021, with over 2/3 of this being ticketed audience and the remainder through free events.
- 3.5 For 2020, the Festival has requested funding support of £18,800 to the Festival which is line with the Council’s funding level to date. In addition to ticket sales revenue, funding secured for 2020 includes the Gannochy Trust (£75,000), other trusts (£20,300), with a further £34,350 pending from other regular grant funders. Corporate sponsorship is also being pursued.
- 3.6 Funding for the 2021, 50<sup>th</sup> Anniversary Festival will begin in 2020. However, in order to support this landmark year the Festival is seeking a one off uplift in grant to £25,000. Funding from the Council assists in leverage of other funding and supports the delivery of each Festival, contributing to the expenditure budget outlined below. The uplift in grant for 2021 would assist the organisers in delivering a higher profile and wider reaching Festival.
- 3.7 The projected budgets for the 2020 and 2021 Festivals are summarised below:

| <b>Income (public sector funding, ticket sales, sponsorship, merchandising, fundraising etc)</b> |          |             |          |             |
|--------------------------------------------------------------------------------------------------|----------|-------------|----------|-------------|
| <b>ITEM</b>                                                                                      | <b>£</b> | <b>2020</b> | <b>£</b> | <b>2021</b> |
| Ticket Sales                                                                                     |          | 150,000     |          | 160,000     |
| Interest/ Dividends                                                                              |          | 3,056       |          | 3,056       |
| Perth & Kinross Council                                                                          |          | 18,800      |          | 25,000      |
| Other Public Sector Funding (Creative Scotland)                                                  |          | 7,500       |          | 10,000      |
| Trust Donations/ Grants                                                                          |          | 130,000     |          | 150,000     |

|                         |                  |                  |
|-------------------------|------------------|------------------|
| Commercial Sponsors     | 5,175            | 6,000            |
| Friends Subscriptions   | 7,500            | 7,500            |
| Use of Legacy Funds     | 10,000           | 20,000           |
| ArTay Sales             | 34,000           | 34,000           |
| Miscellaneous Donations | 1,000            | 1,000            |
| <b>TOTAL</b>            | <b>£ 367,031</b> | <b>£ 416,556</b> |

| <b>Expenditure (administration, insurance, marketing, staff, venue, equipment, security)</b> |          |                |          |                |
|----------------------------------------------------------------------------------------------|----------|----------------|----------|----------------|
| <b>ITEM</b>                                                                                  | <b>£</b> | <b>2020</b>    | <b>£</b> | <b>2021</b>    |
| Artists' Fees, Hotel, Travel                                                                 |          | 184,578        |          | 220,131        |
| Horsecross Rental                                                                            |          | 29,253         |          | 33,000         |
| Horsecross Production Costs, Catering and Staffing                                           |          | 22,125         |          | 25,000         |
| Marketing                                                                                    |          | 24,500         |          | 27,000         |
| Performing rights and royalties                                                              |          | 3,700          |          | 4,500          |
| Insurances                                                                                   |          | 2,500          |          | 2,600          |
| Horsecross Box Office Costs & Commission & Credit Card                                       |          | 14,600         |          | 15,500         |
| Administrator Fee/ Festival Staff/ Students                                                  |          | 39,000         |          | 41,000         |
| Audit Fee                                                                                    |          | 2,200          |          | 2,300          |
| Printing and Postage                                                                         |          | 1,700          |          | 2,500          |
| Miscellaneous and Contingency                                                                |          | 5,000          |          | 5,000          |
| ArTay                                                                                        |          | 37,850         |          | 38,000         |
| Bank charges                                                                                 |          | 25             |          | 25             |
| <b>TOTAL</b>                                                                                 | <b>£</b> | <b>367,031</b> | <b>£</b> | <b>416,556</b> |

3.8 The Council grant would represent 5% of the total projected income in 2020 and 6% in 2021. The Festival is currently projecting a break-even position for both years. Should deficits arise these would be met from the Festival's restricted reserve and legacy fund. In 2019 the Festival's total income was £380,963 and the total expenditure was £386,737. The Festival generally budgets to up to a maximum of £10,000 of its legacy reserves each year, so the overall deficit of £5,775 is within its budgeted spend of reserves.

3.9 As has been previously reported to the Committee the largest area of expenditure is for artists' fees and expenses which represent approximately 50% of the total expenditure. Horsecross Arts fees and charges represent approximately 18% of the total projected expenditure each year. At this stage it is not known currently what the Council's budget for events support will be for the next two financial years and any grant award by the Council at this juncture will therefore be provisional and subject to the budget process for the financial years 2020/21 and 2021/22. However, it is proposed that the Council's grant support for the 2020 Festival is maintained at the present level of £18,800. In view of the Festival's landmark 50<sup>th</sup> Anniversary in 2021 the Committee is asked to consider the Festival's request for a one-off uplift in

grant to £25,000. This would be provisional and would require to be factored into the budget review process for the events support budget for 2021/22.

#### 4. CONCLUSION AND RECOMMENDATIONS

4.1 It is recommended that the Committee:

- i) notes the performance in recent years of the Perth Festival of the Arts
- ii) approves funding of £18,800 towards the 2020 Perth Festival of the Arts and subject to the 2020/21 budget review process
- iii) considers funding of £25,000 towards the 2021 Perth Festival of the Arts to mark its 50<sup>th</sup> Anniversary year and subject to the 2021/22 budget review process.

#### Author

| Name        | Designation                      | Contact Details                                                                                                  |
|-------------|----------------------------------|------------------------------------------------------------------------------------------------------------------|
| Alan Graham | Team Leader –<br>Tourism & Place | Tel: (01738) 475000<br>E-mail : <a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name          | Designation                                      | Date            |
|---------------|--------------------------------------------------|-----------------|
| Jim Valentine | Depute Chief Executive (Chief Operating Officer) | 14 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 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>None</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>None</b> |
| <b>Communication</b>                                |             |
| Communications Plan                                 | <b>None</b> |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

1.1 The Perth and Kinross Community 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 strategy and related actions will contribute to the following objective: Promoting a prosperous, inclusive and sustainable economy.

#### Corporate Plan

1.3 The Council's Corporate Plan 2019 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 objective (iii) outlined in paragraph 1.1 above.

## **2. Resource Implications**

### Financial

- 2.1 Subject to the budget review process the Council will provide financial support of £18,800 to the 2020 Perth Festival of the Arts and £25,000 to the 2021 Festival.

### Workforce

- 2.2 There are no staff resource issues for Perth and Kinross Council.

## **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 the following positive outcomes expected following implementation:
- The needs of equality groups are addressed in the programming and venue arrangements undertaken by the Festival of the Arts.

### 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 further action is required as the proposals do not qualify as a PPS as defined by the act and are 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.

## Legal and Governance

- 3.5 The consideration of the report is in line with the Council's Scheme of Administration and specifically the role of the Enterprise and Infrastructure Committee in developing measures to support and promote economic activity and to plan and promote tourism development activity.

## Risk

- 3.6 Risks and the controls required to mitigate any risks will be reported through the Council's risk management process where the Council is the lead on individual projects.

## **4. Consultation**

### Internal

- 4.1 The Head of Economic Development and Head of Finance have been consulted in the development of the report.

## **2. BACKGROUND PAPERS**

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;

- Event Funding Application - Perth Festival of the Arts 2016 - Report by the Depute Director (Environment) to the Enterprise and Infrastructure Committee (ref: 16/4).

## **3. APPENDICES**

None.

**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**22 January 2020**

**Street Lighting Partnership Agreement**

**Report by Depute Director (Housing & Environment) (Report No. 20/08)**

The report seeks approval to extend the existing Street Lighting Partnership with Dundee City Council and Tayside Contracts, and to incorporate Angus Council into the Partnership Agreement for the shared service delivery of street lighting. The agreement will run for the period to 31 March 2023. A report is going before Dundee City Council on 27 January 2020 and Angus Council in May 2020 seeking to work to the same Partnership Agreement.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The existing Street Lighting Partnership between Perth & Kinross Council, Dundee City Council and Tayside Contracts was set up in 2006. This was the first partnership in this form and, over the last 13 years, the Partnership has consistently performed well against its various objectives and its key service performance indicators. The Street Lighting Partnership is fully committed to the Roads Asset Management Planning framework. As such, all street lighting inspections, repairs, inventory and records are held and updated electronically.
- 1.2 Full performance data is included in the annual Roads Asset Status Report ([Report No. 19/305](#)), [Appendix 1](#) and [Appendix 2](#).
- 1.3 The Council performance for repairing faults remains one of the best in Scotland with 98.40% of faults repaired within 7 days. The average cost of repairing a routine fault is £49.02 which remains one of the lowest in Scotland. In addition, the average time taken to repair a fault has continuously improved and is substantially less than the Scottish average of 6.93 days.

| Description                                | Results     |                            |                  | Analysis                                                                                                           |
|--------------------------------------------|-------------|----------------------------|------------------|--------------------------------------------------------------------------------------------------------------------|
|                                            | PKC 2017/18 | SCOTS Family Group Average | National Average |                                                                                                                    |
| Percentage of repairs within 7 days        | 98.40%      | 83.53%                     | 88.83%           | The Council performance for repairing faults is better than SCOTS family group and one of the best across Scotland |
| Average cost for repairing a routine fault | £49.02      | £60.92                     | £95.21           | One of the lowest across Scotland                                                                                  |
| Average time taken to repair (days)        | 2.44 days   | 5.22 days                  | 6.93 days        | Substantially lower than both the SCOTS family group and the Scottish average                                      |
| Public calls as a percentage of street     | 11.13%      | 6.97%                      | 7.83%            | The Council receives more calls when                                                                               |

| Description | Results |  |  | Analysis                                                     |
|-------------|---------|--|--|--------------------------------------------------------------|
| lights      |         |  |  | compared to the SCOTS benchmarking family group and Scotland |

Table 1 – Performance Indicators

- 1.4 The Street Lighting Partnership is currently 4 years into its LED replacement programme to drive down energy costs and replace the infrastructure in a planned, phased manner. Delivery is ahead of programme. The following table shows the forecast data from the Scottish Futures Toolkit which the business case was based on, compared against the last 3 years figures. This shows energy reduction and cost savings are significantly greater than forecast in the business case.

| LED Replacement Programme            | 2015/16           | 2016/17           | 2017/18          | 2018/19          |
|--------------------------------------|-------------------|-------------------|------------------|------------------|
| SFT Forecast Energy (kWh)            | 9,262,753         | 8,414,074         | 7,682,897        | 7,197,520        |
| <b>Actual Energy (kWh)</b>           | <b>8,879,121</b>  | <b>7,749,283</b>  | <b>6,993,048</b> | <b>6,578,241</b> |
|                                      |                   |                   |                  |                  |
| SFT Forecast Energy Saving (kWh)     |                   | 848,679           | 1,579,858        | 2,065,233        |
| <b>Actual Energy Saving (kWh)</b>    | <b>383,632</b>    | <b>1,513,470</b>  | <b>2,269,705</b> | <b>2,684,512</b> |
|                                      |                   |                   |                  |                  |
| SFT Forecast Energy Cost (£)         | £1,017,454        | £1,144,851        | £1,259,158       | £1,290,711       |
| <b>Actual Energy Cost (£)</b>        | <b>£1,083,924</b> | <b>£1,006,360</b> | <b>£885,452</b>  | <b>£920,923</b>  |
|                                      |                   |                   |                  |                  |
| SFT Forecast Energy Cost Saving (£)  |                   | £104,969          | £176,359         | £235,170         |
| <b>Actual Energy Cost Saving (£)</b> | <b>£46,832</b>    | <b>£196,547</b>   | <b>£288,961</b>  | <b>£257,008</b>  |

Table 2 – LED Replacement Programme Energy Figures

- 1.5 Service standards levels have either improved or remained relatively steady over the last 4 years despite a reducing budget and increased asset base to maintain. This is as a result of efficient use of staff and other resources through the Partnership.

| Measured By                                                                                                   | 2015/16   | 2016/17   | 2017/18   | 2018/19   |
|---------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|
| Revenue Budget excluding energy usage                                                                         | £487,671  | £280,161  | £348,733  | £338,670  |
| Electrical testing of all equipment shall be undertaken at a frequency of 6 years                             | 65.37%    | 68.09%    | 65.25%    | 62.92%    |
| Emergency faults shall be made safe or repaired within 4 hours of notification                                | 100%      | 100%      | 100%      | 100%      |
| The percentage of street light columns exceeding their expected service life (ESL) should be no more than 25% | 19.86%    | 19.01%    | 18.27%    | 18.40%    |
| A non-emergency fault shall be rectified within 7 working days (Single Outage)                                | 97%       | 98.5%     | 99%       | 98.40%    |
| Average time taken to repair faults to restore lamps to working order                                         | 2.74 days | 2.38 days | 2.31 days | 2.44 days |
| Average cost for repairing a routine fault                                                                    | £34.52    | £39.03    | £45.46    | £49.02    |
| Public calls as a percentage of street lights                                                                 | 8.24%     | 9.92%     | 11.76%    | 11.13%    |

Table 3 – Service level trend

- 1.6 The Street Lighting Partnership has gained national recognition as a result of its level of service and service approach. In 2008, it reached the finals of the Association of Public Service Excellence (APSE) awards in the Public/Public Partnership category. In 2010, it was a finalist in the APSE Best Performing category. In 2013, 2016, 2017 and 2018 the Council was shortlisted for the APSE UK National Award ‘Best and Most Improved Performer’ for the delivery of Street Lighting.
- 1.7 The Partnership has operated as an integrated team, supported by a single Street Lighting Partnership Manager covering both Perth and Kinross Council and Dundee City Council. It is intended to extend it to include Angus Council. The current Partnership has realised many benefits for both Councils and Tayside Contracts, including:
- the larger team based across the Councils is adaptable in dealing with variations in workload
  - since its inception, the partnership approach has provided opportunities for efficiencies and reduced staff levels and costs for both Councils and Tayside Contracts to ensure a continued level of service with reducing budgets
- 1.8 In addition, the proposed arrangement to include Angus Council provides for
- a more resilient workforce across the partners, sharing skills and experience in an industry currently facing difficulties in terms of recruitment and retention

- the production of a common specification which would further reduce the costs of storing materials, and encourage greater cost savings through bulk purchasing. This approach is supported by Scottish Government initiatives, Procurement Scotland, Scotland Excel and the Tayside Procurement Consortium (TPC)
- improved utilisation of specialist vehicles as a result of sharing across authorities
- the achievement of the Scottish Government's objectives in increased partnership working and shared services in line with the Efficient Government agenda
- for scope for further development of such a partnership, for example by other Councils joining to realise more efficiencies.

1.9 An Executive group comprising two senior officers from each Council and Tayside Contracts will meet at least four times a year to review performance of the Partnership against a number of agreed criteria.

1.10 The Street Lighting Partnership is well advanced in many areas of new technologies, with LED lanterns now both more affordable and attractive. At end of November 2019, 8,240 out of 17,500 lanterns had been replaced as part of the 10 year programme. After 3½ years, this is 2,740 ahead of the planned programme and already delivering annual energy savings exceeding £250k (2019/20). A Central Management System (CMS) has been installed in the City Centre. The system can adapt the lighting levels of the street lights remotely using Radio Frequency (RF) signal communication, which enables the lighting levels to be dimmed remotely as required, reducing light pollution and energy costs. It also controls the Christmas lights.

## **2. PROPOSALS**

2.1 While being one of the leading Councils in the delivery of a street lighting service, there are still opportunities for improvement to further enhance and build on the successes that have been realised to date.

2.2 This report proposes the extension of the existing partnership with Dundee City Council and Tayside Contracts, and to incorporate Angus Council into the Partnership Agreement for the shared service delivery of Street Lighting. The agreement will run for the period to 31 March 2023.

2.3 Through the SCOTS Asset Management project, the Partnership is undertaking an active role in the introduction and development of Asset Management tools and techniques to help further improve the service. Some of these initiatives and projects will take time to develop.

## **3. CONCLUSION AND RECOMMENDATION**

3.1 It is recommended that the Committee

- (i) notes the contents of this report; and
- (ii) approves the new Street Lighting Partnership to include Angus Council through a 3 year Partnering Agreement to 31 March 2023.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>                               | <b>Date</b>     |
|----------------|--------------------------------------------------|-----------------|
| Barbara Renton | Executive Director<br>(Housing &<br>Environment) | 13 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 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>Yes</b>        |
| Legal and Governance                                | <b>Yes</b>        |
| Risk                                                | <b>None</b>       |
| <b>Consultation</b>                                 |                   |
| Internal                                            | <b>None</b>       |
| External                                            | <b>None</b>       |
| <b>Communication</b>                                |                   |
| Communications Plan                                 | <b>None</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 2018-2023 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 1.1 above. These objectives are met by implementing and maintaining lighting assets which promote safety for all road users.

## **2. Resource Implications**

### Financial

- 2.1 The proposals contain in this report should ultimately deliver savings to the Council as the installation and management of the Council's street lighting becomes more efficient. In addition, the replacement and installation of more efficient LED lanterns will generate further energy savings for the Council.

### Workforce

- 2.2 There are no workforce issues as a result of the proposal in this report.

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

- 2.3 The proposals in this report focus around the improvement of the Council's street lighting network.

## **3. Assessments**

- 3.1 IAT Final report has been completed and uploaded via PKC internet system. The IAT combines the functions and requirements of Equality Impact Assessment (EqIA), Sustainability Assessment and pre-screening/screening for Strategic Environmental Assessment (SEA). The IAT 'final report' is supporting evidence that the assessments listed below have been undertaken.

### Legal and Governance

- 3.2 The Council is required, as Roads Authority under the Roads (Scotland) Act 1984, to manage and maintain the roads held on the List of Public Roads. This report considers the discharge of this duty.

### Risk

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

## **4. Consultation**

### Internal

- 4.1 No internal consultation has been undertaken in preparation of this report however extensive discussion and consultation took place prior to the initial entering of the Partnership in 2006.

### External

- 4.2 Discussion and consultation has taken place with the other 3 partners; Angus Council, Dundee City Council and Tayside Contracts.

**5. Communication**

5.1 No communication has been carried out in preparing this report.

**2. BACKGROUND PAPERS**

2.1 Enterprise and Infrastructure Committee Report (12/131) – 21 March 2012.

**3. APPENDICES**

3.1 Appendix 1 – Street Lighting Partnering Agreement.



**DUNDEE CITY COUNCIL, PERTH & KINROSS COUNCIL,  
ANGUS COUNCIL AND TAYSIDE CONTRACTS LIGHTING SERVICE  
PARTNERING AGREEMENT  
1 April 2020 TO 31<sup>ST</sup> MARCH 2023**

**Appendix 1**

## **INTRODUCTION**

### **EXECUTIVE SUMMARY**

Over a number of years the Street Lighting services in Dundee, Perth and Angus have been operated by means of two independent partnership agreements with Tayside Contracts. It is proposed that the lighting service for Dundee City Council, Perth & Kinross Council and Angus Council should now be delivered by means of a joint Tri Council Partnering Agreement with Tayside Contracts.

Both Partnerships have been considered a success and have managed to streamline administration, reduce duplication and demonstrate Best Value approach against a set of strategic performance criteria. All parties have considered their options and wish to come together as a Tri Partnering approach for a period of 3 years from 1 April 2020 to 31 March 2023.

Partners will review performance after 1 year to ensure the new partnering arrangement has not detrimentally affected Service Delivery of any of the original partners.

The Partnering Agreement would be for a 3 year period following which it would be reviewed. In the event the Partnership continues to be a success, it would be the intention of all parties to extend the partnership for a longer period.

Operational delivery of the service is by means of an integrated organisation comprising Tayside Contracts, Dundee City, Perth & Kinross and Angus Street Lighting employees.

Responsibility for service delivery would continue to be overseen by an Executive Board consisting of Officers from City Development Department, Dundee City Council, Environment Service, Perth & Kinross Council, Infrastructure, Angus Council and Tayside Contracts.

The Integrated organisation is not a corporate body, nor does it have the capacity to enter into contracts for whatever purpose.

## CONTENTS

|                                            | Page No. |
|--------------------------------------------|----------|
| Introduction – Executive Summary           | 2        |
| Contents                                   | 3        |
| 1 – Service Description                    | 4        |
| 2 – Service Objectives                     | 5        |
| 3 – Charter                                | 6        |
| 4 – Mutual Objective/Success Criteria      | 6        |
| 5 – Key Performance Measures and Targets   | 7        |
| 6 – Term                                   | 7        |
| 7 – Payment                                | 7/8      |
| 8 – Quality Management                     | 9        |
| 9 – Dispute Resolution                     | 9        |
| 10 – Insurance                             | 10       |
| 11 – Management                            | 11       |
| 12 – Programming                           | 12       |
| 13 – Termination                           | 12       |
| 14 – Lighting Service Management Structure | 13       |
| 15 – Signed Partnering Agreement           | 14       |

## **PARTNERING AGREEMENT**

### **1. Service Description**

- 1.1 Dundee City Council, Perth & Kinross Council and Angus Council provides a full range of services, including statutory duties required by the Roads (Scotland) Act 1984 and Electricity at Work Act 1989, associated with the installation, upgrading and day-to-day maintenance of the Council's road lighting infrastructure.
- 1.2 Street lighting makes an important contribution to road safety, crime prevention and the creation of an acceptable, safe night-time environment. Good reliable street lighting is a key factor in building and maintaining community safety and improving the quality of life for both residents and visitors.
- 1.3 The street lighting Partnership is committed to maintaining and where possible improving the high level of service provided in the operation and maintenance of this asset. The Partnership approach adopted by all councils has been successful in reducing the cost of providing the street lighting service and will continue to seek to do so.
- 1.4 The maintenance of the street lighting asset includes replacement of the asset when it reaches the end of its serviceable life. In addition, new developments requiring lighting are adopted by the council.
- 1.5 The lighting service also encompasses illuminated traffic signs, other electrical street furniture and their maintenance.
- 1.6 The issue of sustainability is a major consideration in the provision of the lighting function and the team will continue to review sustainability of the service including energy efficiency devices and the use of recycled and alternative materials.
- 1.7 Through its electricity consumption, Street Lighting can contribute up to 10% of the Councils overall Carbon footprint and in the life of this agreement will play a major part in offering up initiatives to help Councils meet their obligations and targets in relation to the Carbon Reduction Commitment Legislation.
- 1.8 Across the three council areas the existing Quality Management Systems will be reviewed and updated with one system established and introduced into the work of the street lighting teams to ensure that similar operations are carried out in a consistent manner and to an appropriate standard.

## TRI COUNCIL LIGHTING

### 2. Service Objectives

2.1 The Councils' objectives in respect to the delivery of this service are to:-

- Assist the Councils in achieving their corporate objectives
- Improve the overall management and maintenance of the street lighting asset and maintain the position as leading authorities in Scotland for this service.
- Provide a lighting service that improves road safety and the well-being of the public across the Councils'.
- Seek to continually improve the lighting service, balancing increased performance and the drive to reduce costs by maximising service efficiencies.
- Demonstrate Best Value in the procurement of lighting works and reduce costs consistent with service standards.
- Seek to minimise the adverse impact that the lighting function has on the environment.
- Improve the reliability and operation of street lighting equipment by reducing the number of annual defects
- Deliver the lighting service with due regard to the health and safety of the public and the work force.
- Integrate with the other services of the Councils'.

2.2 **Tayside Contracts** objectives in respect of service delivery are to:

- Produce a cost effective and quality product/service that meets the needs and requirements of the three constituent councils and other clients.
- Develop partnerships with all stakeholders including the constituent councils, other clients, the people and businesses within the community.
- Create a responsive organisation that develops, monitors and evaluates standards of performance.
- Encourage innovation that adds value to our products and services.
- Seek to expand our customer base within current legislation for the benefit of the community.

## TRI COUNCIL LIGHTING

These objectives are encapsulated in Tayside Contracts' mission statement,

**“Community benefit through the pursuit of excellence.”**

- 2.3 The culture, ethos and vision of all four organisations is ideally suited to providing a seamless and best value lighting service to the Councils' and to end users of lighting services in Dundee City, Perth & Kinross and Angus through the framework of a Partnering Arrangement. Our approach and commitment to the Partnering Agreement is detailed below.

### 3. Charter

- 3.1 We are committed to working together to deliver a successful street lighting service meeting all safety, cost, quality and time criteria and demonstrating best value. The partnership between Tayside Contracts, Dundee City Council, Perth & Kinross Council and Angus Council is to be known as the Tri Council Lighting Partnership.

***To achieve this we will be***

- Open and honest and work together as a single team, with integrity
- Empowered and committed in a spirit of mutual trust and co-operation to meet users and each other's service needs
- Innovative, effective and excellent in service delivery
- Efficient through continuous improvement

### 4. Mutual Objectives/Success Criteria

- 4.1 We acknowledge that as separate bodies we have independent organisational goals but that by agreeing this partnership we share objectives to:
- Improve communication and awareness
  - Reduce duplication, both in terms of systems and resources
  - Reduce the average unit cost of the services delivered
  - Improve management and reporting
  - Improve supervision, quality and productivity
  - Provide opportunity to devise new and improved working practices to make more effective and efficient use of resources.
  - Achieve the required rate of return in terms of statutory requirements and that of the Joint Committee
  - Minimise and reduce impact on the environment

## **TRI COUNCIL LIGHTING**

### **5. Performance Indicators and Targets**

- 5.1 An annual service plan and five-year service improvement plan shall be prepared by Lighting Partnership Manager detailing Performance Measures and Targets to be achieved. An Executive Board shall be responsible for agreement and delivery of the Performance Measures and Targets.
- 5.2 The Lighting Partnership Manager shall be responsible for the day to day operation of the partnership and for updating the Executive Board on progress in relation to the Performance Measures and Targets as detailed in the annual service plan agreed by the Executive Board.
- 5.3 The Lighting Partnership Manager shall develop a series of Performance Indicators (“PI’s”), building on the existing service measures which will demonstrate the continual improvement of the service, financial stewardship and the benefits of the partnership. These PIs will include annual targets which the service seeks to achieve.
- 5.4 These PIs and progress towards targets will be reported to the Executive Board at least quarterly to monitor performance and take appropriate action to complete the targets.
- 5.5 Targets and PIs will be reviewed annually by the Lighting Partnership Manager and submitted for approval to the Executive Board.

