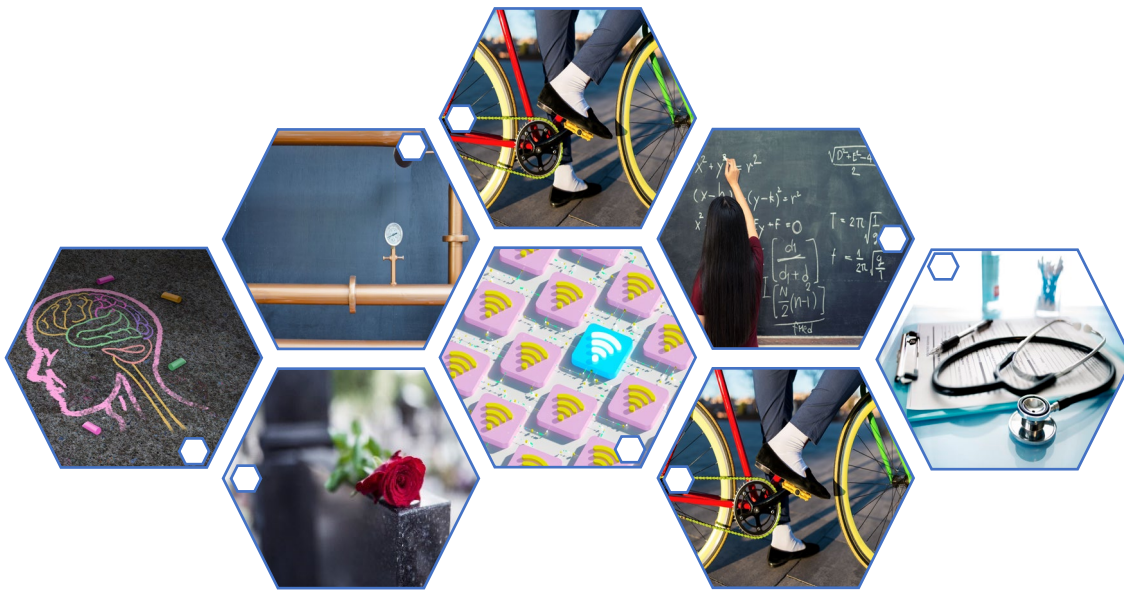


Perth and Kinross LDP3 2027 - Evidence Report

TOPIC PAPER NO. 0014: INFRASTRUCTURE

JULY 2024



Contents

1. Introduction	4
2. Communications and Digital Infrastructure.....	7
Preamble.....	7
Table 1: Summary Table: Links to Evidence Gathered and Analysed	7
Capacity.....	8
Condition and Quality	8
Needs	8
Deliverability	9
Summary	9
3. Transport (incorporating Sustainable Transport)	11
Preamble.....	11
Table 2: Summary Table: Links to Evidence Gathered and Analysed	12
Capacity.....	14
Condition and Quality	15
Needs	15
Deliverability	16
Summary	17
4. Education	20
Preamble.....	20
Table 3: Summary Table: Links to Evidence Gathered and Analysed	21
Capacity.....	22
National context.....	22
Local context - Primary Schools.....	22

Local Secondary Schools	23
Condition and Quality	23
Attendance.....	24
Attainment	24
Primary School Ratings.....	24
Secondary School Ratings	25
Needs	25
Pupil Projections	25
Early Learning Needs.....	26
Deliverability	26
Summary	27
5. Healthcare Facilities	29
Preamble.....	29
Table 4: Summary Table: Links to Evidence Gathered and Analysed	32
Capacity.....	34
Condition and Quality	34
Needs	34
Primary Care.....	34
Mental Health	35
Older People.....	35
Deliverability	35
Primary Care.....	36
Mental Health	37
Older People.....	37
Summary	38

6. Cemetery Provision	40
Preamble	40
Table 5: Summary Table: Links to Evidence Gathered and Analysed	40
Condition, Quality, and Needs	41
Deliverability	41
Summary	41
7. Waste Water Treatment and Water Supply	43
Preamble	43
Table 5: Summary Table: Links to Evidence Gathered and Analysed	45
Condition, Quality, and Needs	46
Deliverability	47
Summary	47