### **6. Term**

- 6.1 Subject to the terms of Clause 13.1 the term of this agreement will be from the 1 July 2019 for a period of 57 months ending on 31 March 2023 unless otherwise agreed.

### **7. Payment**

#### Dundee City and Perth & Kinross Council

- 7.1 Payment terms will follow the relevant clauses in the Engineering and Construction Contract for Option C: Target contract with activity schedule as amended by the following.
- 7.2 Tayside Contracts will assess the amount due on a cost-plus basis (20%, reviewed and updated annually) for each work activity and submit an invoice at the end of each month, until the end of the agreed period.

#### Angus Council

- 7.3 In the initial stages payment mechanism will continue on the existing pricing mechanisms (schedule of rates; bills of quantities demonstrable rates etc) as was the case with Perth and Kinross initial entry into the partnership but will seek to move towards cost plus mechanism if that proves advantageous to both parties. The progress of this transfer will be reported by the Lighting Partnership Manager to the Executive Board on a quarterly basis.

## **TRI COUNCIL LIGHTING**

### Dundee City, Perth & Kinross and Angus Council

- 7.4 The Employer pays Tayside Contracts within 3 weeks of receiving Tayside Contracts invoice.
- 7.5 If the Employer does not agree with the invoice submitted by Tayside Contracts, he notifies Tayside Contracts of the reason for his disagreement before the payment becomes due.
- 7.6 Should Tayside Contracts wish to dispute the Employers decision the Dispute Resolution Procedure would begin at Stage 2.

## TRI COUNCIL LIGHTING

### 8. Quality Management

- 8.1 We are dedicated to the provision of a service that meets all the requirements of our customers. We will aim to achieve this first time, on time. In order to ensure this we will seek to develop systems, procedures and resources that ensure compliance with the requirements of BS EN ISO 9001 and 9002. We will endeavour to involve all our employees engaged on the service in the process and will provide the training and development necessary to sustain the principles outlined here. We acknowledge that prevention of problems is better than cure, but if we do fail to meet requirements, we will take prompt remedial action with the minimum of disruption to the customer. We will investigate the root cause of failures and establish the action necessary to prevent reoccurrence, thereby taking a proactive approach to quality improvement.

### 9. Dispute Resolution

- 9.1 The Parties intend that disputes should be resolved at the earliest possible time and at the point of dispute. Where resolution has not been achieved the following Dispute Resolution Procedure will apply:

#### Stage 1

- The matter will be referred by the party in dispute to the Street Lighting Partnership Manager who will resolve the matter with the party in dispute.
- Where resolution has not been mutually agreed, the Lighting Partnership Manager will escalate the dispute to Stage 2:

#### Stage 2

- The matter will be referred by the Lighting Partnership Manager to the Head of Operations of Tayside Contracts who will resolve the matter with the Head of Roads & Transportation (Dundee City) or Head of Environmental & Consumer Services (Perth & Kinross) or Service Leader – Roads & Transportation (Angus Council).
- Where resolution has not been mutually agreed with the party in dispute, the Head of Operations will escalate the dispute to Stage 3:

#### Stage 3

- The matter will be referred by the Head of Operations to the Managing Director of Tayside Contracts and Executive Director of City Development (Dundee City) or Depute Director of Housing & Environment (Perth & Kinross) or Director of Infrastructure (Angus Council) who will be the final arbiters for any dispute.

## **TRI COUNCIL LIGHTING**

### **10. Insurance**

- 10.1 The Councils indemnifies Tayside Contracts against claims, proceedings, compensation and costs payable which arise directly from the lawful, non-negligent provision of the service, or which arise from any fault, negligence, breach of statutory duty or any acts prejudicial to any legal rights which provision, fault, negligence, breach of statutory duty or prejudicial acts are solely attributable to the Council which are the unavoidable result of the service or of providing the Service or which arise from fault, negligence, breach of statutory duty, or interference with a legal right by the Council except by Tayside Contracts.
- 10.2 Tayside Contracts indemnifies the Councils against loss, damage, injury, illness or disease, claims, proceedings, compensation and costs arising from their negligent carrying out of the Service..
- 10.3 Notwithstanding the foregoing generality, Tayside Contracts will effect and maintain the following insurances:
- Employers Liability: minimum indemnity limit £10million any one incident, unlimited in the period;
  - Public Liability: minimum indemnity limit £10million any one incident, unlimited in the period

## **TRI COUNCIL LIGHTING**

### **11. Management**

- 11.1 The Executive Board (the Board) is responsible for the performance of the services. It will consist of 9 members, 2 from Dundee City, 2 from Perth & Kinross Council, 2 from Angus Council and 2 from Tayside Contracts together with the Lighting Partnership Manager (non-voting, non executive member). The Board will meet not less than every 3 months or more frequently as determined by the board and may discuss all aspects of the service as they relate to the Agreement along with matters of mutual interest which affect the progress of the service.
- 11.2 Each party may appoint or remove members by notice to the other.
- 11.3 The Board shall operate as follows:-
- The Chairman shall be appointed annually by rotation at the Board's Annual Meeting.
  - The Chairman shall have the casting vote at meetings of the Board.
  - The quorum for meetings shall be 4 officers, one from each of the parties and the Lighting Partnership Manager.
  - The Board shall meet at least four times a year of which one meeting will be the Annual Meeting.
- 11.4 The partners shall have the power to appoint substitutes who may sit on the Board from time to time and each party shall use best endeavours to notify the other party in advance whenever a substitute will be attending a meeting of the Board.
- 11.5 The Executive Board shall hold the Partnership Manager accountable for the day to day running of the partnership and shall provide strategic direction, corporate monitoring and reporting, leadership and support to the partnership.
- 11.6 The Partnership Manager shall be responsible for the day to day operation of the partnership and for updating the Board on progress in relation to the Performance Measures & Targets as detailed in the annual service plan agreed by the Board. More specifically the Partnership Manager shall present to the Board at all its meetings a quarterly performance report detailing outcomes achieved in relation to service plan objectives. The Partnership Manager shall also present an annual report to the Board no later than June each year, detailing the performance of the partnership against the service plan objectives.
- 11.7 An organisational chart showing the operational management structure of the service is detailed at Appendix 1.
- 11.8 All individuals working within the Partnership will remain on the terms and conditions of their employing organisation. Similarly, all disciplinary, sickness absence, work performance matters etc will be dealt with in accordance with the

employment policies, procedures and protocols of the employing organisation. As such the provisions of TUPE do not apply to the Partnership

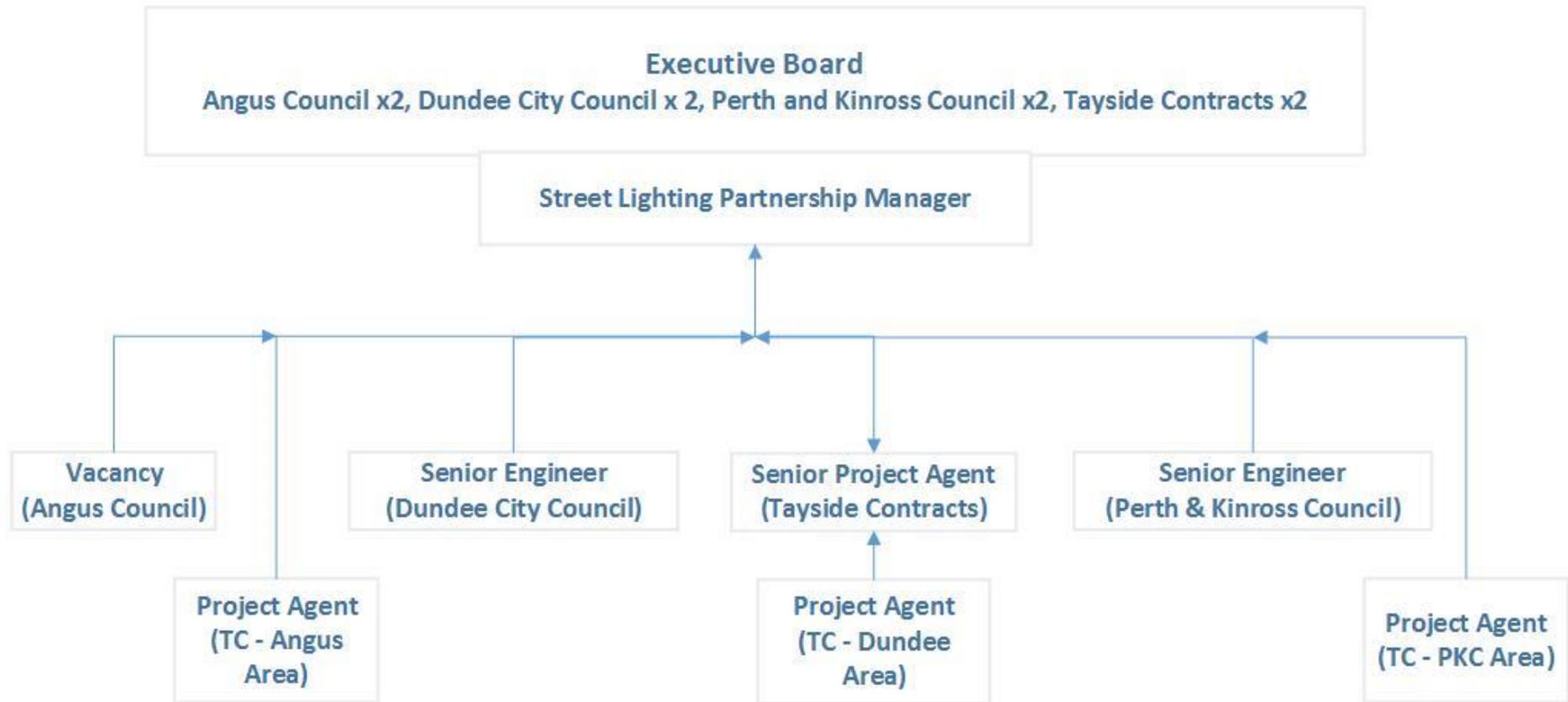
## **12. Programming**

- 12.1 Services are to be delivered to meet the requirements of Councils' and end users in the most efficient manner possible. To do this we will jointly plan and programme work so as to achieve customer satisfaction, Best Value and mutual objectives/success criteria referred to in this Service Agreement. The day to day operational issues are delegated to the Lighting Partnership Manager.

## **13. Termination**

- 13.1 Any party may terminate the Partnering Agreement by giving six months notice in writing to the other parties such notice being effective from the 1 April or 1 October whichever date next follows the notice in writing.

**Appendix 1**



---

I Cochrane  
Director of Infrastructure  
Angus Council

---

I C Waddell  
Managing Director  
Tayside Contracts

---

Date:

---

Date:

---

Barbara Renton  
Executive Director  
Housing and Environment Services  
Perth & Kinross Council

---

R Presswood  
Executive Director of City Development  
Dundee City Council

---

Date:

---

Date:

## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

20 January 2020

#### PERTH LADE GREEN CORRIDOR MANAGEMENT PLAN 2020-25

#### Report by Head of Environment & Consumer Services (Report No. 20/09)

This report seeks approval for the Perth Lade Green Corridor Management Plan 2020 - 25 (LMP). Perth Lade is an important, but under-utilised and under promoted historic, biodiverse 7km long watercourse, 'green corridor' and path link running from the city centre to Almondbank. The strapline for the plan 'Love our Lade' reflects the vision for the Lade and plan to address this, and celebrate its importance to the city as a whole, as well as the businesses and residents closest to it.

### 1. BACKGROUND / MAIN ISSUES

#### Lade Condition

- 1.1 The Perth Lade green corridor is an important 'green lung' within the City, which benefits people and wildlife and is of significant historical interest to the City. Its accessible, largely off road, paths provide a safe and attractive route to encourage both recreation and active travel. The Lade runs from the River Almond, at the historic Low's Work Weir, Almondbank to the River Tay at Perth Bridge. It passes through residential areas, including some areas with socio-economic challenges, as well as business areas and rural land zoned for development. It is anticipated that the expansion of west Perth will likely increase use of the Lade path.
- 1.2 The Lade path is suitable for most user groups and is wide enough in most areas for casual and family cyclists as well as dog walkers of all ages. It is not suitable for larger numbers of commuting cyclists who are accommodated within the Dunkeld Road Cycle Corridor. This will be further improved as part of the Perth Cycle Network Masterplan (Committee Report 19/81 refers) with funding from the Council and Sustrans (Community Links PLUS).
- 1.3 As owner, the Council is responsible for the management and maintenance of the Lade green corridor. The Council's Community Greenspace (CG) team manages the path, fringing trees and vegetation, and makes localised repairs and improvements where resources allow. The Council's Operations team undertake litter collection and vegetation maintenance. Operations retrieve items dumped in the watercourse, if within reach from the banks when emptying bins. In addition, voluntary groups, supported by CG, assist on a regular basis. The Council's Safer Communities team work to address reports of anti-social behaviour along the Lade by removing graffiti, repairing damage and engaging with path users to encourage responsible use. Community Wardens estimate they spend 30 hours per month patrolling the lade to deter anti-social behaviour and provide reassurance to the public, particularly during

the winter. Funding has been secured to install additional CCTV to monitor and address illegal behaviour in some areas.

- 1.4 The currently available resources are generally for routine maintenance and repairs and do not address the gradual decline in public assets over time due to weathering, wear and tear and vandalism. The Lade (and its adjacent parks and green spaces) is now in need of refurbishment and further development to realise its potential to provide the City and Perthshire with an attractive and accessible quality green network, which can be more efficiently maintained.
- 1.5 This Management Plan uses some of the information and incorporates key recommendations of the previous Pre-Consultation Draft 2011-2031 version which was not completed at the time. That version was developed before recent budget challenges became apparent and therefore had to be withdrawn and reconsidered.

### **Vision**

- 1.6 The LMP sets out issues affecting the Lade and how it, along with its adjoining parks and greenspaces, can be significantly improved. The LMP's vision 'Love our Lade' is as follows:

*The Lade corridor and its wider green network is an attractive, accessible and loved recreational resource used by people of all ages, abilities and interests. It is well used as a safe route linking adjacent communities with urban and greenspace facilities.*

- 1.7 Its delivery objectives are:

- (i) Perth Lade is an attractive place for people and wildlife.
- (ii) Perth Lade is a safe place to explore and play.

### **Community Survey**

- 1.8 To ensure that the developing LMP incorporates the views of those using the Lade, a survey was carried out in May and June 2018, which attracted 372 participants. The LMP summarises the survey's main findings, which correspond with officers' observations, and makes recommendations to address them. These appear in the action plan, which addresses the following main issues:
  - Vegetation management and biodiversity
    - (75% of users think that the Lade is good for wildlife, 53% think vegetation management is poor)
  - Littering and fly tipping
    - (84% said there is too much litter on the paths, 72% think there is too much litter in the water)
  - Dog fouling
    - (71% notice and object to dog-fouling)

- Vandalism, graffiti and street art
  - (70% think vandalism is a problem)
- Public safety related to antisocial behaviour
  - (57% have concerns about anti-social behaviour)
- Path, bridge and parkland improvements
  - (69% are relatively happy with the paths and bridges but see the White Bridge, bridge over the railway, (near Fairfield) as a significant obstacle).

### **LMP Delivery**

- 1.9 The LMP advocates the establishment of a Lade Management Group to oversee delivery. The Group would ensure the participation of key community, Council and partner representatives. Expressions of interest have already been received from Perth and Kinross Heritage Trust (PKHT) and Fairfield Housing Cooperative. It is intended that delivery will be managed by the Council's Service Manager for Community Greenspace.
- 1.10 Delivery of the LMP action plan is expected to cost approximately £903,000 (excluding an aspirational White Bridge redesign contribution) over a five year period. External funding will be sought and it is anticipated that in the region of £603,000 can be secured. It is intended that £225,000 of the existing approved Community Greenspace capital budget would be used. In addition, £75,000 from the annual revenue budget allocation will be allocated over a 5 year to contribute to LMP delivery. As a result, it is not anticipated that any further resource allocations would be required from the Council to deliver the action plan.
- 1.11 The Council developed and submitted a bid to the Scottish Government's Green Infrastructure Fund (GIF) for £1.2m in January 2019. The GIF, administered by Scottish Natural Heritage (SNH), provides only 40% funding and requires evidence of complementary funding to the full project cost. Due to the complexity of the application requirements, several meetings with SNH took place to guide the process. In June 2019, the Council was notified that our bid had been unsuccessful, partly due to a large number of competing applications.
- 1.12 However, several other major opportunities have been identified which could assist delivery of the LMP, these are:
- Network Rail (NR) is currently working with the Council's Planning Service to redesign the old marshalling yard as an overnight train servicing facility. NR have stated their intention to replace their boundary fence, which would improve the appearance of the path. Required compensatory planting would benefit greenspace areas and officers are in discussions with NR regarding how to maximise the anticipated amenity and biodiversity benefit.

- In addition, NR and Council officers have discussed changes to the boundary to allow for a new, re-routed multi-use path section. This would replace the worst section of path and improve the Dunkeld Road link path. This will be dependent on NR going ahead with this project and the Council adopting the land on the Lade side of the fence (currently NR land) to improve the public amenity.
- In the longer term, the White Bridge over the railway, which is a significant obstacle to cyclists, prams and the disabled, will be replaced to accommodate electrification. Partnership working with NR in future will aim to ensure that the replacement bridge is both accessible and attractive.
- Perth and Kinross Heritage Trust (PKHT) moved into the Lower City Mills in July 2019, facilitated by a 30 year lease agreed with the Council. PKHT are supportive of the Lade Management Plan and are willing to participate in the Lade Management Group. They plan to create virtual interpretation of the history around the City Mills and Lade, which will be likely to encourage further exploration of the Lade.
- Sustrans' Council based officer is working to identify and improve safe active travel routes to Tulloch Primary School, which is likely to include sections of the Lade path. Joint working with Sustrans should help secure funding for path improvements.

## **2. PROPOSALS**

- 2.1 The Lade Management Plan sets out how the Lade and its adjoining parks and greenspaces can be significantly improved on a sustainable basis to be an attractive and more accessible green network. If substantial external funding can be secured, as anticipated, the LMP's vision can be realised and become part of the emerging 'Perth and Kinross Offer'. Community engagement during the detailed design of the proposals will encourage community pride and help reduce anti-social behaviour, resulting in more effective and efficient long term maintenance.
- 2.2 It is, therefore, proposed that
- (i) the Lade Management Plan, as set out at Appendix 1, is adopted along with the establishment of a Lade Management Group to ensure participation of interested and knowledgeable community and partner representatives.
  - (ii) future partnership working is sought with NR to secure public access and amenity improvements to provide a more accessible replacement for the White Bridge in the long term.
  - (iii) future partnership working is sought with PKHT to maximise the opportunities to create good virtual interpretation of the Lade as a way of increasing interest and use of the Lade green corridor.

- (iv) approximately £903,000 of investment is required to deliver the actions contained within the Lade Management Plan, which will be funded from external grant funding bids, matched with existing Council resources.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 The Lade green corridor provides an accessible and biodiverse route between Almondank and the city centre connecting communities and facilities. It is used by many for recreation and active travel.
- 3.2 Delivery of the Lade Management Plan, and the establishment of a Lade Management Group to oversee its delivery, will ensure that the Lade green corridor is substantially improved (subject to securing the necessary external funding). This will make it more accessible and attractive for those using it and encourage more people to get involved in looking after it, contributing to sustainable efficient maintenance and the overall 'Perth Offer'.
- 3.3 It is recommended that the Environment and Infrastructure Committee:
- (i) approves the contents of the report, including the proposals outlined in paragraph 2.2
  - (ii) approves the Lade Management Plan as set out within Appendix 1.

#### Authors

| Name           | Designation                             | Contact Details                                                                                  |
|----------------|-----------------------------------------|--------------------------------------------------------------------------------------------------|
| Jane Pritchard | Community Greenspace Policy Coordinator | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |
| Andy Clegg     | Community Greenspace Manager (Interim)  |                                                                                                  |

#### Approved

| Name           | Designation                                  | Date           |
|----------------|----------------------------------------------|----------------|
| Barbara Renton | Executive Director (Housing and Environment) | 13January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

|                                                     |             |
|-----------------------------------------------------|-------------|
| <b>Strategic Implications</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>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 LMP relates to the delivery of the Perth and Kinross Community Plan in terms of contributing to the following priorities:

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

#### Corporate Plan

1.2 The LMP relates to the achievement of the Council's Corporate Plan Priorities by contributing to the delivery of:

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

## **2. Resource Implications**

### Financial

### Capital

- 2.1 External funding requiring matching from Council budget will be secured with existing allocated budget.

### Revenue

- 2.2 Any required revenue spend will be met from existing Council revenue budgets (Community Greenspace planned maintenance).

### Workforce

- 2.3 The LMP will be delivered by existing staff within Community Greenspace.

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

- 2.4 Through agreement with NR the Council may adopt some land currently in NR ownership to allow public path and amenity improvements. This will replace a section of path which is currently very narrow restricted by Lade and NR fence. This is dependant on NR delivering their project.

## **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 LMP was considered under the Corporate Equalities Impact Assessment process (EqIA) and were assessed as relevant and the following positive outcomes are expected following implementation.
- 3.3 All new, or improved, public amenity facilities will be inclusive and accessible to all. A community survey has informed the LMP and further community consultation will be undertaken during and after LMP delivery.

### Strategic Environmental Assessment

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

- 3.5 Screening has determined that there is unlikely to be significant environmental effects and is therefore exempt and the Consultation Authorities have been notified. The reason(s) for concluding that the PPS is unlikely to have significant environmental effects is that the Lade green corridor and its adjoining parks exist, improvements will enhance rather than fundamentally alter the existing resource.

#### Sustainability

- 3.6 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:

- in the way best calculated to delivery of the Act's emissions reduction targets;
- in the way best calculated to deliver any statutory adaptation programmes; and
- in a way that it considers most sustainable

- 3.7 The LMP aims to increase the quality and use of the Lade green corridor which is off road and for non-motorised use. It provides a direct, short route between Perth centre and residential and green space areas adjacent to it so can reduce car use for short trips. This helps to reduce congestion and contribute to improving air quality.

#### Legal and Governance

- 3.8 The proposed transfer of land from NR to PKC will require a legal agreement. The Head of Legal and Governance has been consulted on the policy presented within this report.

#### Risk

- 3.9 There is a significant risk that the condition and use of the Lade corridor will decline without an investment in refurbishing the worn out and obsolete assets. This would lead to an increase in pressures on routine maintenance, anti-social behaviour and public dissatisfaction. The opportunity to improve health, low carbon travel and enhance biodiversity and contribute to the Perth Offer would be lost.

### **4. Consultation**

#### Internal

- 4.1 The Head of Legal and Governance, the Head of Finance, Head of Planning and colleagues in Safer Communities and Direct Services Operations have been consulted during the preparation of the LMP presented within this report.

Local elected members will be consulted prior to establishment of the proposed Lade Management Group.

#### External

- 4.2 A lade questionnaire was distributed in May and June 2018 to ensure the LMP was informed by those using the Lade path. Perth & Kinross Heritage Trust (PKHT), Network Rail (NR) and the Fairfield Housing Cooperative received a draft of the Lade Management Plan (LMP) and expressed their support for it.

### **5. Communication**

- 5.1 The LMP proposes establishing a Lade Management Group to ensure that key community, partner and council representatives are involved in its implementation. Delivery by Community Greenspace will engage with local communities to ensure their priorities are incorporated.

### **2. BACKGROUND PAPERS**

- 2.1 The Perth Lade Management Plan 2011-2031 (pre consultation draft) was referred to during the preparation of this draft LMP and its key recommendations have been incorporated. This previous document is available from Community Greenspace for reference.

### **3. APPENDICES**

- 3.1 Appendix 1 – The Perth Lade Green Corridor Management Plan 2020 - 2025.





# THE PERTH LADE GREEN CORRIDOR MANAGEMENT PLAN 2020-2025



**‘Love our Lade’**



## Contents

### **1.0 Introduction**

- 1.1 Vision and Delivery Objectives
- 1.2 Site Description
- 1.3 Historical Interest
- 1.4 Biodiversity Value

### **2.0 Council Landownership and Responsibilities**

### **3.0 Other Landowners and Interested Parties**

- 3.1 Network Rail
- 3.2 The Fairfield Housing Cooperative
- 3.3 Community Action
- 3.4 Perth and Kinross Heritage Trust
- 3.5 Other Interested Parties

### **4.0 Community Survey and Use**

- 4.1 Community Survey
- 4.2 Path Counter Information

### **5.0 Challenges and Recommendations**

- 5.1 Vegetation Management and Biodiversity
- 5.2 Littering and Fly Tipping
- 5.3 Dog Fouling
- 5.4 Bins
- 5.5 Vandalism, Graffiti and Street Art
- 5.6 Public Safety related to Antisocial Behaviour
- 5.7 Council Risk Assessments
- 5.8 Lighting
- 5.9 Resting Places
- 5.10 Path, Bridge and Parkland Improvements
- 5.11 Signage Strategy

### **6.0 Action Plan**

#### **6.1 Monitoring and reporting**

**Appendix 1** Map showing the lade path, greenspaces, play areas and locations of the White Bridge, A9 bridge and National Cycle Route (NCN77).

**Appendix 2** Plan showing historical land use along the lade between 1961 and 1992.

**Appendix 3** Plan illustrating main area based actions within the action plan

## 1.0 Introduction

The Perth Lade Green Corridor Management Plan 2019 (LMP) with the strapline 'Love our Lade' sets out the Council's vision, objectives and action plan for improving the lade green corridor between Perth and Almondbank.

The lade has enormous potential to provide a well-used and loved green corridor between the heart of the city and the countryside, passing through commercial and residential areas and linking to adjacent parks and other greenspaces.

The existing links between the lade corridor and the adjacent parks are poor, but if improved, would create a green network through the city. This would be particularly valuable as it would serve some of the highest density housing areas, including some of the most deprived in Perth and Kinross (\*see note on SIMD below).

The LMP has been coordinated by Community Greenspace (CG) who has responsibility for the management and maintenance of the green spaces within and adjoining the lade. It summarises the main issues and sets out the priorities and delivery mechanisms for significant and sustainable improvement and more efficient maintenance. It is essential that a coordinated approach through increased partnership working is taken and that substantial external funding is secured. As such, a Lade Management Group will be established to drive delivery.

Further details about the lade's past and current management and maintenance, interested parties and the user survey conducted to inform the LMP can be found in the annexe.

This LMP replaces the *Perth Lade Management Plan 2011 – 2031 Pre-Consultation Draft* which was not taken forward. However its main recommendations have been incorporated into this LMP.

*[\\*SIMD is the Scottish Index of Multiple Deprivation](#) which provides a relative ranking of deprivation using indicators being: income, employment, health, education/skills, housing, geographic access and crime. Parts of the route are in areas shown as being within the most deprived 10% in Scotland.*

## 1.1 Vision – ‘Love our Lade’

The lade corridor and its wider green network are attractive, accessible and loved recreational resources used by people of all ages, abilities and interests. They are well used as a safe route linking adjacent communities with urban and greenspace facilities.

### Delivery Objectives

#### 1. **Perth Lade is an attractive place for people and wildlife**

Environmental improvements are the result of a combination of significant management work to the vegetation within and along the lade and improvement projects. This includes encouraging community and landowner buy in by providing practical support and facilitating activities; a biodiversity survey and annual ‘bioblitz’ to record wildlife in the lade and surrounding area; development of resources and activities promoting the heritage, wildlife and active travel links that the green corridor provides (including Fairfield Park).

#### 2. **Perth Lade is a safe place to explore and play**

Actions will include encouraging the exploration of the lade through improvements to the path network, signage, resting points and play facilities (natural and formal); Improving the perception of safety along the lade corridor, reducing low level crime and antisocial behaviour; opening lines of sight and encouraging use through activities and resources.

Community engagement is key to ensuring the vision and delivery objectives are achieved on a sustainable basis particularly when reducing instances of antisocial behaviour. The ‘defensible space theory’ (Oscar Newman 1972) states ‘*People in the community help with crime prevention*’. Newman proposes that people care for and protect spaces they feel invested in, arguing that an area is eventually safer if the people feel a sense of ownership and responsibility towards the area. From this, to combat antisocial behaviour, it is important to both remove the evidence and encourage path users to ‘Love our Lade’.

## 1.2 Site Description

The lade is a 7 km long green corridor linking the River Almond at the rural settlement of Almondbank with Perth City Centre and the River Tay. It incorporates a path with bridges and links to residential, business and

commercial areas. The route of the lade corridor with some of its key features is shown on the map in appendix 1.

The path is partly signed and promoted for walking and cycling. It is lit with street lighting, surfaced and level over most of its length so is mainly accessible for people of a range of ages, abilities and interests. The White Bridge (A on the map) across the railway is an obstacle which, due to its steep stepped design, is inaccessible to a significant number of users, including the elderly, the less mobile, parents with prams and buggies, and cyclists. A ramped accessible bridge across the A9 (B on the map) provides a safe crossing for the lade path for a greater number of users and also connects to the National Cycle Route (NCN77) along the River Almond (marked in yellow on the map).

Although most people using the lade green corridor do so responsibly, it suffers from some antisocial behaviour. This contributes to it being hard to maintain to an acceptable standard and dissuades some people from using it, particularly around the White Bridge.

### **1.3 Historical Interest**

Perth Lade is the earliest lade known of within Scotland and, although its origin is unknown, historical sources link it to water supply: for the Blackfriars Monastery in 1244; for the defensive ditch around Perth; for the people. From the 18<sup>th</sup> century it powered numerous mills, the only surviving mill is the Lower City Mill which has been restored to working order (see section 3.4 below). Mills were replaced with bleaching and dyeing works. The last bleachworks closed in 1981 and the owner's home is now the Huntingtower Hotel.

Perth & Kinross Heritage Trust (PKHT) and Tulloch NET commissioned an archaeological survey of the Lade in 2011. The results were incorporated in Perth and Kinross Historic Environmental Record and Pastmap (<http://pastmap.org.uk>). Most of the historical buildings identified in the survey have now been redeveloped, but some features have survived and could be the focus of a historical interpretative trail. The plan in appendix 2 shows historical land use along the lade between 1961 and 1992.

### **1.4 Biodiversity Value**

The lade green corridor provides a valuable wildlife corridor and biodiversity 'reserve'. The Council commissioned a biodiversity survey and review of existing records in 2005. This identified 19 species within 7 habitats listed within the [Tayside Local Biodiversity Action Plan 2016-2026 \(TLBAP\)](#). The LBAP aims to focus attention on the conservation and enhancement of the natural heritage and address its decline, it includes actions for the Lade within its Water and Wetland Ecosystems section. The lade actions aim to repeat the

biodiversity survey and increase public awareness of its biodiversity value by involving people in projects such as preparing a site biodiversity action plan, recording species found at organiser recording events, and undertaking conservation and habitat improvement tasks. Invasive plant species, and in particular Japanese Knotweed, which is extensive in some areas must be controlled.



Photographs above show: Himalayan Balsam, which is extensive in some sections of the lade; a kingfisher which is regularly seen on the lade.

## **2.0 Council Landownership and Responsibilities**

The Council owns the lade corridor itself and some residential and public open space land (see the map within the annexe). The Council carries out a number of key activities in relation to the Lade which include:

- Protection and Improvement through Planning Policy.
- Inspection and Maintenance of the Watercourse and Bridges.
- Public Access and Signage.
- Promotion of the Lade Path for Active Travel.
- Path Maintenance.
- Provision and Maintenance of Parks, Play Areas and other Public Infrastructure.
- Community Engagement and Tackling Antisocial Behaviour.
- Litter, Tree/Vegetation Management.

## **3.0 Other Landowners and Interested Parties**

### **3.1 Network Rail (NR)**

NR own the boundary fence between the lade path and greenspace and the railway land. They are currently intending to redevelop the former marshalling

yard as an overnight service facility for trains. Planning mechanisms and ongoing discussions between CG and NR should ensure the lade green corridor is improved in association with this development if it goes ahead. NR owns the White Bridge which will be redesigned in the future to accommodate electrification of the railway. The Council and NR will work together to ensure any replacement bridge is fully accessible.

### **3.2 The Fairfield Housing Cooperative (FHC)**

The FHC are supportive of the LMP and have expressed an interest in being represented on the Lade Management Group. The area around Fairfield and Tulloch is of particular interest to FHC where significant improvements are planned including a new parkland on existing rough ground and a connecting new bridge over the lade.

### **3.3 Community Action**

Various local voluntary groups organise events to help maintain and increase interest and use of the Lade. They are supported by CG through the supply of equipment such as litter pickers and hand tools for cutting vegetation along with professional expertise. The most active group working with CG currently is Tulloch's Blooming Lade who work within their own area regularly involving people of all ages in litter collections and path verge maintenance.

### **3.4 Perth and Kinross Heritage Trust (PKHT)**

PKHT have recently taken a long lease of the [Lower City Mills](#) and will be developing virtual interpretation on the history of the Mills. Their interest is in surviving historic buildings and their conservation and the wider heritage of the area. This will be a tourist attraction and a good place to promote the lade path and its past and current significance. They are supportive of the LMP and are interested in participating in the Lade Management Group.



The photograph above shows the Lower City Mill on the Lade.

### **3.5 Other Interested Parties**

Other private landowners or tenants other than residential properties along the lade include:

- Police Scotland
- Bannatyne Health Club
- Stagecoach
- St Catherine's Retail Park

Other parties with an interest include:

- Voluntary Groups including Tulloch Blooming Lade, Beautiful Perth, Turning Point (based in Tulloch for adults with complex needs) and many smaller groups and individuals who organise litter collections, walks and talks to generate interest in the lade.
- Tayside Biodiversity Partnership
- Junior Community Wardens supported by Community Safety.
- Giraffe social enterprise company who currently run the [Ladeside Community Garden Centre](#) and café.
- [City of Perth Early Childhood Centre](#) designed anti-litter and dog fouling posters and undertakes litter picks.
- Tulloch Primary School and Perth Grammar School supported by CG will be working on an anti-vandalism initiative.
- Churches Action for the Homeless (CATH) who are based near the lade, have clients who are regular users of the lade path.
- Perth Civic Trust has information panels on Lower City Mills.

- Cycling Scotland installed and monitors a path counter on the lade (see path counter section 4.2 below)
- Tactran provided funding for promotion of the lade path for cycling.
- Asda - have organised litter collection as part of their voluntary activities.
- Frankie and Benny's – provided meal vouchers for the winners of the poster competition.
- Morrison's – provided bottled water for the annual October voluntary coordinated clean up.
- Stagecoach - undertake maintenance of their boundary shrub bed.



The photograph above shows participants from Beautiful Perth, Tulloch Blooming Lade, Balfour Beatty and the Council during the action day on 26 October 2017.

## **4.0 Community Survey and Use**

### **4.1 Community Survey**

To inform the draft LMP, a user survey was carried out between 14 May and 31 July 2018. As well as providing an opportunity to comment on the lade's condition, this also provided a chance for people to volunteer and/or be further informed of events. 372 questionnaires were completed and the main findings show that the majority want:

- Improved vegetation management (for wildlife as well as people).
- Less litter both on the paths and in the watercourse.
- Less dog fouling on the paths.
- Reduction in antisocial behaviour, particularly around the White Bridge.

## **4.2 Path Counter Information**

A path counter owned and operated by [Cycling Scotland](#), installed in June 2017, is located on the path between the Crieff and Caledonian Roads. The main findings from counter data between July 2017 and July 2018 shows:

- It is used all day and night by both pedestrian and cyclists.
- Highest use in a 24 hour period was 70 cyclists and 650 pedestrians.
- It is used by twice as many cyclists on weekdays than at the weekend.

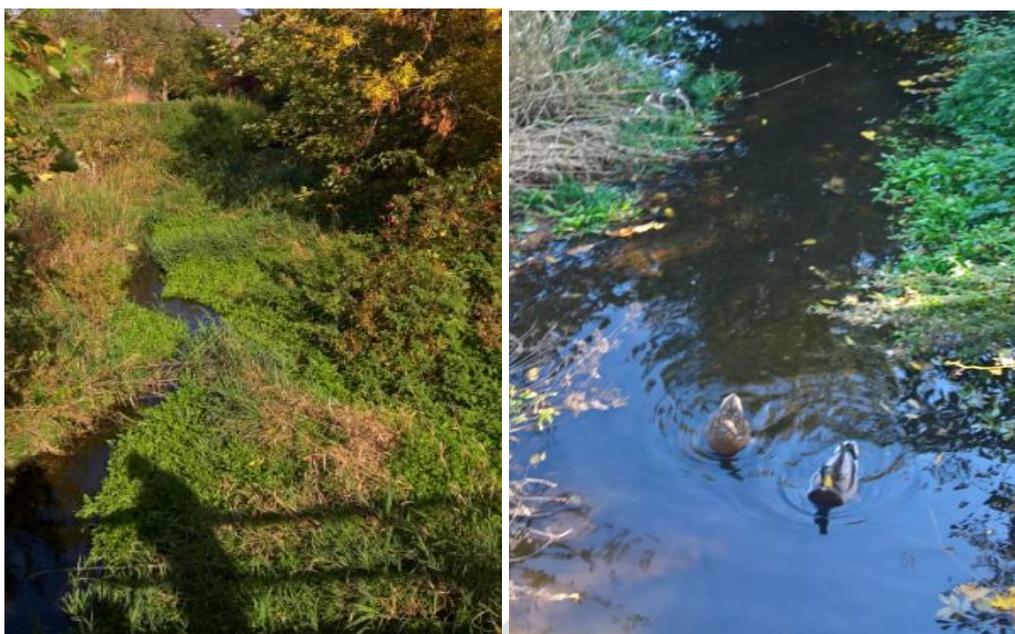
## **5.0 Challenges and Recommendations**

The main challenges on the lade, which are recognised by council officers and have been highlighted by the user survey, are summarised below with recommendations on how they can be addressed. These recommendations are incorporated into the action plan (section 6).

### **5.1 Vegetation Management and Biodiversity**

The survey showed that 75% think the lade is good for wildlife although 53% think vegetation management is poor. Most people value the lade's wildlife and there is a clear view that the vegetation around the path and in the lade itself needs to be maintained in a way which is sympathetic to biodiversity.

The Council cuts back vegetation along the path edges at least once a year, which can be increased to three times in places depending on need. Cutting vegetation in the watercourse is scheduled for twice a year, but for health and safety reasons, this is difficult to achieve. This work requires the use of ropes and a banksman. The depth of silt and number of sharps (needles) can further complicate the work. Non- invasive watercourse vegetation can be uprooted and roots must be washed in the lade prior to disposal as green waste. Effective control of the invasive plant Himalayan Balsam can be achieved by uprooting and composting on site. Control of notifiable species including Japanese Knotweed and Hogweed requires chemical treatment. Works in the watercourse is time consuming specialist work so should be carried out through external contract.



The photographs above contrast overgrown and clearer sections of the watercourse.

**Recommendations:** Substantial vegetation clearance to path edges and banking must be carried out to reduce the vegetation to a level which can be easily maintained on an annual basis. Overgrowth in the watercourse should be reduced where required to re-establish clear water to a minimum of 30% of the width. Invasive species should be controlled as a priority. All works must be timed to minimise any negative impact on biodiversity and watercourse vegetation control carried out through external contracts. A biodiversity survey should be commissioned and its findings compared with the 2005 results. A local biodiversity action plan should be prepared, through partnership working. These initiatives will inform actions to benefit habitats and wildlife in the long term.

## 5.2 Littering and Fly Tipping

The survey results showed that litter is the biggest concern (84% said there is too much litter on the paths, 72% think there is too much litter in the water). Littering, especially smashed glass, causes a hazard to people and wildlife and deters people, particularly cyclists, from using the paths.

The Council's Operations (Grounds Maintenance and waste/street sweeping) area-based teams schedule bin emptying and litter removal, including bagged dog waste and sharps (including discarded needles) from the lade paths weekly. Furthermore, they employ specialist equipment to remove litter and heavy items, such as shopping trolleys, from the watercourse monthly (depending on need and available resource). These work squads cover large areas so, due to competing work priorities and the quantity of litter on the lade, it is not always possible to spend any increased time there. To date

records of fly tipping instances have not been kept, however the new smartphone system will allow improved monitoring. In future, voluntary groups also carry out regular litter picks along the paths in their 'adopted section' and other volunteers participate in CG organised clean up events.



The photographs above show: trolleys thrown into the lade, which is a frequently occurring practice in some sections; lade sections with no dumping.

**Recommendations:** Enforcement notices and fines should be used to discourage tipping and littering. Where motorised access is possible, but not required on a regular basis for maintenance, lockable bollards should be considered to prevent unauthorised vehicular- based tipping. Improved recording of fly tipping will help target resources to the areas most affected.

To help demonstrate community effort, encourage others and dissuade littering, voluntary groups could place notice boards (with CG support) and display: photographs of before and after the activity; and the quantitative results (eg number of bags of litter collected) on their adopted path sections.

### 5.3 Dog Fouling

The survey showed that 71% of users notice and object to dog-fouling. Dog owners of all ages exercise their dogs along the lade path and are often the most regular users. It is an offence for anyone not to immediately remove their dog waste and the Council can issue a [fixed penalty notice](#) with a fine of £80. Although there are enforcement signs along the lade they are old, faded and many are defaced. Notices can be issued on sufficient public evidence and the Council have an eye catching public notice aimed at getting people to report those who don't bin waste.



The photographs above show an old enforcement notice and the notice to encourage reporting of repeat offenders.

**Recommendations:** Appropriate notices should be displayed on the lade path as part of a signage strategy (see below). Path edges should be mowed to discourage dog fouling.

#### 5.4 Bins

Although ideally people should take litter and bagged dog waste home, many discard it unless there is a bin nearby. There is therefore a need for litter/dog waste bins along the lade. Waste not placed in a bin, or overflowing if the bin is full, often ends up in the watercourse or vegetation, where it is much more difficult to retrieve. Various types of bins are currently in place, some of which have been defaced or are now old and unsightly.



The photographs above show: a vandalised litter bin on the lade; an example of a more eye-catching bin design.

**Recommendations:** Bins bearing a new eye-catching 'Love our Lade' design and relevant enforcement messages should be positioned along the lade to replace the current assortment of bins and dog bins. Double bins should be used where litter is known to accumulate.

## 5.5 Vandalism, Graffiti and Street Art

The survey showed that 70% of users think vandalism is a problem on the lade. Instances of vandalism have included defacing of infrastructure (bins, seats, signage, fencing, etc.) and shrub beds, which in some cases have been community based initiatives. This is costly to repair and very disheartening for participating community groups.

Reports of graffiti are directed to the Safer Communities Co-ordinator who then arranges for its removal usually through community payback. Graffiti which considered offensive is removed as a priority (usually within 48 hours of reporting). From April to November 2019, there were ten reports of graffiti, although other incidents may go unreported. In a few areas, artistic street art visually enhances walls and fences which are generally in private ownership. This street art adds colour and interest and has not been defaced, while planters installed in the same area were vandalised. Boundary walls between Caledonian and Crieff Road are of a variety of heights and surfaces. Some are flush to the path while others are set back with shrub beds, including prickly bushes, separating them from the path or covered by climbing plants (ivy). Boundaries with shrubs or climbers have notably less graffiti.



The photographs above show how street art and shrub beds can reduce graffiti on boundary walls.

**Recommendations:** Further opportunities for partnership working to create street art, or mount images of lade historic or wildlife features, on appropriate surfaces should be sought. This could improve the lade's appearance particularly when covering unattractive surfaces. Any new or replacement boundary walls should be designed to enhance the lade. Graffiti where reported or noted by officers should be removed.

## 5.6 Public Safety related to Antisocial Behaviour

As the survey showed, this is a significant concern for lade users (57% have concerns about anti-social behaviour, the White Bridge is avoided by many people). Groups observed drinking alcohol or using drugs regularly result in

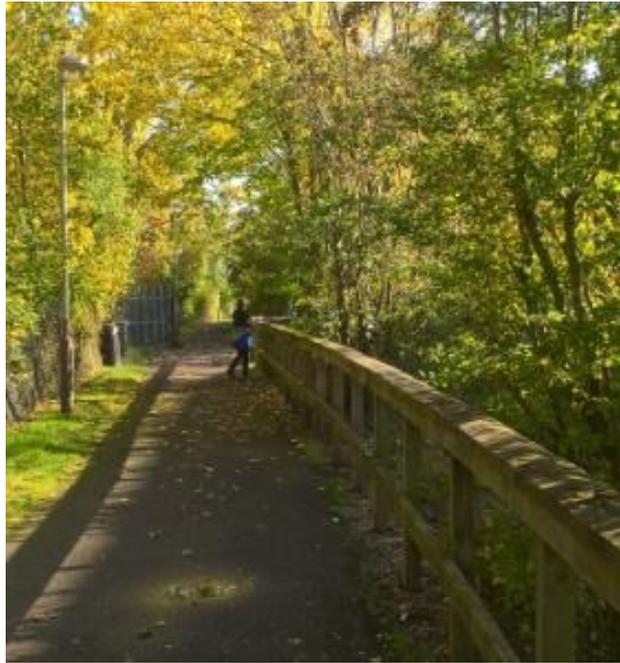
other people avoiding the areas affected. Community Safety staff (CS) are aware of these issues so the lade is a high priority for them and the Community Wardens carry out regular patrols (30 hours per month). They report issues for priority attention and their presence both reduces antisocial behaviour and increases public confidence and perception of safety. They recognise the importance of engaging path users to engender the 'love our lade' philosophy so that they both report issues and help resolve them within their communities. CCTV or smart cameras have been installed in the areas most vulnerable to anti-social behaviour. These cameras can also count users which will provide a useful measure of progress.

**Recommendations:** CS should continue to make the lade a high priority and try to engage with those known to, or suspected of, taking part in antisocial activities to encourage them to contribute to positive community activities (such as street art). Instances of vandalism and graffiti should be removed to engender a 'love our lade' attitude amongst communities along the lade.

## **5.7 Council Risk Assessments**

CG risk assesses the path for slips, trips, water safety and other potential hazards. The path is separated from the watercourse at bridges and where there are steep drops by a variety of fence types. In most other areas uncut vegetation between the path and the water discourages access into the watercourse. There is no water safety signage required due to the shallow, slow flowing nature of the water. This approach is consistent with the Council's Water Safety Policy.

**Recommendations:** Continue to ensure the path and watercourse is risk assessed and any works identified to improve public safety are prioritised. Safety fencing, if required, should be designed to also provide a leaning rail to view the water.



The photograph above shows the Council's water safety fencing/leaning rail.

## 5.8 Lighting

Survey comments showed a perception of poor lighting on the lade path and that some sections, including opposite Sandeman Court, are unlit. This is likely to increase fear for personal safety and reduce use of the path after dark, which in the winter is after 4pm. Improved lighting is likely to increase confidence and may help to discourage antisocial behaviour. The lade is lit by 105 street lights installed and maintained by the Street Lighting Partnership (SLP) who have confirmed that this meets British Standard. The SLP is currently replacing sodium (orange) with LED (white) low energy bulbs throughout Perth and Kinross. The lade bulbs are scheduled for replacement in 2024/25. LED gives an improved light quality.

**Recommendations:** In the short term, an alternative route via Sandeman Court bypassing the unlit section should be promoted for after dark use and any high shrubs and trees around existing lights should be pruned or removed. In the long term, appropriate lighting should be installed on the unlit path sections near Sandeman Court and north of the A9.

### Feature lighting

Historical and natural features could be lit to create interest in the lade and attract more people to use the path after dark. Permanent feature lighting must be designed to be robust and easy to maintain and could potentially be part of the [City of Light Action Plan](#) initiative established in Perth. Temporary feature lighting could also be used to celebrate particular events.

**Recommendations:** Feature lighting should be used to generate interest in the lade either as a permanent feature, or for particular events. Any potential effects on wildlife will be assessed during design.

## 5.9 Resting Places

There are currently few seats and picnic tables along the lade. Some existing ones show evidence of being focal points for antisocial behaviours with graffiti and substantial littering around them. Ideally seating adds to the experience of the lade providing welcome resting places in attractive surroundings. Seating could also be designed to provide a historical feature at a key location or gateway.



The photographs above show: seating used as a focus for antisocial behaviour; an example of artwork /historical interest feature seating .

**Recommendations:** Seating and other resting/viewing spots should be carefully designed, located and landscaped to encourage people to socialise and enjoy being out for longer. Designs of seating could be on the 'love our lade' theme, sponsored by businesses and groups and/or incorporate community notice boards. Feature seating could be used to highlight the lade's history.

## 5.10 Path, Bridge and Parkland Improvements

Although in the survey most people were relatively satisfied by the paths and bridges (69% think the path and bridge width and surfaces are in good condition) comments revealed some issues with some sections. '*path surfaces should be fit for disabled access*', '*the White Bridge is a nightmare to get a buggy over, even a bike using the ramp is difficult*', '*paths have poor surfaces, are too narrow and the cycle lane should be clearly marked*', '*there is no safety fencing where bridges have been removed so its unsafe for children*'.

The path, particularly east of the A9, is currently promoted for both walking and cycling ([Perth City Walking and Cycling map](#) and [Perth Lade leaflet and map](#)). However some sections are too narrow to safely accommodate both pedestrian users and cyclists. The minimum safe width for multi-use is 2.5m rising to 3m where cycling and pedestrians are segregated. The principle users of the lade path are those who live in adjacent communities and

although the path is used by cyclists, due to the numbers and range of other users, it is not appropriate to further promote the whole path to attract more cyclists. The Dunkeld Road Cycling Corridor provides the better route for larger numbers of commuting cyclists.

The lade path west of the A9 is fragmented, it incorporates unsurfaced paths, road footways and a private access road and is not always next to the lade. As part of the new road layout (A9/A85 link road) the lade was diverted and new cycle paths (3m wide surfaced) connecting the lade path to the non-motorised user (NMU) bridge over the A9 were created. The cycle path ends changing to a muddy, narrow, uneven path near Ruthvenfield. This section is currently unsuitable for wheelchairs and cyclists.

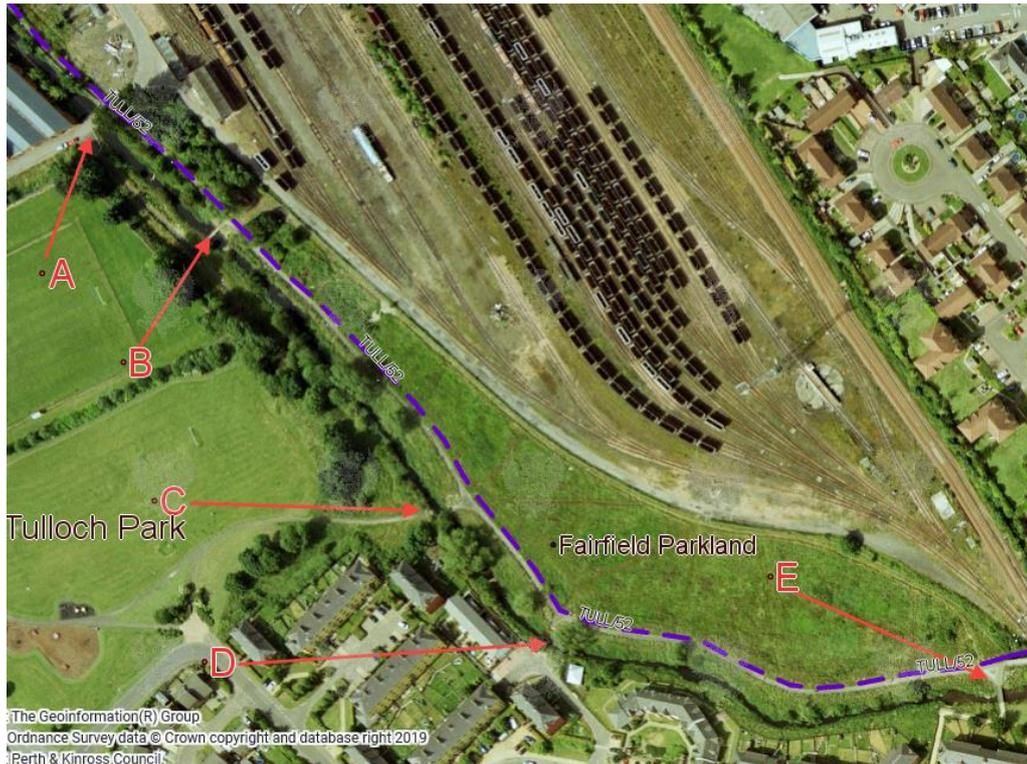


The photographs above show the new cycleway and the path it leads to.