1. Introduction

- 1.1 This topic paper sets out the key information relating to infrastructure that will be covered by the Perth and Kinross Local Development Plan 3, as required under Section 15(5) of the Act.
- 1.2 It will contribute towards the preparation of the Council's Evidence Report, which is programmed to be submitted to the Scottish Government's Planning and Environmental Appeals Division in November 2024 for the 'Gatecheck' process.
- 1.3 National Planning Framework 4 (NPF4) Policy 18 'Infrastructure First' encourages, promotes and facilitates an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking. NPF4 states that development is also required to take into account the capacity and any additional needs for community services and facilities, as part of the infrastructure first approach set out in Policy 18.
- 1.4 The [Scottish Government's Infrastructure Investment Hierarchy](#) aids planning and decision-making; it prioritises enhancing and maintaining existing assets, then repurposing and co-location of assets, then new-build assets. It is illustrated in Fig.1, overleaf.
- 1.5 The Scottish Government and Scottish Futures Trust's [Infrastructure Investment Plan for Scotland](#) finds that the delivery of efficient and effective property asset management is contingent on the presence of a series of enablers. The enablers in Fig.2, overleaf, are particularly relevant in adopting a systems approach and application of the investment hierarchy.
- 1.6 In Perth and Kinross, [the Perth and Kinross Council Corporate Plan 2022-2027](#) sets out the Council's vision for a Perth and Kinross, where everyone can live life well, free from poverty and inequality. The seven priorities of the Plan seek to address: poverty, climate change, economy, children and young people, vulnerable people, physical and mental wellbeing, and working with communities. Whilst there will be overlap across different plans and

strategies, the Local Development Plan aims to deliver on: climate change, economy, and working with communities' priorities.

- 1.7 This topic paper addresses broad infrastructure themes for the Perth and Kinross Local Development Plan, and is organised into six sections:
 - Communications and Digital Infrastructure
 - Transport (incorporating Sustainable Transport)
 - Education Facilities
 - Health Care Facilities
 - Cemetery Provision
 - Waste Water Treatment and Water supply
- 1.8 Each section then sets out the data sources examining:
 - Capacity
 - Condition and Quality
 - Needs
 - Deliverability.