**Recommendations:** The path should continue to be promoted for multi-use, however wheelchairs and cyclists should be directed to alternative cycle routes where appropriate. Short sections of path should be improved to allow for multiuse (see action plan). Notices to cyclists to ask them to give way to pedestrians and ring their bells/alert them to their approach will be erected. The Dunkeld Road lade entry point should be landscaped to increase its presence and level of use. Agreement with NR must be sought to move boundary fences to achieve additional path width of at least 2 m where required. Future discussions with NR to inform an accessible and attractive redesign of the White Bridge should be pursued.

### Tulloch Park Bridges

There are currently poor bridge connections between Tulloch Park and the lade path as former bridges have been removed. The main access to the NR yard is to be upgraded to allow for wide vehicles and will also accommodate all NMUs.



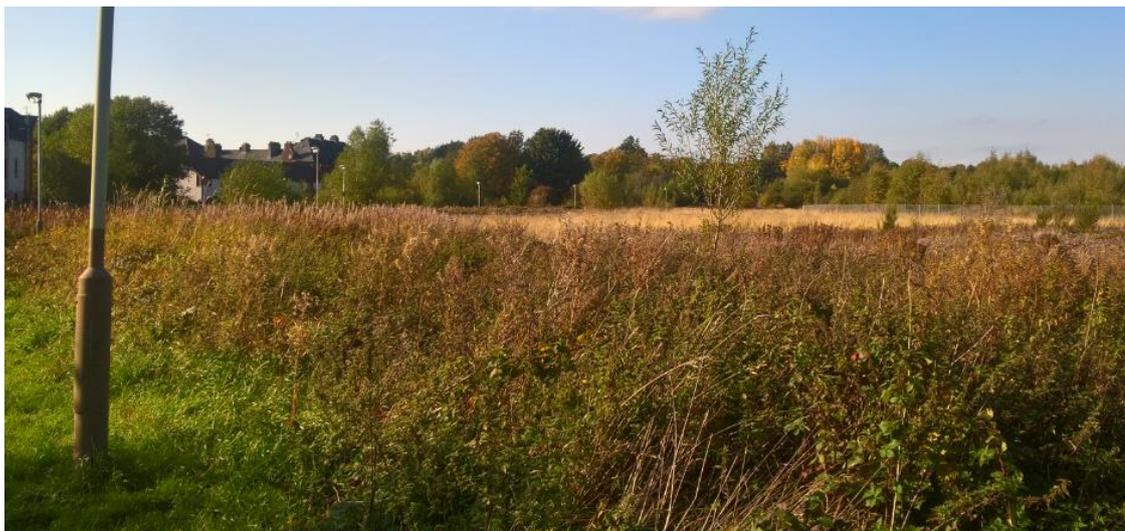
The map snip above show the locations of previous bridges between Tulloch Park and the lade path as B, C & D. A is the main bridged access to the NR yard (vehicular/NMU) and E is the existing NMU bridge linking residential Fairfield to the lade path.

### **Recommendations:**

A surfaced path to link Tulloch Park with the future vehicular /all user bridge should be created. In the long term, a new accessible and attractive pedestrian/cycle bridge should be re-instated to connect Tulloch Park and the lade path (at C on map above) and the Fairfield parkland (see below).

### **Parkland Improvements**

Immediately north of the White Bridge between the path and the NR yard is an area of land in Council ownership which is intended to be redeveloped as parkland. It is currently rough grass/shrub land accessed via desire lines as shown by the photo below. Landscape plans for the park were developed by CG in consultation with the community between 1994 and 2002, but not progressed because the NR yard area was zoned for residential redevelopment within the Local Development Plan.



The photograph above shows the area to be redeveloped as parkland.

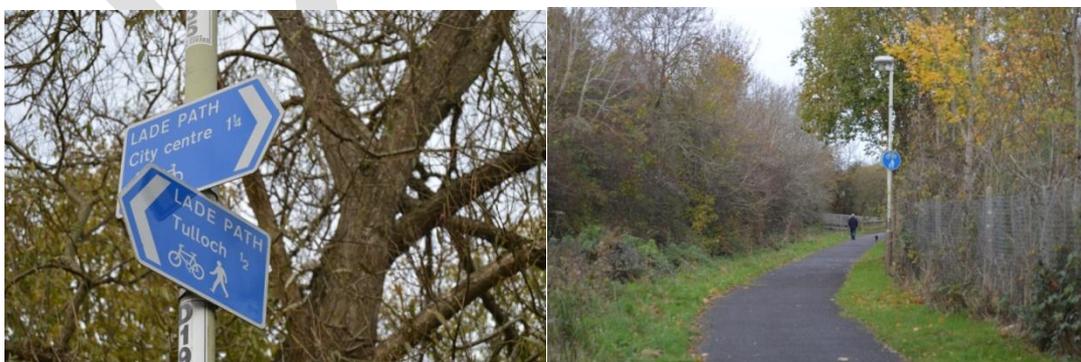
### **Recommendations:**

The park will be developed by CG through partnership working with the adjacent communities and FHC and NR.

### **5.11 Signage Strategy**

Survey comments referred to the need for enforcement notices and better directional signage. Some existing multiuse and directional signs, both on the lade route itself and in adjoining areas pointing to the lade, need attention and additional directional signs are required from nearby roads.

In addition 'gateway' threshold features on the 'Love our Lade' theme should be positioned at some of the main entry points from the adjacent parks and streets to provide a welcome to the lade. Interpretation and celebration panels of the lade could be created and located either within the lade green corridor, or in Perth.



The photographs show existing directional signs along the lade.

## Recommendations:

To avoid cluttering the lade and adjacent areas with too many signs and notices the Signage Strategy below is proposed. (See map in the annexe which shows the locations of existing and proposed signs).

| <b>Signage Type</b>                             | <b>Design (new and existing)</b>                                                                                                                                                                                                             | <b>Location</b>                                                                                                     |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| PKC littering/dog waste enforcement.            | New combined littering & dog fouling messages (to replace existing separate signs).                                                                                                                                                          | At main path junctions on bins and lampposts.                                                                       |
| Littering/dog waste awareness.                  | Existing children's designs.                                                                                                                                                                                                                 | Mounted on fences.                                                                                                  |
| PKC dog waste reporting.                        | New dog with phone sign (existing but not used on lade previously).                                                                                                                                                                          | On lampposts/multiuse posts. Target problem areas only. Moved to other sections to increase impact.                 |
| PKC multiuse on path.                           | Existing (blue circular and rectangular).                                                                                                                                                                                                    | On exiting mounts (clean /replace where required). New signs to be mounted on lampposts (or new poles if required). |
| Notices to wheelchair users and cyclists        | Advisory regarding the condition of the path ahead & directional to alternative cyclepath.                                                                                                                                                   | West of A9 cyclepath narrows to muddy track. Sandeman Court.                                                        |
| Notices to cyclists.                            | New- cyclists give way to pedestrians & ring bell on approach.                                                                                                                                                                               | On existing mounts as above at main entry points to path.                                                           |
| PKC directional to lade path.                   | New pictorial/symbol lade signs to be developed.                                                                                                                                                                                             | Additional signs required to be added at locations shown in map below.                                              |
| PKC directional to lade path.                   | Existing black tourist signs in City.                                                                                                                                                                                                        | Permanent on existing mounts (clean/ paint & adjusted if required).                                                 |
| Welcome 'Love our Lade' gateway signs/features. | New consultation based individual designs for adopted sections (eg Tulloch's Blooming Lade). Sponsorship sought. To include 'Love our Lade' and ownership logos. Possible Images of group in action/wildlife/view of lade or feature such as | At main entrances from adjacent parks/residential areas.                                                            |

|                                                       |                                                                                                                       |                                                                                                                                                                                                                  |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                       | an archway or paving feature.                                                                                         |                                                                                                                                                                                                                  |
| Interpretation panels of the history and/or wildlife. | New celebration of the lade through the ages. Large pictorial panels. Could be cheaply reproduced and used by Groups. | Permanent but moving around locations. Remote within the Town in vacant shop window or wall of building. Additional versions on unsightly surfaces along the lade through agreement with owners (walls/fencing). |

## 6.0 Action Plan

The action plan deliver's the 'Love our Lade' vision and objectives as outlined within the introduction being:

- Perth lade is an attractive place for people and wildlife
- Perth lade is a safe place to explore and play

It has been informed by the user survey, which has confirmed officers' knowledge, as discussed in the preceding sections. Some proposed actions are localised and apply to a particular section of the lade path or even a specific location. Appendix 3 illustrates location for some of the proposed actions.

The Action Plan is ordered to follow the challenges and recommendations sections and by short term and long term actions. Short term actions should be achieved within five years subject to sufficient funding and prioritisation of delivery. Long term actions are more aspirational and may be delivered through increased partnership working and subject to available or allocated resources.

Cost estimates are based on costs for similar projects elsewhere. The total estimated cost of the action plan, excluding the White Bridge contribution (item 44), is £903,000. This does not include professional fees for project delivery.

### Income

No funding applications have yet been submitted, however it is anticipated that at least £603,000 can be secured from external sources. Many of the actions will be funded from the existing Council resources. It is intended to use £225,000 from the existing approved CG capital budget and £75,000 from the annual revenue budget allocation.

The intended income is shown below.

| <b>Funding source</b>                                                                                                                                                 | <b>Target income £</b> | <b>Timing</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|
| External funding and sponsorship will be sought from a range of local and national funders for different elements and areas of the Lade over the lifetime of the plan | 603,000                | 2020-25       |
| <b>Total from external sources</b>                                                                                                                                    | <b>603,000</b>         |               |
| Allocated Council budget<br>Capital<br>Revenue                                                                                                                        | 225,000<br>75,000      | 2020-25       |
| <b>Total</b>                                                                                                                                                          | <b>903,000</b>         |               |

#### 6.1 Monitoring and Reporting

The intention is to deliver the LMP in a five year period, the extent to which it is achieved will be dependent on funding secured and available council resources. The new smartphone system will allow recording of fly tipping and other issues which will facilitate improved monitoring of actions. A progress report will be brought to Committee in 2025.

## Action Plan

| Ref                            | Lade section<br>Appendix<br>3 | Action                                  | Rationale                                                                                                                                                                                                                                                                                                                                                                              | Timing /Lead     | Outcome                                                                    | Estimated cost £ |
|--------------------------------|-------------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------|------------------|
| <b>General</b>                 |                               |                                         |                                                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                            |                  |
| <b>Short Term Actions</b>      |                               |                                         |                                                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                            |                  |
| 1                              | All                           | Maintenance review                      | Rationalise tasks and frequency and set realistic and achievable targets to maximise efficiency. Will also clarify which tasks and areas are higher priority for Council maintenance (removing sharps & litter from watercourse, emptying bins, seasonal cuts to path verges). Lower priority tasks which may not always be achievable could be flagged for possible community action. | 2020/21<br>CG/GM | Improve public safety and amenity through improved maintenance efficiency. | N/A              |
| 2                              | All                           | Establish Lade Management Group         | Subject to approval of this LMP a Lade Management Plan Group should be established to ensure the actions can be achieved and any required funding secured. Members of the Group should include key Council Officers (CG & CS) and representatives of key partnership bodies (eg Perth & Kinross Heritage Trust, Tayside Biodiversity Partnership, Fairfield Trust)                     | 2020/21<br>CG    | Implementation of LMP vision and aims.                                     | 2,000            |
| 3                              | All                           | External funding                        | External funding will be required to carry out substantial improvements and opportunities to apply for relevant funds should be sought (officer time required).                                                                                                                                                                                                                        | 2020 - 25<br>CG  | Fund LMP implementation                                                    | N/A              |
| 4                              | All                           | Launch, engagement & celebration events | To further engagement with and celebrate community involvement and raise interest in the wider community.                                                                                                                                                                                                                                                                              | 2020 -25<br>CG   | Pride of Place                                                             | 25,000           |
| 5                              | B & D                         | People counters                         | Install people counters on key path locations before improvements to monitor change in use of path (Dunkeld Road link and Fairfield – 2 counters).                                                                                                                                                                                                                                     | 2020/21<br>CG    | Increase knowledge of lade use.                                            | 10,000           |
| <b>Long Term Actions</b>       |                               |                                         |                                                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                            |                  |
| 6                              | All                           | Consultation survey                     | Post works survey to monitor public opinion of improvement works and inform ongoing maintenance priorities.                                                                                                                                                                                                                                                                            | 2025<br>CG       | Improve communications                                                     | N/A              |
| <b>Arts and Interpretation</b> |                               |                                         |                                                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                            |                  |
| <b>Short Term Actions</b>      |                               |                                         |                                                                                                                                                                                                                                                                                                                                                                                        |                  |                                                                            |                  |
| 7                              | All                           | 'Love our Lade ' logo                   | Design of new 'Love our Lade' logo for use on infrastructure (signs etc).                                                                                                                                                                                                                                                                                                              | 2020/21<br>CG    | Pride of Place                                                             | N/A              |
| 8                              | All                           | Artist – Love our Lade                  | Appoint a lade artist to coordinate and create community lead artworks/interpretation (conditional on external funding).                                                                                                                                                                                                                                                               | 2020-25<br>CG    | Improve public amenity                                                     | 48,000           |

| Long Term Actions                    |     |                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                         |                                                                                  |        |
|--------------------------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------|
| 9                                    | All | Interpretation – including printed media and marketing                                                                                        | Create cultural and historical materials including large image boards to celebrate the history of the lade. To be located at prominent location within Perth and/or on large unsightly walls/fences along the lade.                                                                                                                                                                                                                                                                                                                                            | 2020-25<br>CG                                                           | Increase knowledge of the lade                                                   | 15,000 |
| 10                                   | All | Promotion- places & features of interest, create virtual or audio trail /phone app?/ web based trail/guided walks                             | A mobile phone based app to provide interesting information and images of lade's history and wildlife in an accessible form could be a good way to increase public interest. Little or no infrastructure so would not be subject to tampering/vandalism. The concept would have to be developed by a specialist contractor or as a student project (eg St Andrews University digital media).                                                                                                                                                                   | 2021-25<br>CG/PKHT<br>Friends of Perth<br>Lade/Tulloch<br>Blooming Lade | Increase interest in history & current features of lade.                         | 10,000 |
| Vegetation Management & Biodiversity |     |                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                         |                                                                                  |        |
| Short Term Actions                   |     |                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                         |                                                                                  |        |
| 11                                   | B   | Biodiversity and Wildlife surveys                                                                                                             | To increase knowledge of biodiversity value of the lade, monitor it over time and inform actions a biodiversity survey will be commissioned. Wildlife surveys involving the public will be an annual event giving opportunities for public and community participation and education regarding biodiversity. Coordinated by CG and led by knowledgeable wildlife recorders under the umbrella of the Tayside Biodiversity Partnership (TBP). Area of survey to be decided possibly Fairfield Parkland. Associated publicity aims to increase interest in lade. | 2020-25<br>CG/TBP/<br>community                                         | Increased knowledge of biodiversity value of lade and increased public interest. | 10,000 |
| 12                                   | All | Site-specific Biodiversity Action Plan                                                                                                        | To be prepared in partnership with communities and to inform community actions to benefit habitats and wildlife in the long term.                                                                                                                                                                                                                                                                                                                                                                                                                              | 2020-22<br>TBP/CG/<br>community                                         | Increased knowledge of biodiversity value of lade and increased public interest. | 5,000  |
| 13                                   | All | Prune branches/selective tree/shrub removal overhanging watercourse/ along paths and around lights. Coppicing of alder and willow along paths | Improve views of watercourse particularly from bridges. Increase sightlines and visibility along the path and of the watercourse and deter littering (including tipping of garden/household waste). Coppicing will maintain/increase biodiversity value. (repeat approximately every 3 years).                                                                                                                                                                                                                                                                 | 2020-25<br>CG/GM                                                        | Watercourse, character and identity                                              | 6,000  |
| 14                                   | All | Tree management - gradual reduction of non-native species, planting of native species                                                         | Improve the biodiversity value of the lade and involve communities. Selective removal of non-native species creating opportunities for community based native tree planting and increase public understanding of biodiversity value. (ongoing in short & long term).                                                                                                                                                                                                                                                                                           | 2020-25<br>CG/community<br>partnership<br>projects                      | Improve biodiversity. Community involvement                                      | 10,000 |
| 15                                   | All | Removal of invasive species                                                                                                                   | Invasive, non-native species should be removed and controlled to prevent further colonisation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2020-25<br>CG/GM/contract                                               | Improve biodiversity                                                             | 5,000  |

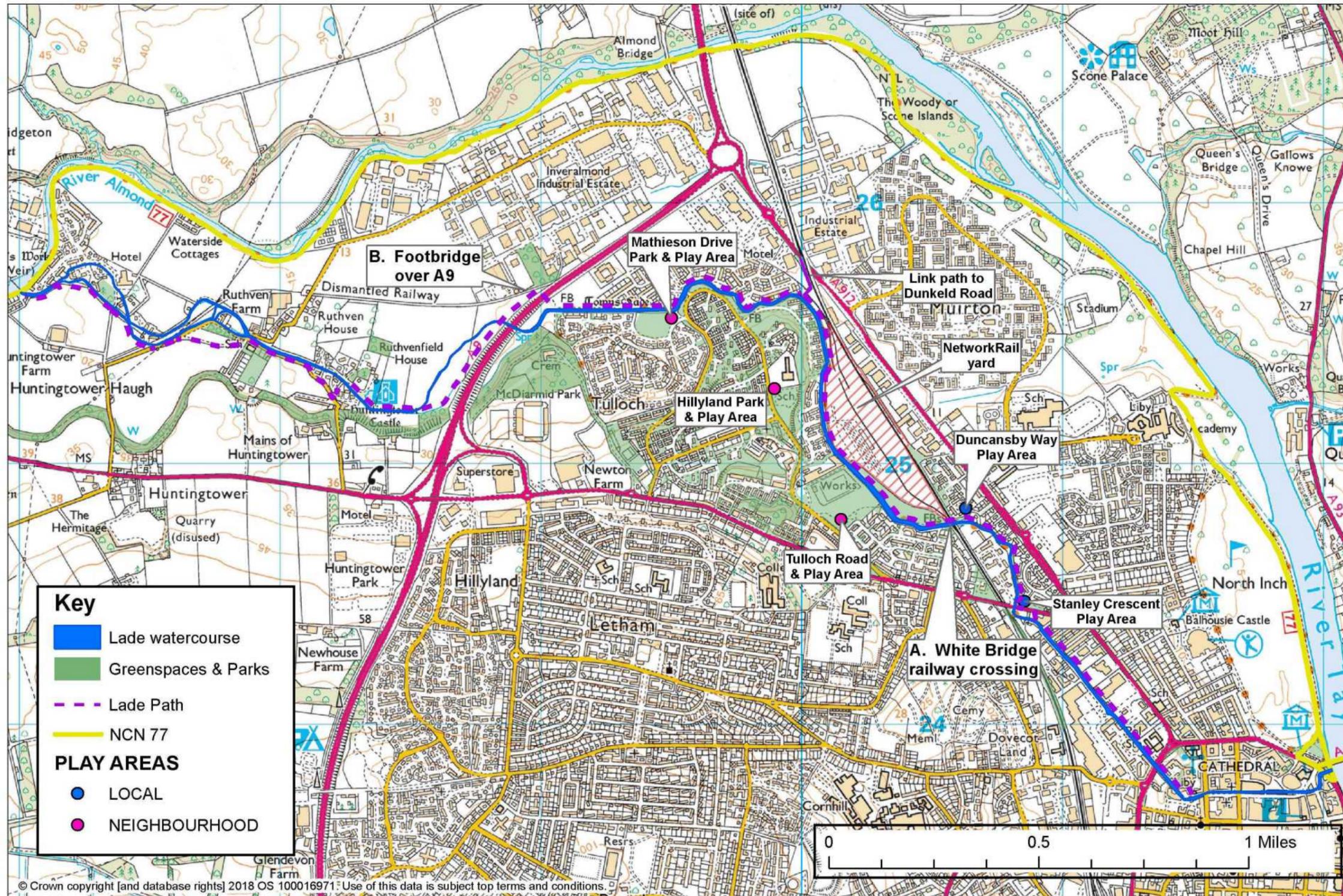
| <b>Long Term Actions</b>                     |     |                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |                                                                                  |                      |
|----------------------------------------------|-----|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------------------------------------------|----------------------|
| 16                                           | All | Removal of self-seeding shrubs on walls/ banks of lade         | Removal of self-seeding shrubs on banks to a level which benefits wildlife and makes ongoing maintenance easier. Scope to encourage native water plants should be sought to improve biodiversity. (repeat approximately every 5 years).                                                                                                                                                                                                                                                                                                                                                   | 2020-25<br>CG (contract)      | Improve public amenity and biodiversity                                          | 10,000               |
| 17                                           | B   | Removal of overgrowth of vegetation in the watercourse         | Reduce the quantity of vegetative growth in the lade where it covers more than half of the width of the waterway. A rolling programme targeting the most overgrown sections timed to minimise any effect on wildlife is required. Priority areas is Fairfield is 800m.                                                                                                                                                                                                                                                                                                                    | 2020-25<br>CG (contract)      | Improve public amenity                                                           | 30,000               |
| 18                                           | All | Path verge improvement                                         | Improve path verges with new shrub planting where appropriate, particularly at viewing/seating areas and at gateways. Planting to be appropriate for annual maintenance.                                                                                                                                                                                                                                                                                                                                                                                                                  | 2020-25<br>CG                 | Improve public amenity                                                           | 25,000               |
| <b>Litter/ Fly tipping/ Dog Fouling/Bins</b> |     |                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |                                                                                  |                      |
| <b>Short Term Actions</b>                    |     |                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |                                                                                  |                      |
| 19                                           | All | Enforcement signage                                            | Design of new litter/dog fouling enforcement combined signage (to reduce signage clutter see signage strategy for locations) 40 signs.                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2020/21<br>CG                 | Improve public amenity                                                           | 2,000                |
| 20                                           | All | Bins and associated signage                                    | Bins with a 'Love our Lade' logo and carrying enforcement notices (above) to replace existing bins and dog bins. These will be positioned in prominent places where they can be serviced. Double bins to be used in locations where litter exceeds bin capacity. Estimate 25 bins required.                                                                                                                                                                                                                                                                                               | 2020/21<br>CG                 | Reduce antisocial behaviours/<br>improve amenity/maximise maintenance efficiency | 22,400<br>(900/bin)  |
| 21                                           | C   | Path bollards                                                  | To prevent fly tipping from unauthorised vehicles, particularly along the path near Tulloch Works. (2 lockable bollards).                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2020/21<br>CG                 | Prevent illegal/<br>antisocial tipping                                           | 700<br>(350/bollard) |
| 22                                           | All | Voluntary action – CG coordinated events & volunteer resources | Community involvement and ownership of the lade is vital to achieve sustainable improvement. CG coordinated action events aim to involve Council and corporate work parties, occasional volunteers as well as established voluntary groups in partnership working to improve the lade and generate interest in it. Costs cover provision of equipment (gloves, litter pickers, bags, bulbs, shrubs etc) Associated publicity aims to increase interest and antisocial behaviour. The CG annual October action day concentrates on litter removal & cut back of vegetation on path verges. | 2020-25<br>CG/<br>communities | Community involvement,<br>improve amenity.                                       | 1,000                |

| <b>Vandalism/ Graffiti/ Street Art</b>                  |     |                                       |                                                                                                                                                                                                                                                                                                                                  |                             |                                                       |                                                      |
|---------------------------------------------------------|-----|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------|------------------------------------------------------|
| <b>Short Term Actions</b>                               |     |                                       |                                                                                                                                                                                                                                                                                                                                  |                             |                                                       |                                                      |
| 23                                                      | A   | Street Art                            | Create visual interest on unattractive fences/concrete walls through partnership working with private owners and encouraging/commissioning artwork on appropriate surfaces. 'Love our Lade' theme encouraged. (see also arts & interpretation above).                                                                            | 2020-25<br>CG/CC            | Community involvement, improve amenity.               | 2,500 per artwork                                    |
| 24                                                      | A   | CCTV Smart cameras                    | Funding for three CCTV smart cameras has been secured by CS which will help reduce the incidences of antisocial behaviour and will also count users passing the camera. Further funding may be sought for CCTV at additional locations in future.                                                                                | 2020/21<br>Community Safety | Reduce antisocial behaviour / improve public amenity. | 7,000 per CCTV<br><i>30,000 secured</i>              |
| <b>Long Term Actions</b>                                |     |                                       |                                                                                                                                                                                                                                                                                                                                  |                             |                                                       |                                                      |
| 25                                                      | All | Boundary walls                        | Ensure any new or replacement boundary walls/fences design should enhance the lade. Seek opportunities to develop green walls with private owners.                                                                                                                                                                               | Planning/<br>private owners | Improve public amenity                                | N/A                                                  |
| <b>Public Safety/ Risk Assessments/ Street Lighting</b> |     |                                       |                                                                                                                                                                                                                                                                                                                                  |                             |                                                       |                                                      |
| <b>Short Term Actions</b>                               |     |                                       |                                                                                                                                                                                                                                                                                                                                  |                             |                                                       |                                                      |
| 26                                                      | All | Community Warden Engagement - ongoing | Community Wardens continue to make lade a priority for patrol, engagement with lade users and encourage participation in community projects. Disadvantaged and hard to reach people are particularly targeted.                                                                                                                   | 2020-25<br>CS               | Community engagement/<br>Reduce antisocial behaviour  | N/A                                                  |
| 27                                                      | All | Fencing                               | Water safety fencing is provided at bridges and where there are steep drops only. It can also provide useful leaning rails and can enhance the visitor experience if well designed. Risk assessment identifies where fencing is required. Inspection and repairs are required due to vandalism and age of some existing fencing. | 2020-25<br>CG               | Public safety & amenity                               | 16,000<br>(3,000 per 100m new, repairs 400 per 100m) |
| 28                                                      | All | Improve lighting                      | Sign lit path route as option for after dark use. (see also clearance/cutting of shrubs around lighting columns above).                                                                                                                                                                                                          | 2020/21<br>CG/SLP           | Improve public safety and amenity                     | 500                                                  |
| <b>Long Term Actions</b>                                |     |                                       |                                                                                                                                                                                                                                                                                                                                  |                             |                                                       |                                                      |
| 29                                                      | All | Improve lighting                      | Replacement of bulbs to LED as part of SLP programme (new lighting see path improvement below).                                                                                                                                                                                                                                  | SLP                         | Improve public safety and amenity                     | N/A                                                  |
| 30                                                      | D   | Install lighting duct & lighting      | Install lighting duct on path sections where there is no street lighting (duct to be installed while improving path), street or path lights to be installed. (duct cost is £25/m, street light £1500/column, need 1 per 30m)                                                                                                     | 2020-25<br>CG/SLP           | Improve public safety and amenity                     | 7,500                                                |

| Feature Lighting                       |         |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                                   |                                                     |
|----------------------------------------|---------|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------------------|-----------------------------------------------------|
| Short Term Actions                     |         |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                                   |                                                     |
| 31                                     | A, B, C | Temporary feature lighting for events      | Create interest to celebrate particular events in partnership with City of Light. Possible effects on wildlife to be assessed as part of design.                                                                                                                                                                                                                                                                                                     | 2021-25<br>CG/City of Light | Public amenity                    | 25,000                                              |
| Long Term Actions                      |         |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                                   |                                                     |
| 32                                     | C       | Permanent feature lighting                 | Create visual interest through lighting features of interest (eg Tulloch Works) in association with the City of Light Action Plan initiative and the Street Lighting Partnership. Possible effects on wildlife to be assessed as part of design.                                                                                                                                                                                                     | 2022-25<br>CG               | Public amenity                    | 25,000                                              |
| Resting Places                         |         |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                                   |                                                     |
| Short Term Actions                     |         |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                                   |                                                     |
| 33                                     | All     | New seating/ viewing areas                 | Benches to be located in open prominent areas with pleasant views to maximise amenity value while avoiding creating opportunities for antisocial behaviour. Viewing areas of the lade should be created through opening up the vegetation and/or widening the path at key locations. Design of seats could be custom made with sponsorship and involvement of interested parties on the 'Love our lade' theme. Estimate 12 benches, 4 picnic tables. | 2020-25<br>CG               | Improve public safety and amenity | 15,400<br>(1,000 per bench<br>850 per picnic table) |
| Path, Bridge and Parkland improvements |         |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                                   |                                                     |
| Short Term Actions                     |         |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                                   |                                                     |
| 34                                     | All     | Path improvement                           | Scrape back vegetation from path edges to provide full width of path with mow /strim of path edges (2 times per year). To improve multiuse and discourage dog fouling/littering on the path edges.                                                                                                                                                                                                                                                   | 2020-25<br>CG/GM/<br>UWS    | Improve public amenity and safety | 6,000                                               |
| 35                                     | A       | Improved access at retail park             | Improve access from lade path to retail park where there is clear evidence of use and repair broken walls and formalise seating area.                                                                                                                                                                                                                                                                                                                | 2020/21<br>CG               | Improve public amenity            | 5,000                                               |
| 36                                     | E       | Path Improvement (nr Ruthvenfield)         | Path widening, regrading and surfacing (whin dust) 150m. Route narrows from cyclepath to muddy, uneven and unsurfaced.                                                                                                                                                                                                                                                                                                                               | 2020/21<br>CG               | Improve multi use                 | 10,000                                              |
| 37                                     | F       | Path Improvement (nr Bleachers Way)        | Path widening, regrading and surfacing (whin dust) 114m. Bleachers Way path. Route is currently muddy and unsurfaced.                                                                                                                                                                                                                                                                                                                                | 2020/21<br>CG               | Improve multi use                 | 10,000                                              |
| 38                                     | C       | Path improvement (Tulloch)                 | Path surfacing and landscaping 212m. Tulloch Park to bridge over lade. Path is muddy desire line through overgrowth, first bridge is narrow and unsuitable for all users. Bikes, prams and wheelchairs will be able to continue along the new path to the Tulloch Works vehicular bridge.                                                                                                                                                            | 2020-22<br>CG               | Improve public amenity            | 15,000                                              |
| 39                                     | C & D   | Improvement of railway boundary fencing    | In some sections of the path the railway boundary fencing restricts the path width and detracts from its appeal. NR will replace the current wire fence with green palisade fencing which will improve its appearance and will realign the boundary fencing to facilitate path improvement (dependent on NR project progressing).                                                                                                                    | 2020-25<br>CG/NR            | Improve public visual amenity     | 5,000                                               |
| 40                                     | D       | Path improvement (opposite Sandeman Court) | This path section is narrow, uneven, unlit and has an unbound dirt surface so requires improvement for all user groups. Provisional move of NR boundary fence to provide an alternative path. (Lighting ducts to be installed).                                                                                                                                                                                                                      | 2020 -25<br>CG/NR           | Public safety, improve multi use  | 40,000                                              |

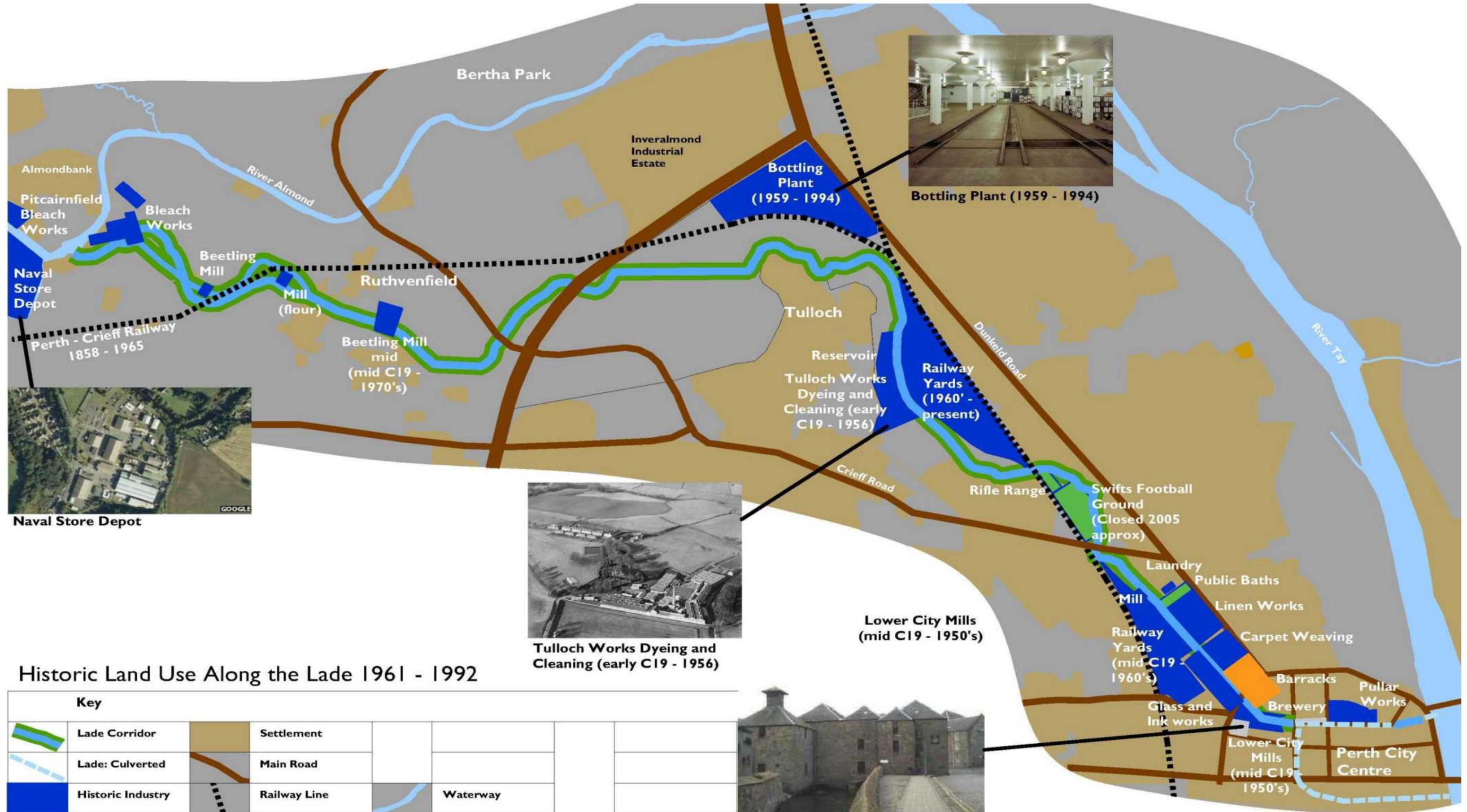
|                                                                                                |     |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                            |                                                          |                                    |
|------------------------------------------------------------------------------------------------|-----|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------------------------------|------------------------------------|
| 41                                                                                             | D   | Path & 'Gateway' improvement<br>(Dunkeld Rd link)                                                  | Path regrading and surfacing to Dunkeld Rd. Partly incorporated within NR boundary fence move. Possible removal of secondary boundary fence to car lot. Improving /landscaping Dunkeld Road entrance to path. Link with and to Dunkeld Road Cycle Corridor.<br>Path is used by school children and others both on bikes and walking. It's width is restricted by unsightly high fencing on both sides and it has an unbound dirt surface. The path holds water so can become wet and muddy so drainage will be required. Visual improvement of railings (painting or artwork) and an improved gateway on Dunkeld Rd is required. | 2020-25<br>CG/NR           | Improve multi use and public amenity                     | 65,000                             |
| 42                                                                                             | B   | Fairfield 'park' land redevelopment                                                                | Develop the area for community use. Plans already exist but would require to be revisited through community consultation. NR may provide mitigation planting or off site contribution for this.                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2021-23<br>CG/NR/FCT       | Increased public amenity & community use of area         | 200,000                            |
| <b>Long Term Actions</b>                                                                       |     |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                            |                                                          |                                    |
| 43                                                                                             | C   | Replace missing bridge (Tulloch)                                                                   | New bridge to connect Tulloch Park to lade path, connect existing path to bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2022 - 25<br>CG            | Improve public amenity                                   | 35,000                             |
| 44                                                                                             | B   | White bridge redesign/ improved ramping                                                            | Discussions with Network Rail regarding bridge redesigning to an all abilities gradient and as attractive feature. PKC contribution likely to be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 2025 onward<br>CG/NR       | Improve multi use/reduce barriers                        | £350,000                           |
| 45                                                                                             | All | Path improvement and new path links - opportunities to improve paths in future associated with LDP | Ensure any development along or adjacent to the lade should contribute to the improvement of the lade path and its links as required by the Local Development Plan (LDP). From the emerging LDP sites OP2, H319, and E38 lie adjacent to the Lade and it should be expected that development at these sites tie in, where possible, with the lade path to improve connectivity and accessibility across the city.                                                                                                                                                                                                                | Development<br>Planning/CG | Increased use by cyclists for active travel & recreation | N/A                                |
| <b>Signage</b>                                                                                 |     |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                            |                                                          |                                    |
| <b>Short Term Actions</b>                                                                      |     |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                            |                                                          |                                    |
| 46                                                                                             | All | Directional signage                                                                                | Review and improve directional signage to the lade from streets and greenspaces. Creation and placement of 'Love our Lade' directional arrows and signs.<br><br>Improve gateways, path links and signage to lade (eg renovate community orchard at Mathieson Drive). Estimate 9 signs/features required.                                                                                                                                                                                                                                                                                                                         | 2020/21<br>CG              | Increase public interest and pride of place              | 20,000<br>(2,000 per sign)         |
| <b>Long Term Actions</b>                                                                       |     |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                            |                                                          |                                    |
| 47                                                                                             | All | Gateways to the lade                                                                               | Creation and installation of 'Love our Lade' themed features at improved main entry points to the lade from adjacent community greenspace parks and streets. Ideally in association with communities and businesses (9 gateways)                                                                                                                                                                                                                                                                                                                                                                                                 | 2020-25<br>CG              | Increase public interest and pride of place              | 135,000<br>(9x 15,000 per gateway) |
| <b>Total cost of delivery minus item 44 (350,000 nominal sum for White Bridge replacement)</b> |     |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                            |                                                          | <b>903,000</b>                     |

Appendix 1 Map showing the Lade Path, greenspaces, play parks and locations of the White Bridge, A9 Bridge and National Cycle Route (NCN77).



Map of the Lade Green Corridor

Appendix 2 Plan showing historical land use along the lade between 1961 and 1992.



Appendix 3 Plan illustrating main area based actions within the Action Plan.



DRAFT



## PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

22 January 2020

#### Perth City Car Parking

#### Report by Depute Director (Housing & Environment) (Report No. 20/10)

This report advises the Committee on the progress of an informal working group (consisting of elected members from the three Perth City wards and Council officers) investigating concerns about car parking in Perth city, particularly the residential and business areas surrounding the city centre.

The report sets out the range of actions to address these concerns.

### 1. BACKGROUND

- 1.1 Car users can park on public roads, unless parking restrictions (such as no waiting restrictions or chargeable parking provisions) are introduced, following a detailed statutory process. These legal restrictions apply to all road users – both residents and commuters.
- 1.2 Local elected members in the three Perth City wards have expressed concerns over car parking in Perth city. These concerns relate to issues raised by their constituents about motorists (especially commuters) parking in the residential and business areas surrounding the city centre, to avoid paying parking charges in more central locations.
- 1.3 This has caused two main concerns:
  - inconsiderate parking in certain areas causing road safety concerns, for example at road junctions; parking over residential driveways; and parking in two rows or parking across from driveways in narrow streets, causing access problems for residents.
  - in some cases, the high volume of commuter parking in residential streets has resulted in residents and their visitors not being able to park near their own properties, particularly for households with no off-street parking. This has also impacted on service providers for residents, such as trades, delivery drivers, and refuse collection/ street cleaning.
- 1.4 Similar concerns have been expressed by residents in the North Muirton area, close to commercial/industrial units, where staff car parking has overspilled into residential areas.
- 1.5 This causes tension between the views of residents and businesses (which wish to use their properties unimpeded), and commuters choosing to park for free in locations which are within walking distance of their final destinations.

- 1.6 To address these concerns, an informal working group was formed, consisting of the elected members from all three Perth City wards, and Council officers from relevant services – Transport Planning, Parking Services and Traffic & Network. The group has met on 4 occasions over the summer/autumn 2019, to examine the issues, understand behaviours, develop options and propose potential solutions. The agreed objectives of the group are detailed in Appendix 2.
- 1.7 North Inch and Muirton Community Council (NIMCC) made a participation request, under the Community Empowerment (Scotland) Act 2015, to become involved in measures related to road safety and car parking in their area. Their concerns over car parking were similar to those detailed in section 1.3 above. Officers have been meeting with NIMCC representatives on these issues.
- 1.8 An additional factor which also requires consideration is the new Transport (Scotland) Act 2019, which contains a provision for a ban on vehicles being parked partly, or wholly, on footways (although exceptions to the ban will be permitted within prescribed criteria). Further regulations detailing the implementation of this new provision have not been published, and no timescale for their publication has been issued. However, the introduction of this requirement will require considerable staff resource in surveying, assessing and implementing exception sites, as well as enforcement of these requirements. The priority associated with these statutory requirements could impact on the capacity of staff to act on the issues raised in this report, depending on the legal timescale for implementation. Any action to deal with the parking concerns in this report will also have to take these new requirements into account.
- 1.9 Any potential changes also need to be considered in the context of recently awarded Sustrans Places for Everyone Programme funding of £6.5m. This funding is for the transformation of the Dunkeld Road corridor in Perth, to create space for other modes of transport – walking, cycling and public transport – to move people more efficiently across the city. Officers are currently engaging with the local community on these proposals. Although this welcome initiative will encourage modal shift from car use (and therefore reduce the need for car parking), its full impact will be more in the medium to long term, and currently funding for this initiative only covers one part of the city. Both the local elected members and NIMCC have expressed the need to take early action on their concerns about parking.

## **2. PROPOSALS**

- 2.1 The working group examined a variety of options, and settled on a range of actions to take forward, varying from short term (such as offering discounted car parking in city centre locations where there are frequent vacant spaces), to significant long-term solutions (such as the development of additional Park & Ride sites around Perth). The group recognised that this is a complex issue, and no single change would resolve the situation. The actions agreed are detailed in Appendix 2.

2.2 The greatest level of discussion within the group was the identification of those locations around the city most affected by the parking concerns, and what actions could be taken through parking controls. The group identified that three categories of action could be taken, depending on the nature of the issue. These categories are detailed in Table 1 below:

Table 1

| Category | Action                                                                                                                                                                                                                                               |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | Yellow lines and marked parking bays at hotspot areas, to stop parking over driveways, at street corners, and other inappropriate areas. If cars are parked outwith marked bays, they would be subject to enforcement action (penalty charge notice) |
| 2        | Limit on waiting (via marked parking bays and signage - parking only allowed for up to 3 or 4 hours, but no parking charging scheme in place) to deter all day parking (residents could apply for permits to exempt them from these time limits)     |
| 3        | controlled parking area with Pay and Display parking (residents could apply for permits to exempt them from paying parking charges)                                                                                                                  |

2.3 At one stage, the group's proposal was to zone different parts of the city centre, and apply the above categories to each zone, depending on the severity of the issue. The proposal included testing these zones via a wide engagement with the public (residents and car users), before implementing the outcome.

2.4 A more graduated approach was subsequently agreed by the group. This consists of:

- a) installing marked parking bays at all areas identified by the group (these areas are detailed in Appendix 3). In the initial stage, these would not be subject to enforcement action.
- b) review the progress with this approach over time, and if problems persist in certain areas, there is the option of moving to category 1, 2 or 3 solutions (Table 1), if the need is identified.

2.5 The advantages of the proposed approach were considered by the group to be:

- rather than start with an enforcement-based solution, this approach seeks to encourage positive behaviour. If this resolves the issue, there will be no need to take more resource intensive further actions.
- it can be introduced as soon as possible without several months delay associated with instituting statutory legal proceedings, which would need to be in place to make the parking restrictions enforceable.
- it can be introduced without the need for residents to pay for parking permits
- there are no resource capacity issues on Council officers (other than the one-off task of surveying, designing and installing the parking bays)

- with the introduction of parking bays, it is easier to move to a more robust approach (i.e. category 1, 2 or 3 from Table 1 above). This, therefore, acts as incentive for commuters to park their cars responsibly, to avoid more significant measures, which would cause them greater inconvenience.
- 2.6 In discussion with NIMCC as part of their participation request, their representatives expressed concern that the solution detailed in section 2.4 did not go far enough to address the concerns of their residents, and they would have wanted to pursue the category-based approach detailed in section 2.2. NIMCC highlighted particular concerns for five streets:
- Harley Place
  - Harley Terrace
  - Muirton Bank
  - Muirton Place
  - Florence Place
- 2.7 At a meeting between NIMCC representatives and elected members for the three Perth city wards on 19 December 2019, the concerns of NIMCC were acknowledged. However, elected members stated that the Council's actions have to be consistent across the city, otherwise the parking issue is simply displaced from one area to another. In recognition of the problems expressed by NIMCC, it was agreed to prioritise the five streets (detailed in section 2.6), for the further review of moving to the more robust category-based approach (detailed in section 2.4 b) above), which will include full engagement with the residents in these streets.
- 2.8 As these proposals have been developed by the informal working group, officers are seeking Committee approval to move to a wider public consultation on the proposals detailed in sections 2.4 and 2.7 above, with a report on findings to be submitted to the next Environment and Infrastructure Committee.
- 2.9 It is, therefore, proposed to embark on a programme of consultation on establishing parking bays in the areas of Perth city identified in Appendix 3. This will be carried out in accordance with the [Policy and Framework for Delivery of Successful Engagement in Housing and Environment](#) approved by Strategic Policy & Resources Committee on 17 April 2019.
- 2.10 The estimated revenue budget cost in financial year 2020/21 for establishing parking bays in the areas of Perth City identified in Appendix 3, would be £40,000. This sum would be met from the Council's Car Parking Account.
- 2.11 If there is a need to move to a more robust enforcement approach to tackling this issue, this will be carried out via the approved Council procedure for promoting traffic orders, which will include consultation as part of the implementation process.
- 2.12 Subject to Committee approval, it is estimated that the implementation of these new parking bays across all areas would take 12 – 18 months,

depending variables such as weather. As highlighted in section 1.8, this programme may also be impacted by the legal requirement to introduce a ban on pavement parking.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The issue of commuter parking in peripheral areas of cities to avoid paying parking charges is complex and emotive. It is an issue shared across many cities in the UK.
- 3.2 Through engagement between local elected members, Council officers and the North Inch and Muirton Community Council, we have developed a set of actions, including a graduated approach to encouraging responsible parking in the residential/business areas around Perth city. However, we still retain the option to implement more robust measures, if this is found to be necessary in some areas.
- 3.3 The longer-term aspiration is to encourage alternative travel choices as part of the Council's wider ambitions to tackle climate change, detailed in the report to full Council on 18 December 2019 (Report No. 19/362 refers). Therefore, the proposals in this report are an interim measure, in response to the concerns of residents and local elected representatives.
- 3.4 It is recommended that the Committee:
- i. agrees to the measures highlighted in sections 2.8, 2.9 and Appendix 2 to address the concerns raised in this report
  - ii. agrees to wider community consultation on proposals to introduce parking bays in areas detailed in Appendix 3.

#### Author

| Name        | Designation                                               | Contact Details                                                                                  |
|-------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Hunter Hope | Parking, Public Transport and Civil Contingencies Manager | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                                | Date            |
|----------------|--------------------------------------------|-----------------|
| Barbara Renton | Executive Director (Housing & Environment) | 12 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan

1.1 The proposal relates to the delivery of the Perth and Kinross Community Plan in terms of the following priority:

- (i) Supporting people to lead independent, healthy and active lives
- (ii) Safe and Sustainable place for future generations

#### Corporate Plan

1.2 The proposal relates to the achievement of the Council's Corporate Plan Priority:

- (i) Supporting people to lead independent, healthy and active lives; and
- (ii) Safe and Sustainable place for future generations

### 2. Resource Implications

#### Financial

2.1 The Head of Finance has been consulted on the proposals.

- 2.2 The amount of revenue funding required to implement the parking bays (subject to the outcome of the consultation process) is £40,000. This funding would be provided from the Car Parking Account.

#### Workforce

- 2.3 There are no workforce implications arising from the proposal.

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

- 2.4 There are no asset management implication arising from the proposal.

### **3. Assessments**

- 3.1 The proposal has been considered under the Corporate Equalities Impact Assessment process (EqIA) and has been assessed as not relevant for the purposes of EqIA.
- 3.2 The proposal has been considered under the Environmental Assessment (Scotland) Act 2005 however no action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.
- 3.3 The proposal has been considered under the provisions of the Local Government in Scotland Act 2003 and assessed as having no significant impact on sustainable development
- 3.4 There are no legal and governance issues arising from this proposal.
- 3.5 There is a risk that the measures will not resolve this issue in certain areas. If that is the case, further measures, as detailed in Section 2.2 of the report, could be implemented.

### **4. Consultation**

#### Internal

- 4.1 Local Elected Members, and appropriate Housing & Environment staff have been consulted in the development of the proposals outlined in this report. Consultees are supportive of the proposal.

#### External

- 4.2 North Inch and Muirton Community Council has been consulted in the preparation of this report, as part of their Participation Request.

### **5. Communication**

- 5.1 A communication plan will be developed which will underpin the communications in implementing the proposals, including the key target audiences and the communication methods.