Fig.1

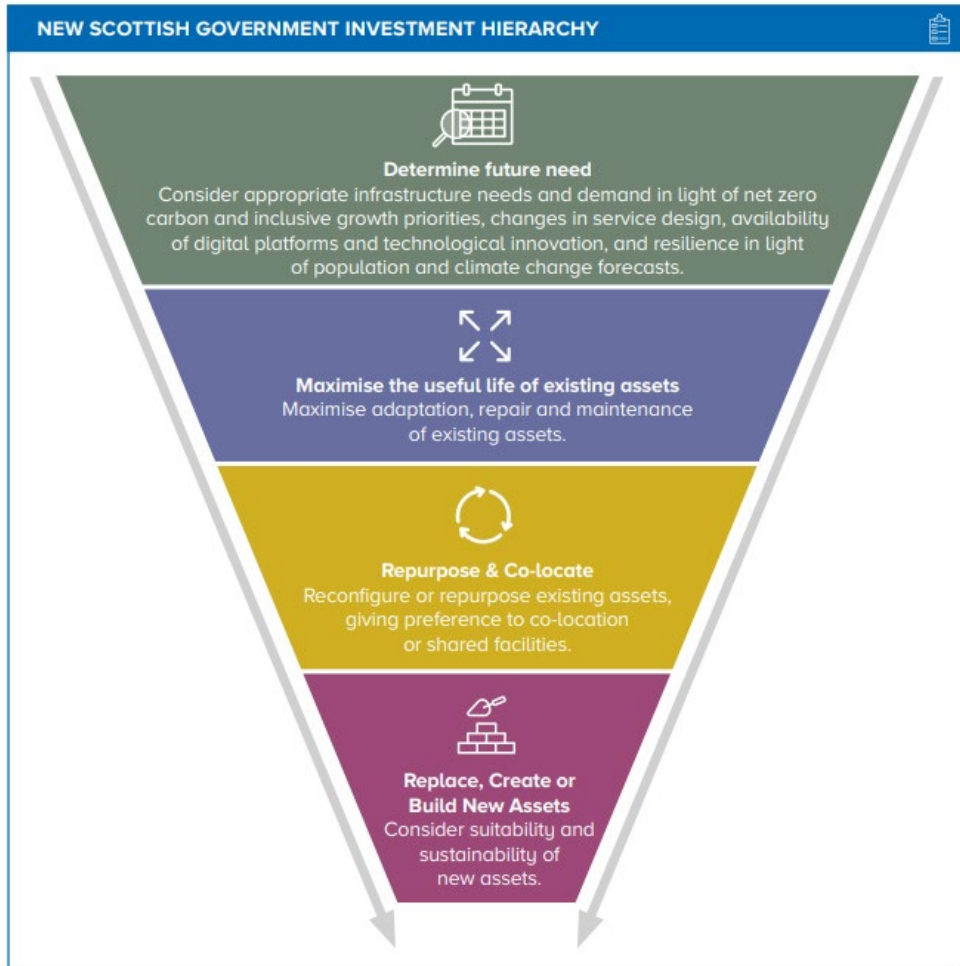


Fig.2

Asset strategy enablers



Communications & Digital Infrastructure



2. Communications and Digital Infrastructure

Preamble

2.1 This theme of the Infrastructure Topic Paper sets out information and data relating to Communications and Digital Infrastructure. This is recognised within [Section 15\(5\)\(d\) and \(e\)](#) of the Town and Country Planning (Scotland) Act 1997 (as amended). This also relates to National Planning Framework 4 ‘Liveable Places’ Policy 24 – Digital Infrastructure. This policy aims to encourage, promote and facilitate the rollout of digital infrastructure across Scotland to unlock the potential of all our places and the economy. Local Development Plans (LDPs) should support the delivery of digital infrastructure, including fixed line and mobile connectivity, particularly in areas with gaps in connectivity and barriers to digital access.

Table 1: Summary Table: Links to Evidence Gathered and Analysed			
Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
Section 15(5)(d) and (e)	Ofcom ‘Connected Nations’ 2023	Published data on UK nations broadband and mobile data provision.	Include most up-to-date version of published data.
	Ofcom ‘Connected Nations’ 2023: Interactive Dashboard		
	Perth and Kinross public wi-fi map	Location of public wi-fi.	
NPF4 Policy 24	Signal Checker (Perth and Kinross)	Mobile coverage information.	
	Superfast Broadband Digital Scotland (Final) 2020	Scottish Government’s programme for broadband infrastructure improvement.	
Local Development Plan 2 Policy 59	Digital Scotland R100 strategy		
	Shared Rural Network	UK programme for mobile broadband improvement.	

Capacity

- 2.2 Ofcom's [fixed local authority data](#) uses data from fixed network and fixed wireless access providers. Using Ordnance Survey data, 80,949 premises were counted for Perth and Kinross council area (residential and commercial combined). 13.6% of premises (11,024) were found to have full fibre availability, with 1.2% of premises not able to receive 2Mbit/s (954).
- 2.3 [Ofcom's Connected Nations dashboard](#) (Fig.3) allows for interactive access to datasets.

Condition and Quality

- 2.4 Perth and Kinross' full fibre availability sits lower than the national average in terms of full fibre coverage. 52% of Scotland's premises (1,321,270) has full fibre fixed broadband network coverage; this is the lowest of the UK nations, with England at 55%, Northern Ireland at 90% and Wales at 54%, and the UK average being 56% (September 2023). In Perth and Kinross, Superfast broadband provision is [89.14%](#) whereas neighbouring local authorities' provision is Dundee 99.1%, Stirling 93.4%, Fife 98.4%, and Angus 89.5%.
- 2.5 A breakdown of the average cost of broadband per month across UK countries (USwitch, 2023) is as follows: England £26.88, Scotland £27.12, Wales £26.87, Northern Ireland £28.04, UK £26.90. Scotland sits higher than the UK average.

- 2.6 Perth and Kinross Council operates a network of 19 public wi-fi hotspots from premises including community campuses, libraries, sports centres, museums and galleries, and council offices in Perth city centre.

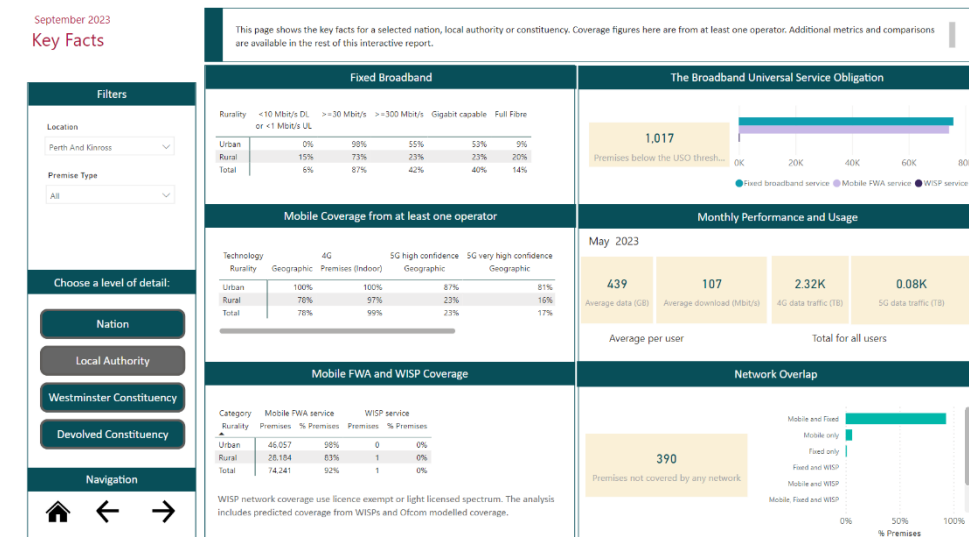
- 2.7 [Ofcom's Connected Nations](#) research shows geographic mobile coverage in Perth and Kinross across all providers is currently at a level of: 4G 78%, and 5G 23%. Perth and Kinross is ranked the [76th best area](#) for mobile coverage in the UK out of 96 areas.

- 2.8 Geographic mobile voice and data services in Perth and Kinross (82% and 87% respectively) sit below the Scottish average (90% and 94%). The Scottish average is also below UK averages (96% and 97%).

Needs

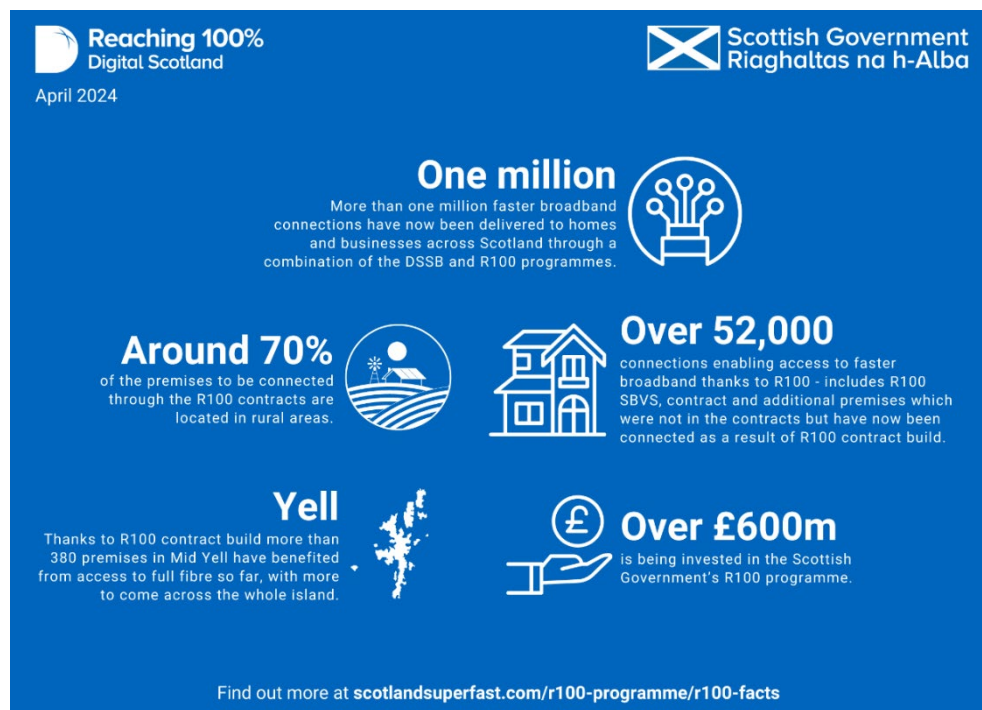
- 2.9 The Scottish Government aimed to roll out Superfast broadband (>30Mbps) to all premises in Scotland by the end of 2021, as part of the Reaching 100% Programme (R100). Fig.4 shows the latest R100 project updates.