## **2. BACKGROUND PAPERS**

2.1 Report No.19/117 refers.

## **3. APPENDICES**

3.1 Appendix One Objectives of the Workshops

3.2 Appendix Two Actions agreed by working group

3.3 Appendix Three Locations for installation of parking bays

## Perth City Centre Parking

Workshop with Elected Members/Officers – 7 May 2019

### Agreed Objectives

- Understand problems, circumstances, locations, of the parking problems
- Understand the drivers, reasons, behaviours behind the issue
- Understand potential solutions, and the challenges associated with the solutions
- Produce options for solutions – temporary, short term, medium and long term
- Understand longer terms issues, and policy drivers
- Identify partners which we could be working with (e.g. LAL, Rail, SSE etc)
- Understand parking revenues
- Understand the contribution of Council employees to parking issues in the City Centre



**Perth City Parking Issues - Workshops  
Outcome**

| Potential Solution                                                                                                                | Short,<br>Medium,<br>Long | Update                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Incentivise bus travel                                                                                                            | S                         | Joint initiative with Stagecoach on free journeys in Perth before 1200 hours every weekend from 30 November to 22 December in Perth. The initiative will be reviewed to assess the impact on bus journey demand and inform further work going forward.                                                                                                 |
| Offer an incentivised permit scheme for long term car parking at under-used areas (e.g. Edinburgh Road, St Leonards Bank)         | S                         | An Outline Business Case has been prepared and will be considered by the Housing and Environment Senior Management Team in January 2020. This includes a permit scheme that will allow people to park at discounted rates across an area that is significantly underutilised at present.                                                               |
| PKC lead by example as an employer (e.g. Corporate Travel Plan)                                                                   | S                         | Officers are working with stakeholders to finalise the Corporate Travel Plan. Perth on the Go continues to be a valuable resource for staff wishing to take up sustainable transport options.                                                                                                                                                          |
| Convert all Housing Revenue Account City Centre car parks to pay and display with permits for residents.                          | S                         | Housing and Parking officers have met to initiate this project which will better regulate use of the car parks and free up additional capacity in Perth City. Housing officers will now consult with stakeholders with a view to new processes and procedures being agreed, traffic road orders agreed and infrastructure issued addressed in 2020/21. |
| Make Victoria Street car park long stay with an incentivised Monday to Friday Season Ticket to encourage more use of the car park | S                         | Traffic road orders to be agreed and scheme to be operational in 2020/21.                                                                                                                                                                                                                                                                              |

**Perth City Parking Issues - Workshops  
Outcome**

|                                                                                                                                                                                                                                                     |   |                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Convert some spaces at the Prison end of Edinburgh Road to accommodate coaches/campervans (not HGV's)                                                                                                                                               | S | Now considered to be a medium term option to be reviewed once the impact of incentivised parking at other locations has been assessed.                                                                                                           |
| Incentivise other locations with Monday-Friday permits such as the one we currently have in Canal Street MSCP - Thimblelow Car Park, Milne Street North and South Car Parks, Victoria Street Car Park. Convert from 4 hour to 10 hour maximum stay. | S | Plan to introduce permits at these locations as part of the 2020/21 revenue budget process with offer being available from 1 April 2020.                                                                                                         |
| Investigate options and costs for a city hopper bus in Perth City Centre                                                                                                                                                                            | M | An Outline Business Case to be prepared for consideration in January 2020.                                                                                                                                                                       |
| Review parking controls in Perth city and its periphery, and consult on options for further measures to control inappropriate parking                                                                                                               | M | See section 2.4 – 2.9 of report                                                                                                                                                                                                                  |
| Maximise Park & Ride (locations and incentives)                                                                                                                                                                                                     | L | There are currently 3 park and ride sites in Perth and Kinross – Broxden, Scone and Kinross. Transport Planning are working on proposals for additional sites at Walnut Grove, the A9 North approach and the Crieff Road approach to Perth City. |

**Note**

Short term = within next 6 months

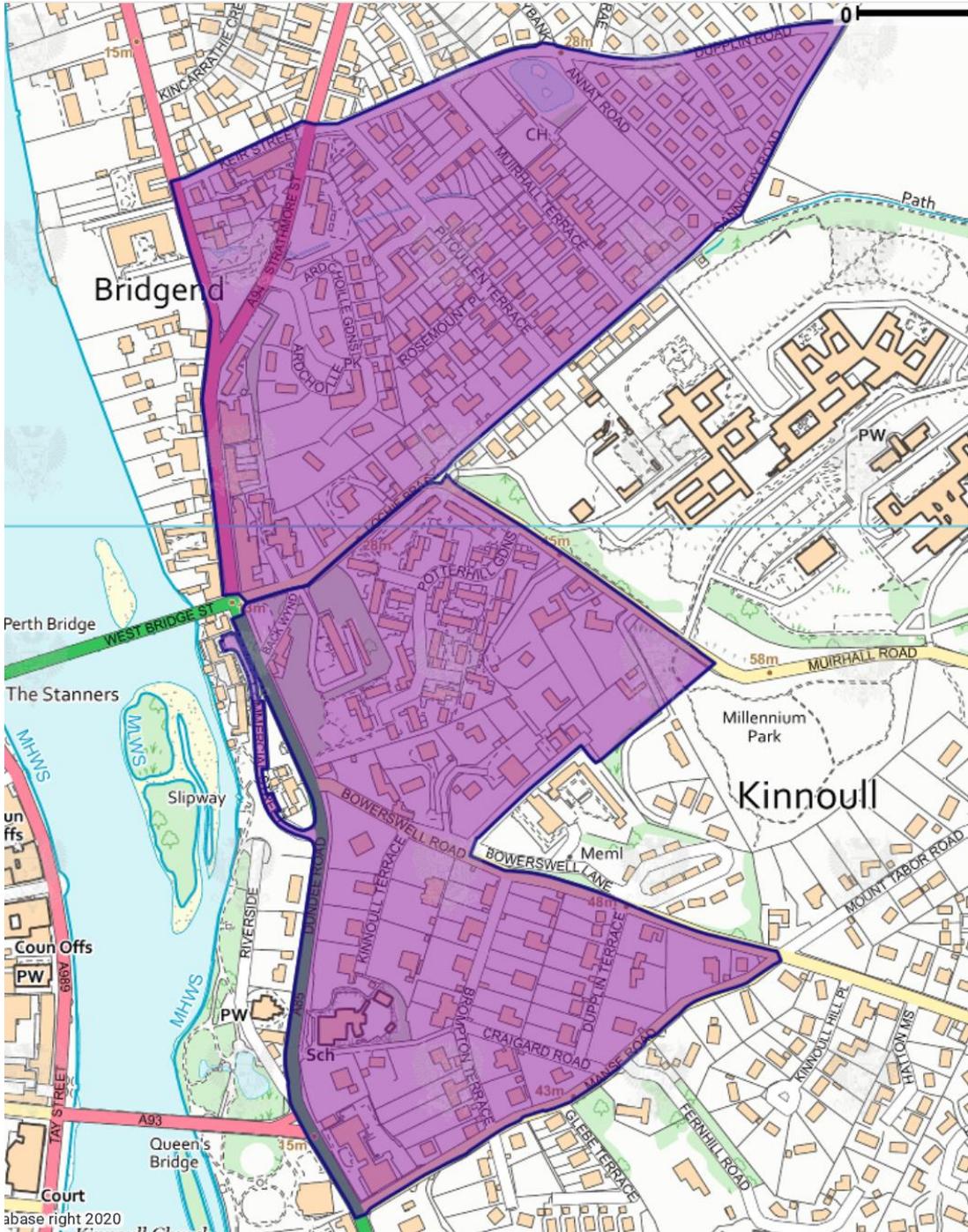
Medium term = 6 month to 18 months

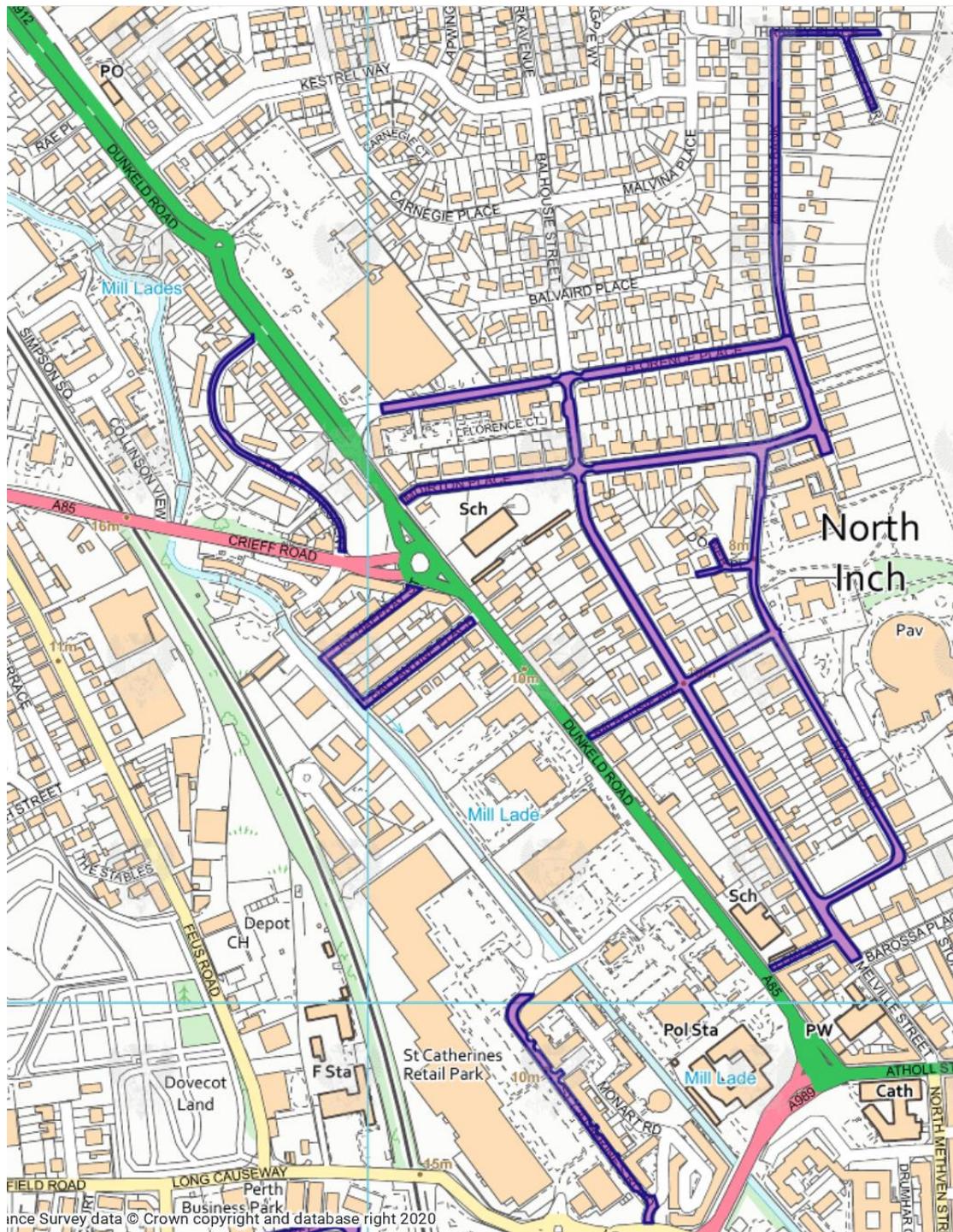
Long term = greater than 18 months

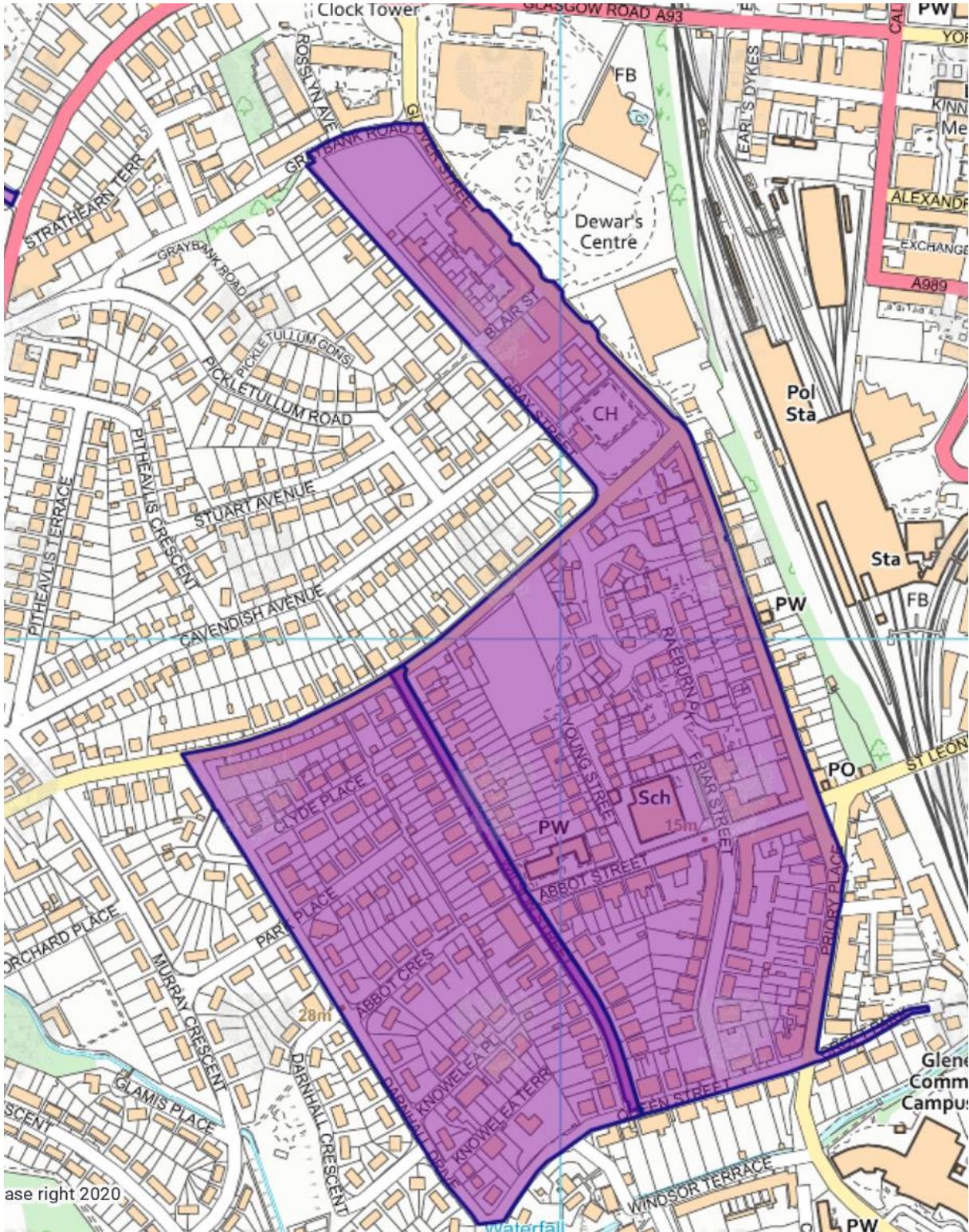
## Locations for Installation of Parking Bays

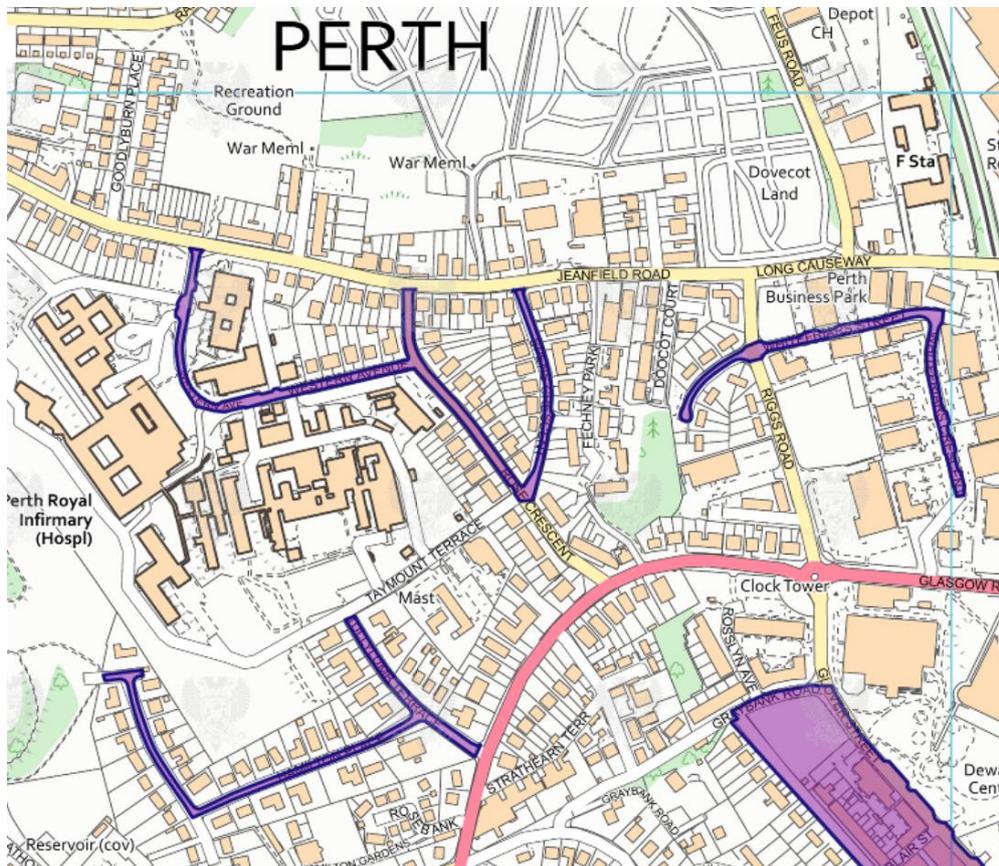
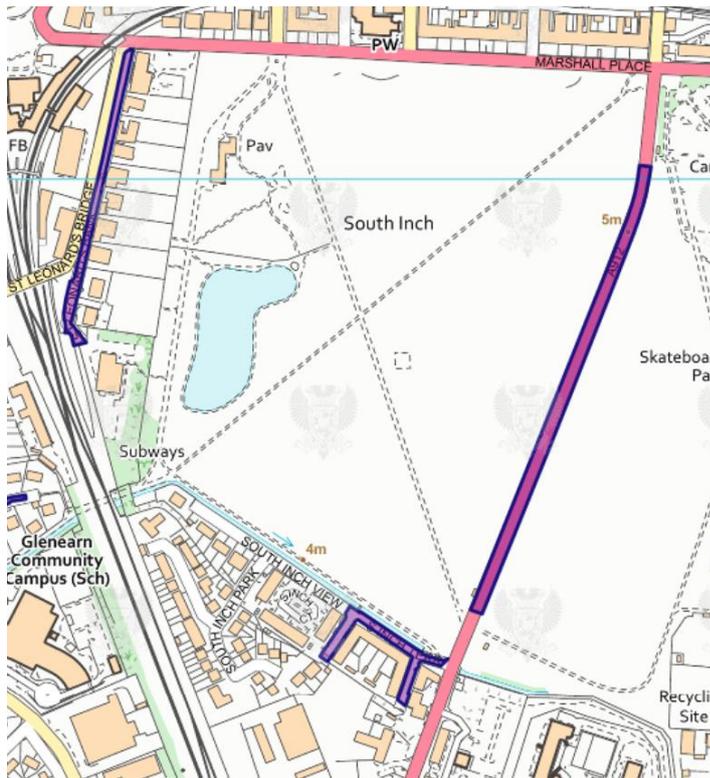
| <b>List of Locations</b> |                      |
|--------------------------|----------------------|
| Annat Road               | Ardchoille Gardens   |
| Ardchoille Park          | Balhousie Avenue     |
| Balhousie Street         | Ballantine Place     |
| Blair Street             | Bowerswell Road      |
| Brompton Terrace         | Burnbank Terrace     |
| Burnside                 | Carrs Croft          |
| Clyde Place              | Cornhill Road        |
| Craigard Road            | Croft park           |
| Darnhall Drive           | Dupplin Terrace      |
| Dupplin Road             | Friar Street         |
| Florence Place           | Gannochy Road        |
| Fues Road                | Goodlyburn Place     |
| Glover Street            | Greybank Road        |
| Gray Street              | Harley Terrace       |
| Hamilton Place           | Hawarden Terrace     |
| Harley Place             | Inch Head Terrace    |
| Hay Street               | Isla Road            |
| Inchaffrey Street        | Keir Street          |
| Jeanfield Road           | Knowelea Terrace     |
| Knowelea Place           | Low Street           |
| Lochie Brae              | Manse Road           |
| Main Street              | Muirhall Terrace     |
| Muirhall Bank            | Muirton Place        |
| Muirton Bank             | Pitcullen Terrace    |
| Needless Road            | Park Place           |
| Potterhill Gardens       | Raeburn Court        |
| Priory Place             | Rose Crescent        |
| Raeburn Park             | South Inch Place     |
| Rosemount Place          | Spens Crescent       |
| South Inch Terrace       | Stanley Crescent     |
| St Catherines Road       | Taymount Terrace     |
| Strathmore Street        | Viewfield place      |
| Tullylumb Terrace        | Whitefriars Crescent |
| Western Avenue           | Wilson Street        |
| Whitefriars Street       |                      |
| Young Street             |                      |

Maps of the areas proposed for parking bays are provided below - areas denoted in purple.











## PERTH AND KINROSS COUNCIL

### Environment & Infrastructure Committee

22 January 2020

### STREET NAMING AND NUMBERING

#### Report by Head of Planning & Development (Report No. 20/11)

The Council is responsible for street naming and numbering and the timely provision of new addresses is an essential prerequisite for the occupation of new premises. Without an address a new occupier can find it impossible to arrange for service connection or deliveries. Charges for this service were introduced on 1 April 2016 and the Council has streamlined the process as much as possible. Delays can creep into the process when new street names are required and this paper brings forward new proposal to speed up the process and provide an enhanced service for developers. This report proposes a new approach to street naming.

#### 1. BACKGROUND

- 1.1 Section 97 of the Civic Government (Scotland) Act 1982 places the responsibility on Perth & Kinross Council to allocate statutory addresses.

#### 2. CURRENT SITUATION

- 2.1 Street naming and numbering is currently undertaken by Corporate and Democratic Services and coordinated by the Transport Planning Team within Planning & Development. The current Street Naming and Number policy and procedures were agreed at the Enterprise and Infrastructure Committee on 7 November 2012, *Street Naming and Number Policy* (Report No. [12/507](#)), the Policy can be found in Appendix 1. Charges for this service were introduced on 1 April 2016 after approval at the Enterprise and Infrastructure Committee on 23 March 2016 (Report [16/135](#)).
- 2.2 Street naming and numbering is a valuable service to developers ranging from major house builders to the single house developments. In exceptional circumstances, a street renaming or renumbering exercise may also be required usually to avoid potential issues of confusion or duplication. Renumbering generally occurs when there are changes to development layouts, which then require the renumbering of the development.
- 2.3 Although the street naming and numbering process can seem reasonably straightforward, it can be, by its very nature, a deeply personal and emotive issue for residents especially with respect to changing house names. The names of streets themselves can also be a reflection of the local characteristics or history of a particular location. The Council aims to be responsive to the needs of the developer and residents by providing an efficient street naming and property numbering service which minimises delays. As this is now a chargeable service, there is an increasing

expectation of a timely turnaround. The Council has streamlined the process as much as possible, with the introduction of the online application form using myPKC. The online application allows applicants to submit their details for a single dwelling or a large development site.

- 2.4 The process of naming a street includes officers contacting local elected members to seek suggested street names and in turn members often wish to consult with local Community Council before responding. This consultation with members is a valuable part of the process for registering a property, as it encourages local elected members to propose names for streets within their local area. There are however several examples, for example during summer recess, where significant delays have occurred creating issues for the delivery a faster, high quality service to customers.

### **3. PROPOSAL**

- 3.1 The majority of development sites requiring a street names are identified in the Local Development Plan (LDP) and their programming is monitored through the Action Programme and the annual Housing Land Audit. It is proposed to make the service proactive by maintaining a bank of names for each site identified in the LDP in advance of its programmed development. It is proposed that local members will continue to be consulted, however this is likely to be at least a year in advance of the anticipated start date of any new development. There may be occasions where a developer makes a specific request for a name, and where this is not on the name bank list, local members will be consulted and responses required within 21 days.
- 3.2 Although the majority of sites requiring street names will be via the LDP there are occasional exceptions. It is also therefore proposed to maintain a wider general name bank for each ward area.
- 3.3 It is proposed that ward members will be contacted in early 2020 to create a bank of local street names with a view to having the name bank populated by mid 2020. When the number of street names in the bank is depleted members will be contacted to repopulate it.
- 3.4 When seeking street names, officers will provide guidance to help inform street name suggestions. The policy is attached at Appendix 1 which sets out generally accepted street name formats to avoid ambiguity or confusion, particularly in an emergency.

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

- 4.1 The proposals set out in this paper will enable the Council to provide a more proactive and enhanced street naming and numbering service to developers and their customers whilst still allowing for local input into the preferred names.

4.2 It is recommended that the Committee:

- i) Approves the proposed changes to the street naming and numbering service to make it more customer focussed by creating a names bank to accelerate the process.

**Author**

| <b>Name</b>     | <b>Designation</b> | <b>Contact Details</b>                                                                           |
|-----------------|--------------------|--------------------------------------------------------------------------------------------------|
| Lachlan MacLean | Project Officer    | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

**Approved**

| <b>Name</b>   | <b>Designation</b>                                  | <b>Date</b>     |
|---------------|-----------------------------------------------------|-----------------|
| Jim Valentine | Depute Chief Executive<br>(Chief Operating Officer) | 10 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan                                      | <b>None</b>       |
| Corporate Plan                                      | <b>None</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>None</b>       |
| External                                            | <b>None</b>       |
| <b>Communication</b>                                |                   |
| Communications Plan                                 | <b>Yes</b>        |

### 1. Strategic Implications

#### Community Plan

1.1 Not Applicable.

#### Corporate Plan

1.2 Not Applicable.

### 2. Resource Implications

#### Financial

2.1 No financial implications for this consultation exercise.

#### Workforce

2.2 No workforce implications for this consultation exercise.

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

2.3 No asset management implications for this consultation exercise.

### **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.

#### 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.

#### Sustainability

- 3.3 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:

- i) in the way best calculated to delivery of the Act's emissions reduction targets;
- ii) in the way best calculated to deliver any statutory adaptation programmes; and
- iii) in a way that it considers most sustainable.

#### Legal and Governance

- 3.4 There are no Legal and Governance implications as a result of this consultation response.

#### Risk

- 3.5 There are no significant risks associated with the responses to this consultation response.

### **4. Consultation**

#### Internal

- 4.1 Not applicable.

#### External

- 4.2 Not applicable.

## **5. Communication**

- 5.1 If the proposals within the paper are approved, then communication with local community councils will begin in 2020 for them to put forward suggestions for street names to be entered into the name bank for each of the ward areas. Guidance notes will be sent with the email request.

## **2. BACKGROUND PAPERS**

*Street Naming and Number Policy Paper 12/507*, Enterprise and Infrastructure Committee, 7 November 2012.

*Charging for Street Naming and Numbering 16/135*, Enterprise and Infrastructure, 23 March 2016.

## **3. APPENDICES**

Appendix 1 – Street Naming and Numbering Policy

## Street Naming and Numbering Policy

Perth & Kinross Council is responsible for allocating street names and numbers to any development within the area in accordance with the Civic Government (Scotland) Act 1982.

### Street Naming

The Council have encouraged the use of names that have a historical local connection to the site. Accuracy is important, so that names do not deviate from their correct location. The name should not conflict with existing names in the area, as this could result in unnecessary confusion.

Street names should not be difficult to pronounce or spell. This is to ensure that the name of the street can be easily understood during emergency calls.

Generally names should not be duplicated. There may be instances where duplication of a name, if it is in another area, may be acceptable. A variation in the suffix e.g. street, road, drive etc is not an acceptable reason to duplicate a name.

It is preferable that all new street names should end with a suffix. Suffixes should be appropriate and correspond to the physical layout of the development e.g. Close for a Culs-de-Sac. Common examples currently in use in Perth and Kinross are as follows;

- Avenue
- Bank
- Brae
- Close
- Crescent
- Drive
- Gardens
- Green
- Grove
- Lane
- Park
- Place
- Road
- Row
- Square
- Street
- Terrace
- View
- Way
- Wynd

## House Numbering

Properties on a new street are usually numbered with even numbers on one side and odd numbers on the other, except for a Culs-de-Sac where numbering is consecutive and in a clockwise direction.

The number 13 is customarily used in order to maintain sequential and therefore logical numbering. It will only be excluded at the specific request of the developer.

Buildings (including those on corner sites) are numbered according to the street in which the main entrance is to be found.

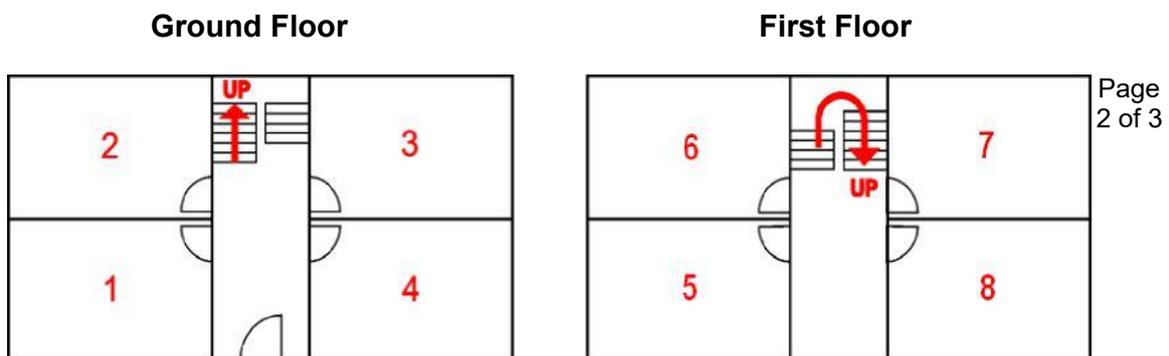
It is sometimes necessary to include new houses in an existing numbered road sequence e.g. if one large house was demolished and replaced by four smaller houses. In this case the use of appropriate suffixes is required so that the numbering of existing houses is not disrupted.



For small blocks of flats, it is usual to give a street number to each dwelling. When there are insufficient numbers available due to an existing development then the block will be numbered / named as appropriate. It is preferable that new named blocks of apartment/ flats should be allocated an appropriate suffix e.g. court, apartments, house, lodge.

Where possible, flats within a named or numbered building should be numbered e.g. Flat 1, Johnstone Court. However it is recognised that existing flat naming and numbering conventions in an area may influence the format for addressing flats and may therefore be more appropriate.

The numbering sequence within a block rotates clockwise from the first number of the first door on the left of each landing.



## House Naming

For private houses, it is sufficient that the name should not conflict with an existing property or street name. If the property has been previously numbered, the owner must continue to use the existing number along with the name.

House names alone are not favoured by the Council or the emergency services, in numbered streets.

In existing unnumbered streets, it is essential that house names are officially allocated and registered.

## Timescales

Perth and Kinross Council aim to complete the street naming and number process in as quick and efficient manner as possible. As long as there are no objections or problems with the proposed name the Council aims to complete the process in the following timescales.

| <b>Activity</b>                                         | <b>Target</b>          |
|---------------------------------------------------------|------------------------|
| Send proposed plans and names to Local Ward Councillors | 5 working days         |
| Local Ward Councillors approval and written response    | 28 working days        |
| Number development and contact Royal Mail               | 15 working days        |
| Notify Applicant of full postal address                 | 5 working days         |
| <b>TOTAL</b>                                            | <b>53 working days</b> |



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**22 January 2020**

**PROPOSED ADDITIONAL GREEN ROUTES  
(WARDS 7, 8 & 9)**

**Report by Head of Environment and Consumer Services (Report No. 20/12)**

This report discusses the success of previously introduced Green Routes in promoting agreed roads for use by more sustainable transport modes. It also recommends that additional routes be promoted as “Green Routes” (Wards 7, 8 & 9)

**1. BACKGROUND**

- 1.1 The objective of the provision of “Green Routes” is to promote healthier, more active, and more sustainable forms of transport, and to improve conditions for cyclists, walkers and equestrians within the area. The former Enterprise & Infrastructure Committee gave approval for the provision of a pilot project in and around the Balado/Crook of Devon, Loch Earn and Kingoodie areas in January 2013 ([Report No. 13/43](#) refers). This pilot project was successful and further routes have been approved at subsequent Committee meetings for further implementation.
- 1.2 A list of the sites where Green Routes have been established in the Perth and Kinross area is shown in Appendix 1.

**2. PROPOSALS**

- 2.1 Discussions with 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 expand the Green Routes by including part of the existing road networks between Milnathort, Path of Condie, Dunning, Forteviot, Ardargie and Glenfarg as well as east of Glenfarg. These routes have been identified and are shown in Appendix 2. This proposal would add approximately 57km or 36miles to the Green Routes network between the Path of Condie and Glenfarg sections.
- 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 30mph or 40mph speed limits and the changes to the relevant Traffic Regulation Orders will be progressed.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee has previously agreed to increase the number of Green Routes to improve conditions for cyclists, walkers and equestrians. If objections are raised to the proposals contained within this report, these will be reported back to Committee, with appropriate recommendations. Subject to approval, the changes to the relevant Traffic Regulation Orders to amend the speed limits will be progressed in 2020/21.
- 3.2 It is recommended that the Committee approves:
- i) that the proposed routes listed at in Appendix 2 are taken forward as an addition to the current Green Routes, to be implemented in financial year 2020/21.
  - ii) the start of the legal process to promote the relevant Traffic Regulation Orders to vary the speed limits as required.

#### Author

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

#### Approved

| Name           | Designation                                   | Date            |
|----------------|-----------------------------------------------|-----------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 13 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

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

1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

#### Corporate Plan

1.3 The Council's Corporate Plan 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 1.1 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 £600 and will be met from the Traffic & Road Network Revenue Account in 2020/21.
- 2.3 There will also be costs for the signage required. This has been estimated at £25,000. Funding has been made available through Smarter Choices, Smarter Places and TACTRAN.

### 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:

### 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 Head of Legal and Governance, the Head of Housing and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and Community Councils 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report;
- 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 June 2017 (Report 17/210 refers)
- Enterprise & Infrastructure Committee September 2018 (Report 18/279 refers)
- Enterprise & Infrastructure Committee August 2019 (Report 19/220 refers)

### **3. APPENDICES**

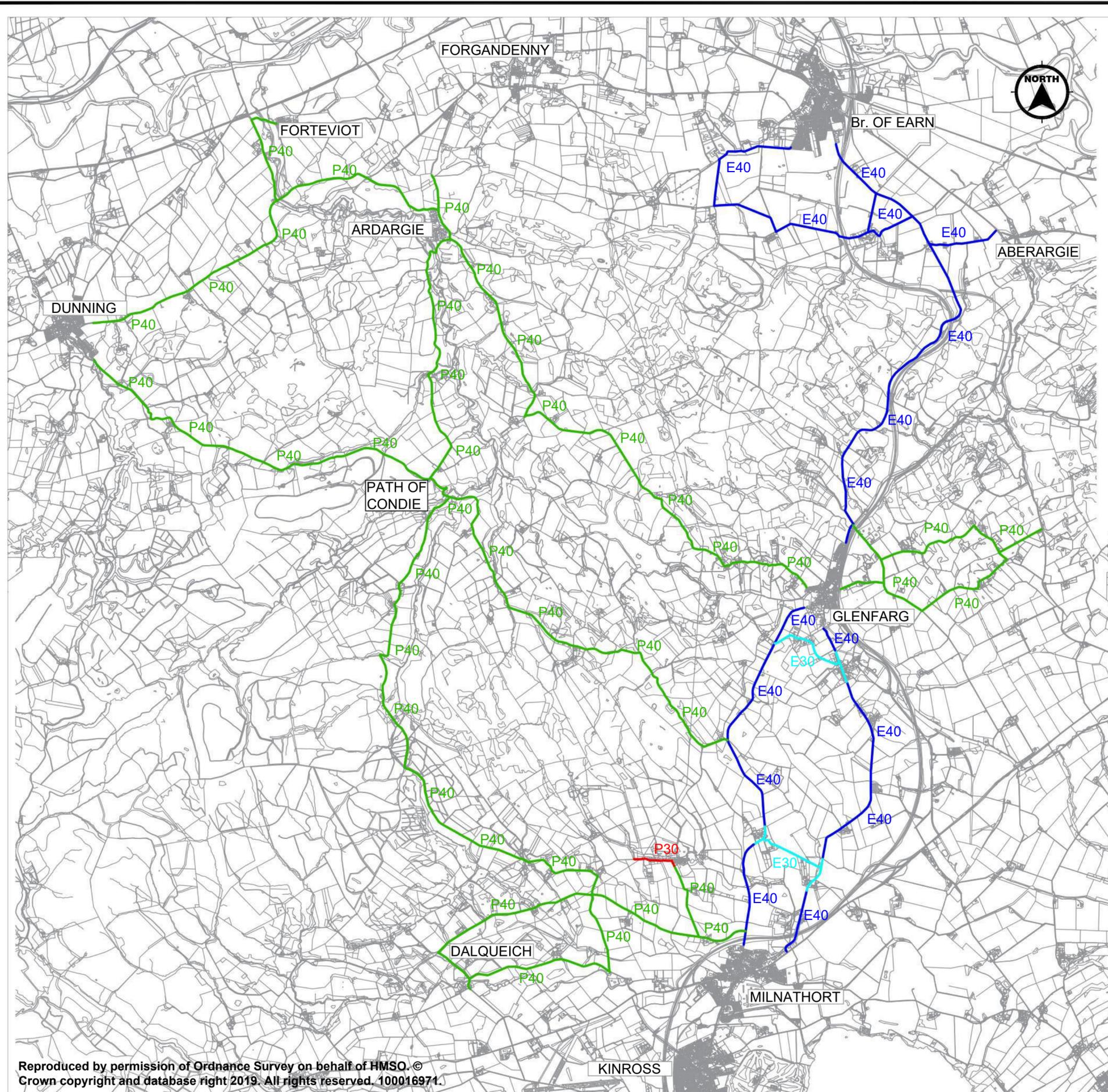
3.1 Appendix 1 – Green Routes – list of routes.

3.2 Appendix 2 – proposal 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 between Bridge of Earn and Glenfarg including the U57, U58 & U60                                                                                 | 14 June 2017              |
| 30       | C414, C499 & C420 between Glenfarg and Milnathort including the U66 & U228                                                                            | 14 June 2017              |
| 31       | C446 between Rattray and Alyth                                                                                                                        | 14 June 2017              |
| 32       | U104 between Old Mill Road, Rattray and West Mill                                                                                                     | 14 June 2017              |
| 33       | C457 between Station Road and junction with U11                                                                                                       | 5 September 2018          |

## Appendix 1

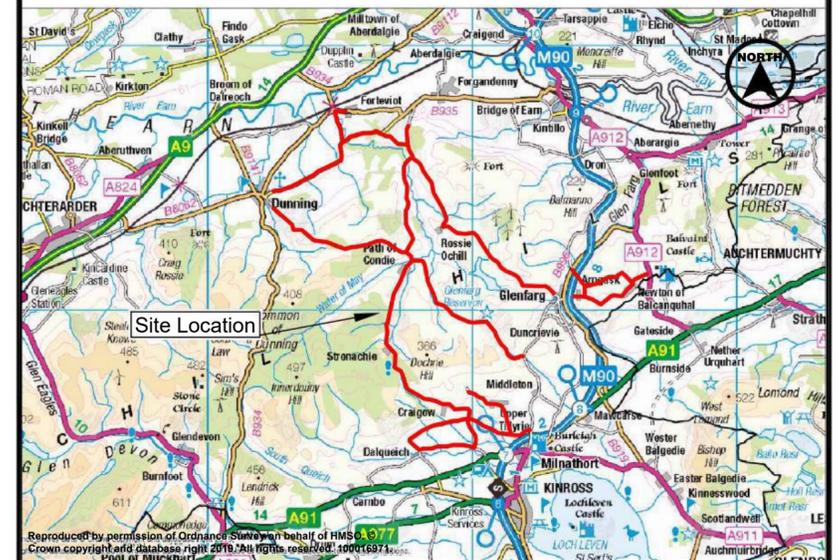
|    |                                                                                                                                                                                                                      |                  |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 34 | U143 from junction with C403 to A90 Longforan Interchange                                                                                                                                                            | 5 September 2018 |
| 35 | C425 from its junction with the C423 to Black Law Farm Cottages and U103 from its junction with C425 to its junction with C423                                                                                       | 5 September 2018 |
| 36 | U106 from its junction with A923 to a point 170m west of West Myreriggs Farm, U107 from its junction with U106 to a point 18 meters east of A923, U108 from its junction with U107 to its junction with Welton Road. | 5 September 2018 |
| 37 | U65 from its junction with the A912 to its junction with C416                                                                                                                                                        | 5 September 2018 |
| 38 | U188 from its junction with the B8081 to its junction with the C467 (including both legs from the B8081), C467 from the junction with the U188 to the existing 40mph speed limit                                     | 21 August 2019   |



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2019. All rights reserved. 100016971.

### Legend

- E40 Existing 40MPH Cycling and Walking Friendly Road
- E30 Existing 30MPH Cycling and Walking Friendly Road
- P40 Proposed 40MPH Cycling and Walking Friendly Road
- P30 Proposed 30MPH Cycling and Walking Friendly Road



| Suffix     | Revision Details | by | Apprvd | Date |
|------------|------------------|----|--------|------|
| AMENDMENTS |                  |    |        |      |



**PERTH & KINROSS COUNCIL**

Proposed 40mph & 30mph CWFR Speed Limit for  
 B935, C412, C413, C414, C415, U29, U32, U54, U68, U69, U70, U72, U73, U214, U219, U222, U227, U232

Ward 7 (Strathallan), Ward 8 (Kinross-shire), Ward 9 (Almond & Earn)

Appendix 2

Housing & Environment

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
 Checked by: D McKEOWN  
 Approved by: B CARGILL  
 Date: 01/10/19

Drawing Scales: NTS@A3  
 Project Code: N/A  
 Drawing No: N/A-01



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**22 January 2020**

**PROPOSED VARIATION TO WAITING RESTRICTIONS, MAIN STREET,  
ABERNETHY**

**Report by Head of Environment and Consumer Services (Report No. 20/13)**

The purpose of the report is to create a Traffic Management Order to introduce waiting restrictions on Main Street and School Wynd, Abernethy (Ward 9) to address the problems experienced by residents due to indiscriminate parking.

**1. BACKGROUND**

- 1.1 Main Street, Abernethy is the main road through the centre of Abernethy. It is a narrow street with both residential and commercial properties. As a result, it is a road used by a mixture of passenger vehicles and large commercial vehicles. Due to limited-off street parking, the demand for on street parking is high, resulting in particular difficulties at junctions.
- 1.2 Concerns have been raised by a local elected member and representatives of the Community Council regarding vehicles parking on, or in close proximity to, the junction of School Wynd with Main Street. Parked vehicles at this location are creating road safety issues for both drivers and pedestrians. Due to these concerns, the local elected members and Community Council 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 Abernethy Traffic Management Order to introduce No Waiting at Any Time waiting restrictions on School Wynd and Main Street.
- 1.4 Consultation was carried out with the local elected members, Community Council and Police Scotland, who were supportive of this proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from a local elected member and the Community Council, it is now proposed to introduce No Waiting at Any Time restrictions on School Wynd and Main Street, Abernethy. The proposal is shown on the plan 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, the 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 approves the creation of the TRO to introduce No Waiting at Any Time waiting restrictions on School Wynd and Main Street, as described.

#### Author

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

#### Approved

| Name           | Designation                                   | Date            |
|----------------|-----------------------------------------------|-----------------|
| Barbara Renton | Executive Director<br>(Housing & Environment) | 13 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

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

1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

#### Corporate Plan

1.3 The Council's Corporate Plan 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 1.1 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 2020/21.
- 2.3 The estimated cost of £500 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2020/21.

### 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:

### 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 Head of Legal and Governance, 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

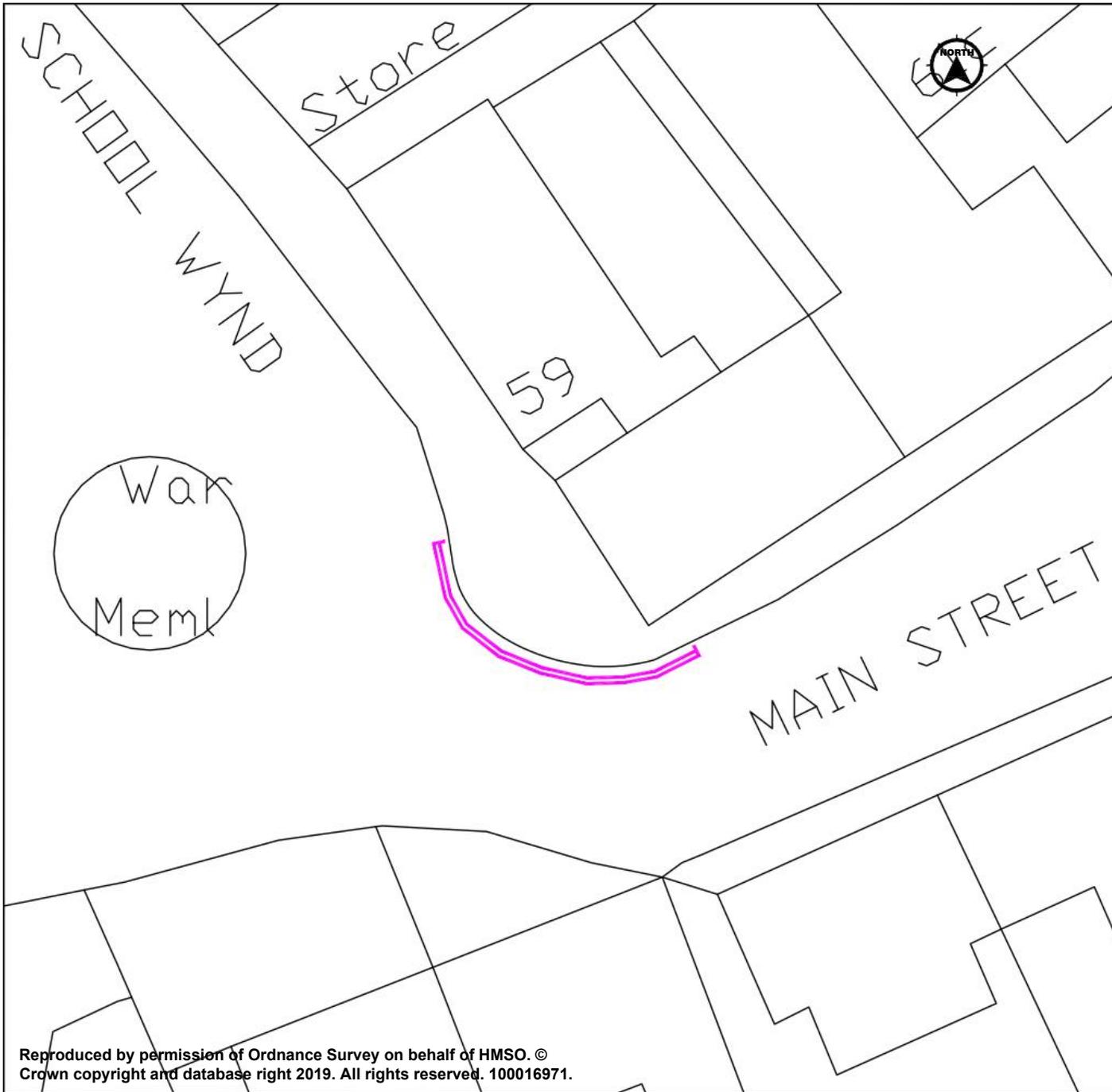
## **2. BACKGROUND PAPERS**

- 2.1 None.

## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.





Legend

 Proposed No Waiting At Any Time Restriction



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2019. All rights reserved. 100016971.

| Suffix | Revision Details | by | Appr'd | Date |
|--------|------------------|----|--------|------|
|        |                  |    |        |      |

AMENDMENTS



Proposed Introduction of no waiting at any time restrictions

Main Street, Abernethy

Appendix 1

Housing & Environment

Director - B.Renton BA Hons

Drawn by: S.Stewart  
 Checked by: M.Digg  
 Approved by: D.McKeown  
 Date: 19/06/2019

Drawing Scale: NTS  
 Project Code: 48827  
 Drawing No: 48827-01

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2019. All rights reserved. 100016971.



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**22 January 2020**

**PROPOSED VARIATION TO WAITING RESTRICTIONS, BRIDGE STREET,  
DUNKELD**

**Report by Head of Environment and Consumer Services (Report No. 20/14)**

|                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>This report recommends a variation to the Dunkeld Traffic Management Order to vary the waiting restrictions on Bridge Street, Dunkeld (Ward 5) to introduce a disabled parking bay.</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**1. BACKGROUND**

**Disabled parking bay on Bridge Street, Dunkeld**

- 1.1 Concerns have been raised by a local elected member and Dunkeld & Birnam Community Council that there is no parking facility for disabled badge holders on Bridge Street, Dunkeld, near Davidsons Chemists.
- 1.2 As a result of these concerns, it is now proposed to start the process to introduce a disabled parking bay on Bridge Street, Dunkeld.
- 1.3 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, it is proposed to start the process to introduce a disabled parking bay on Bridge Street, Dunkeld. The proposals are shown on the plan at Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 This report details the location where it is proposed to introduce a disabled parking bay on Bridge Street, Dunkeld.
- 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 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 approves the promotion of a variation to the relevant TRO to introduce a disabled parking bay on Bridge Street, Dunkeld, as described.

**Author**

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

**Approved**

| <b>Name</b>    | <b>Designation</b>                              | <b>Date</b>     |
|----------------|-------------------------------------------------|-----------------|
| Barbara Renton | Executive Director<br>(Housing and Environment) | 13 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 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, although the proposal will predominately help with “Supporting people to lead independent, healthy and active lives”.

#### 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 1.1 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 involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £150 for this will be met from the Traffic & Road Network Revenue Budget in 2019/20.
- 2.3 The estimated costs of £500 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2019/20.

### 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 Housing 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**

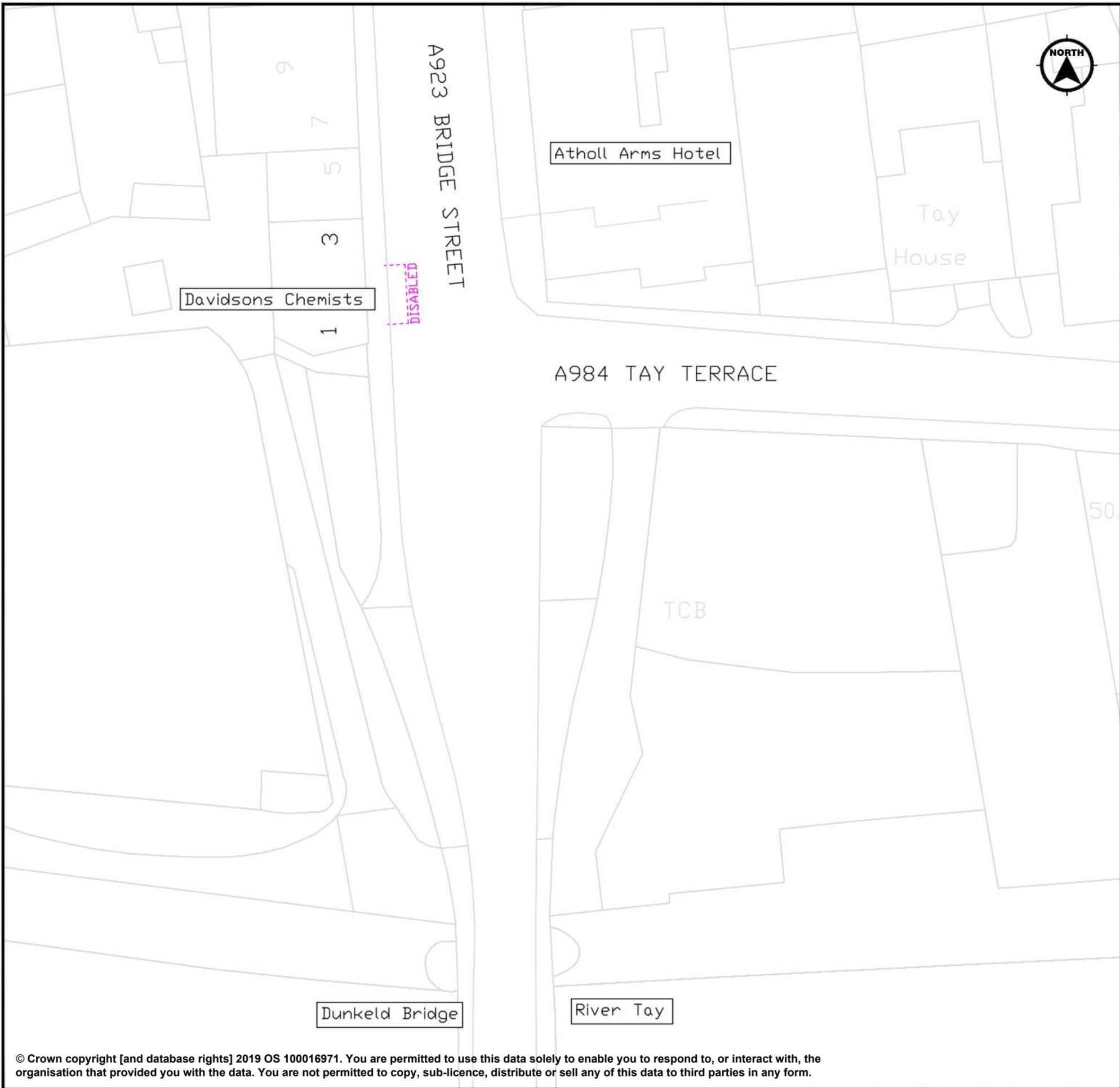
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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

## **2. BACKGROUND PAPERS**

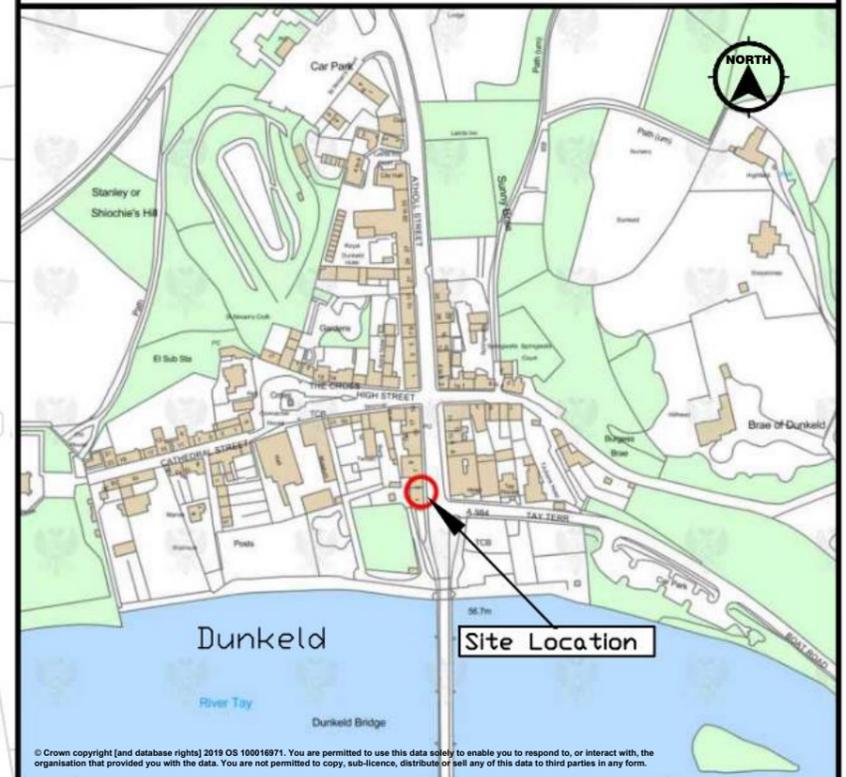
- 2.1 No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above report.

### **3. APPENDICES**

3.1 The proposals are as shown in Appendix 1.



Key



© Crown copyright [and database rights] 2019 OS 100016971. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

| Suffix | Revision Details | by | Apprvd | Date |
|--------|------------------|----|--------|------|
|        |                  |    |        |      |

AMENDMENTS



**PERTH & KINROSS COUNCIL**

Proposed Disabled Parking Bay  
A923 Bridge St, Dunkeld

Appendix 1

Housing & Environment

Executive Director - B.Renton BA Hons

Drawn by: M S  
Checked by: C B  
Approved by: D M  
Date: 08.11.2019

Drawing Scales: NTS  
Project Code: 48129  
Drawing No: 48129\_01

© Crown copyright [and database rights] 2019 OS 100016971. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**22 January 2020**

**Proposed Taxi Rank Clearway Chapel Street, Aberfeldy (Ward 4) and  
Gleneagles Railway Station, Gleneagles (Ward 7)**

**Report by Head of Environmental & Consumer Services (Report No. 20/15)**

This report outlines the problems experienced at both Chapel Street, Aberfeldy and Gleneagles Railway Station. The report recommends a variation to the Taxi Rank Clearway Order to introduce a taxi rank on Chapel Street, Aberfeldy (Ward 4) and to allow the existing taxi rank to be enforced at Gleneagles Railway Station, Gleneagles (Ward 7).

**1. BACKGROUND**

**Chapel Street, Aberfeldy**

- 1.1 Concerns have been raised by a local elected member that there is no taxi rank facility in Aberfeldy.
- 1.2 In order to address these concerns, it is proposed to vary the Taxi Rank Clearway Order to introduce a Taxi Rank Clearway on Chapel Street, Aberfeldy.

**Gleneagles Railway Station, Gleneagles**

- 1.3 Concerns have been raised by the Public Transport Unit that the taxi rank at Gleneagles Railway Station is not being enforced. This is causing issues for operators, conflict with other drivers and resulting in vehicles hindering the movement of public service buses accessing Gleneagles Railway Station. However, as this rank is not currently included within the Taxi Rank Clearway Order it is unenforceable at this time.
- 1.4 In order to address these concerns, it is proposed to vary the Taxi Rank Clearway Order to make the existing taxi rank at Gleneagles Railway Station enforceable.
- 1.5 Consultation was carried out with the local elected members, Auchterarder and District Community Council and Police Scotland, who were all in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above requests from a local elected member and the Public Transport Unit, it is now proposed to introduce Taxi Rank Clearway

restrictions on Chapel Street, Aberfeldy and at Gleneagles Railway Station, Gleneagles.

2.2 The proposals are shown on the plans at Appendices 1 & 2.

### 3. CONCLUSION AND RECOMMENDATION

3.1 This report details the locations where it is proposed to introduce Taxi Rank Clearway 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 Taxi Rank Clearway restrictions on Chapel Street, Aberfeldy and at Gleneagles Railway Station, Gleneagles, 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) | 13 January 2020 |

|                                                                                                                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000. |
| You can also send us a text message on 07824 498145.                                                                                                                                                                                                        |
| All Council Services can offer a telephone translation facility.                                                                                                                                                                                            |

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

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

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

1.2 It is considered that the actions contained within this report contribute to all of the above objectives, particularly (iv) supporting people to lead independent lives and (v) creating safe and sustainable, as it will allow members of the public to have greater mobility within their local community.

#### 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 improve mobility, manage traffic flows, promote road safety and reduce the risk of collisions between the various road users.

## **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. The indicative cost of advertising an Order is £150 and will be met from the Traffic & Road Network Revenue Account in 2020/21.
- 2.3 The estimated cost for the road markings and signs of £500 will also be funded from the Traffic & Road Network Revenue Account 2020/21.

### 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, and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and Community Councils 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

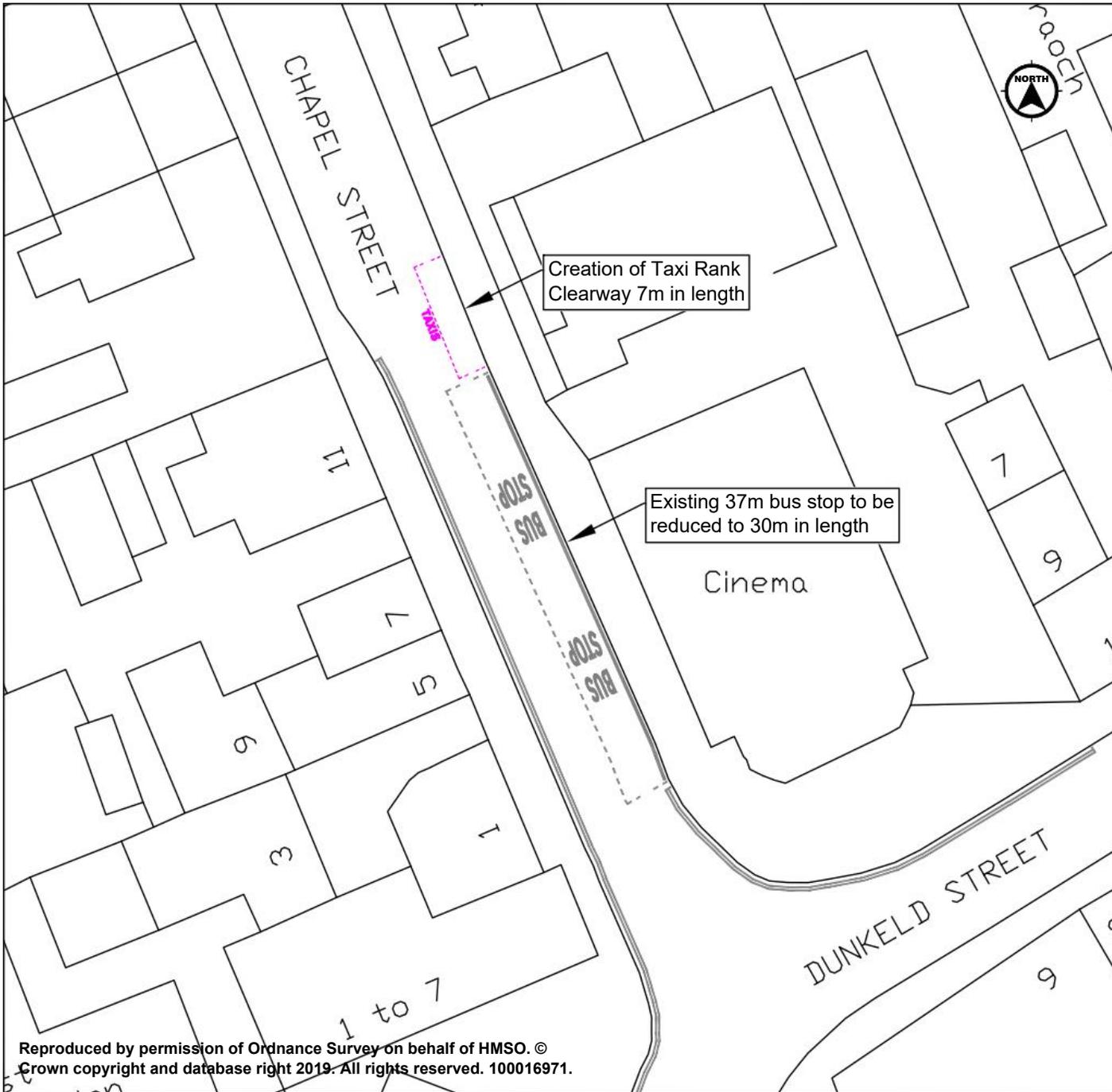
## **2. BACKGROUND PAPERS**

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

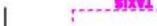
**3. APPENDICES**

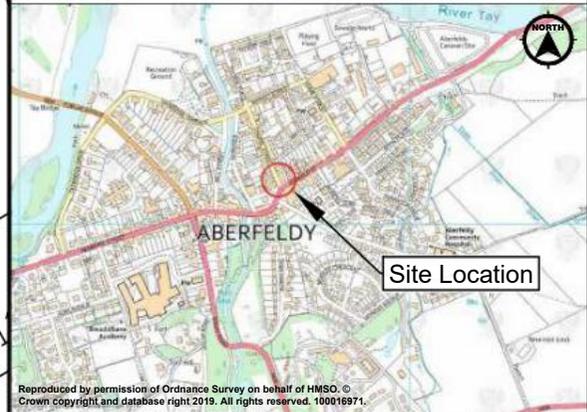
3.1 Appendix 1 – Proposed Taxi Rank Clearway Chapel Street Aberfeldy

3.2 Appendix 2 – Proposed Taxi Rank Clearway Gleneagles Station Gleneagles



### Legend

-  Proposed Taxi Rank Clearway
-  Existing Bus Stop Clearway
-  Existing No Waiting At Any Time Restriction



| Suffix     | Revision Details | by | Appr'd | Date |
|------------|------------------|----|--------|------|
| AMENDMENTS |                  |    |        |      |



Proposed Taxi Rank Clearway  
Chapel Street, Aberfeldy

Appendix 1

Housing & Environment

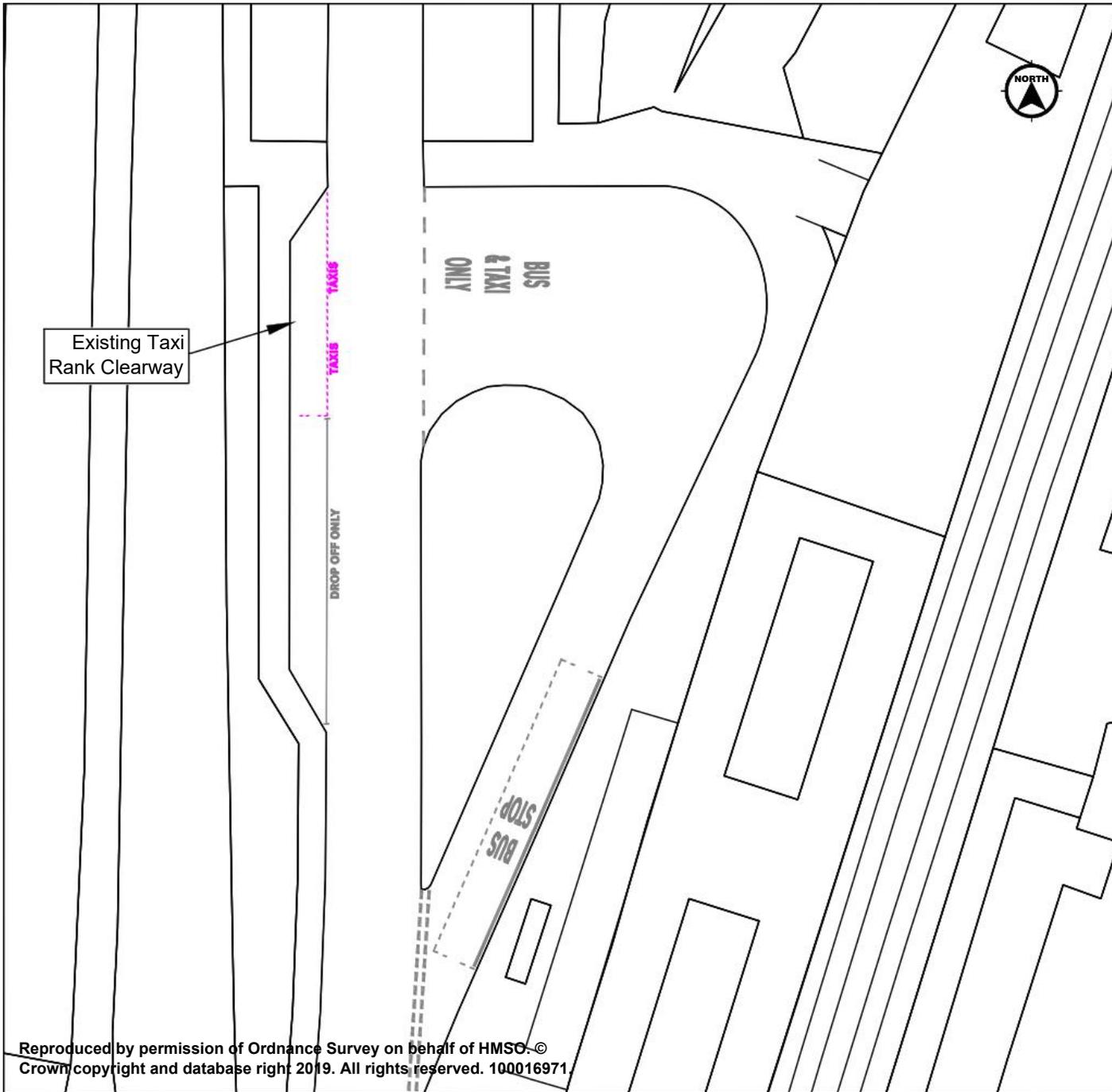
Drawn by: C BEATTIE  
Checked by: D MCKEOWN  
Approved by: B CARGILL  
Date: 24/09/2019

Executive Director - B.Renton BA Hons

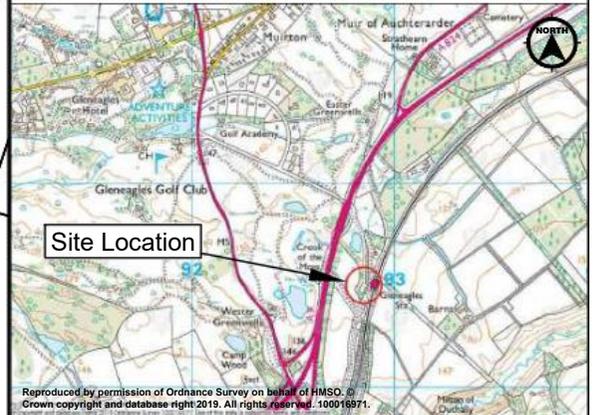
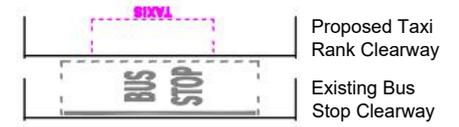
Drawing Scale: NTS  
Project Code: \*\*\*\*\*  
Drawing No: Plan-01

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2019. All rights reserved. 100016971.





**Legend**



| Suffix            | Revision Details | by | Appr'd | Date |
|-------------------|------------------|----|--------|------|
| <b>AMENDMENTS</b> |                  |    |        |      |



Proposed Taxi Rank Clearway  
Gleneagles Station, Gleneagles

Appendix 2

|                                                                                                                                       |                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| <p>Housing &amp; Environment</p> <p>Drawn by: C BEATTIE<br/>Checked by: D MCKEOWN<br/>Approved by: B CARGILL<br/>Date: 24/09/2019</p> | <p>Executive Director - B.Renton BA Hons</p> <p>Drawing Scales: NTS<br/>Project Code: *****<br/>Drawing No: Plan-02</p> |
|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2019. All rights reserved. 100016971.



**PERTH AND KINROSS COUNCIL**

**Environment & Infrastructure Committee**

**22 January 2020**

**Amendments to the List of Public Roads**

**Report by Head of Planning and Development (Report No. 20/16)**

|                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------|
| <p>This report recommends that the List of Public Roads be updated to take account of the amendments detailed in this report.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------|

**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 Hopefield Place, Kinross, on the attached schedule, was constructed under Construction Consent. It has 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 Littleblair Drive, Blairgowrie has been improved by frontagers and Perth and Kinross Council as part of the Unadopted Roads Policy.

**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         | HECommitteeReports@pkc.gov.uk<br>01738 475000 |

**Approved**

| <b>Name</b>   | <b>Designation</b>                                  | <b>Date</b>     |
|---------------|-----------------------------------------------------|-----------------|
| Jim Valentine | Depute Chief Executive<br>(Chief Operating Officer) | 10 January 2020 |

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

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

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 1. Strategic Implications

#### Corporate Plan

1.1 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.

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

### 2. Resource Implications

#### Financial

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

2.2 The revenue commitments arising from the routine maintenance of the new roads are detailed in the schedule. The amount of £9,306 for routine and

cyclic maintenance, and additional expenditure on street cleaning, will require to be prioritised within the existing Housing & Environment Service Revenue Budget in future years.

### **3. Assessments**

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

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

#### Strategic Environmental Assessment

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

### **4. Consultation**

#### Internal

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

#### External

- 4.2 A notice was placed in the local newspaper. No objections were received.

## **2. BACKGROUND PAPERS**

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

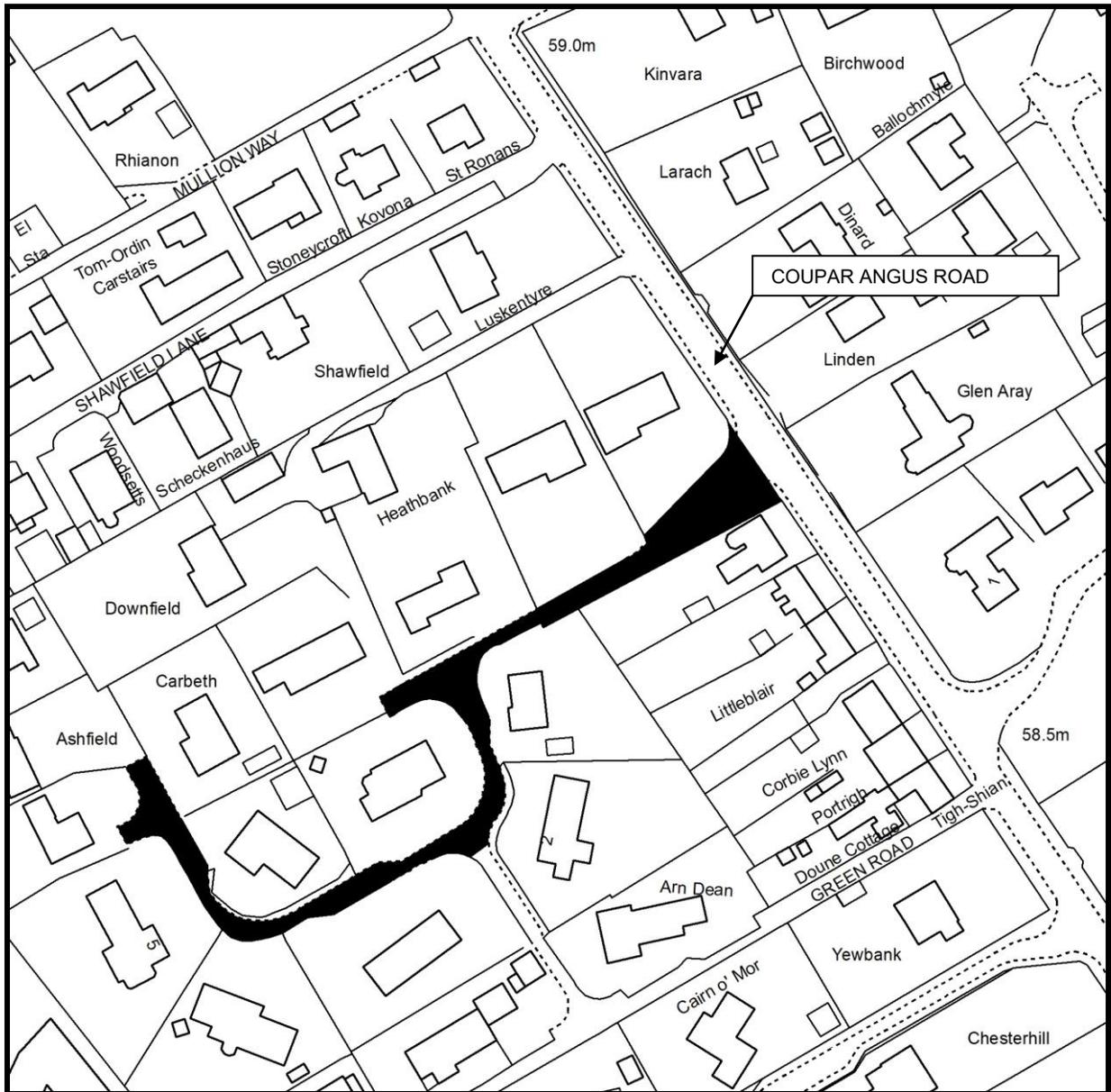
## **3. APPENDICES**

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

## Schedule for Additions to the List of Public Roads

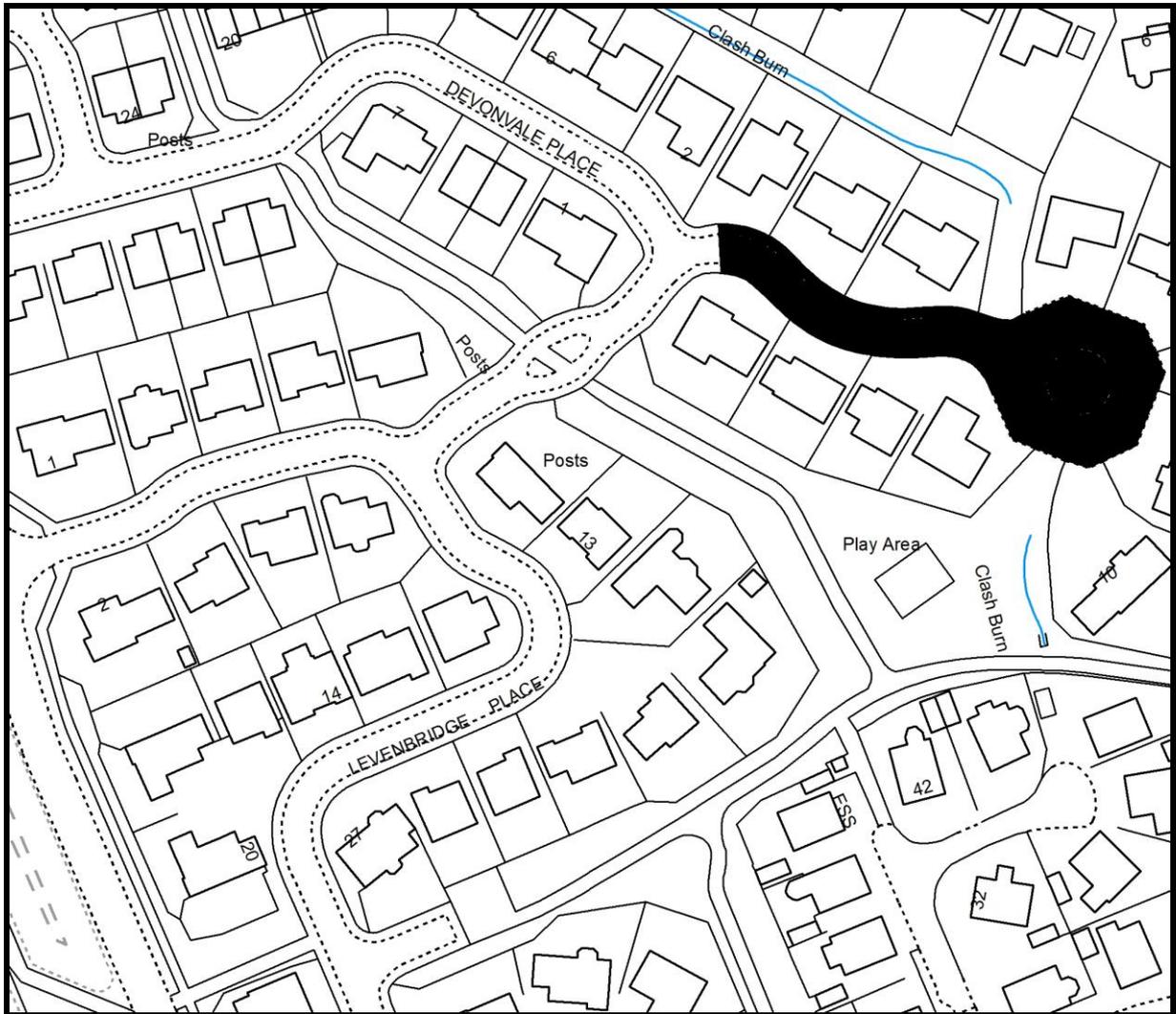
| Town          | Street Name       | Construction Consent No. | Developer  | Length      | Ward | Street Lighting Columns | Remarks                                                                 | Financial Implications |                 |
|---------------|-------------------|--------------------------|------------|-------------|------|-------------------------|-------------------------------------------------------------------------|------------------------|-----------------|
|               |                   |                          |            |             |      |                         |                                                                         | Roads                  | Street Lighting |
| Blairgowrie   | Littleblair Drive | N/A                      | Frontagers | 270m        | 3    | 0                       | Upgraded to an adoptable standard as part of the unadopted roads policy | £6,062                 | £0              |
| Kinross       | Hopefield Place   | CC/PK/06/33              | G S Brown  | 130m        | 8    | 5                       |                                                                         | £2,919                 | £325            |
|               |                   |                          |            |             |      |                         |                                                                         |                        |                 |
|               |                   |                          |            |             |      |                         |                                                                         |                        |                 |
|               |                   |                          |            |             |      |                         |                                                                         |                        |                 |
| <b>TOTALS</b> |                   |                          |            | <b>400m</b> |      |                         |                                                                         | <b>£8,981</b>          | <b>£ 325</b>    |

Littleblair Drive,  
Blairgowrie



© Crown copyright [and database rights] 2019. OS 100016971. Use of this data is subject to terms and conditions.

Hopefield Place,  
Kinross



© Crown copyright [and database rights] 2019. OS 100016971. Use of this data is subject to terms and conditions.