Fig.3



2.10 [41.2%](#) of commercial premises in Perth and Kinross were assumed connected to fibre broadband through commercial deployment (starting point OMR 2012) which increased to 96.1% by the end of the Digital Scotland Superfast Broadband contract 1 programme (June 2020).

Fig.4



Reaching 100% (R100) Scottish Government programme – the over £600 million R100 contracts, the R100 Scottish Broadband Voucher Scheme and continued commercial coverage. Around 114,000 premises will be able to access faster broadband as a result of the R100 contracts. In addition, the R100 Scottish Broadband Voucher Scheme (SBVS) was launched in September 2020. R100 SBVS ensures that any sub-30Mbps home or business not in scope of the R100 contracts or planned commercial build can get access through a voucher worth up to £5,000. At 15 April 2024, over 3,900 R100 SBVS vouchers have been used to provide access to faster broadband in Scotland, with another 1,000 in train.

2.12 The [Shared Rural Network](#) was developed by the UK government and the four Mobile Network Operators EE, Three, Virgin Media O2 and Vodafone to deliver 4G coverage to 95% of the UK landmass by the end of 2025, enabling rural businesses and communities to thrive.

Summary

- National strategies for improved broadband accessibility will support local living and economy in Perth and Kinross.
- Local Development Plans should support the delivery of enhanced infrastructure.

Deliverability

2.11 The Scottish Government policy commitment of ensuring access to 100% superfast broadband coverage by 2021 was met via the three strands of the

Transport (incorporating Sustainable Transport)



3. Transport (incorporating Sustainable Transport)

Preamble

3.1 This theme of the Infrastructure Topic Paper sets out information and data relating to Transport. This is recognised within [Section 15\(5\)\(d\) and \(e\)](#) of the Town and Country Planning (Scotland) Act 1997 (as amended). This also relates to National Planning Framework 4 'Sustainable Places' Policy 13 – Sustainable Transport. Policy 13 aims to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

- Local Development Plans (LDPs) should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.
- LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20-minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities.
- LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

3.2 Policy 18 – Infrastructure First is also relevant here; to encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

3.3 Planning for transport infrastructure in Perth and Kinross is therefore essential for accommodating both existing residents and future residents in the area. The appropriate infrastructure must be in place to support housing development, population changes and sustainable travel habits.

3.4 Transport infrastructure is considered in the preparation of the Local Development Plan to ensure new development proposals are assessed appropriately, to allocate appropriate development sites, and to secure developer contributions toward Perth and Kinross Council's costs for capital projects.

3.5 Transport policy is governed by the [National Transport Strategy 2 | Transport Scotland](#) (NTS2), produced by the Scottish Government. This sets out the priorities that the Scottish Government has for transport as a whole, across the country. Regional policy is set by Regional Transport Partnerships (RTPs). Perth & Kinross Council is a member of [Tactran](#), the RTP that covers the Angus, Dundee City, Stirling and Perth & Kinross Council areas.

3.6 The Perth & Kinross Council's Mobility Strategy, commonly known as a Local Transport Strategy, will set out Perth & Kinross Council's vision for managing and developing the transport network. The Mobility Strategy will consider all modes of transport, for the movement of goods and people, across Perth & Kinross's rural and urban settings, to help achieve national targets and local objectives. The Mobility Strategy will respond to the climate change agenda and changes in how people travel.

Table 2: Summary Table: Links to Evidence Gathered and Analysed

Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
Section 15(5)(d) and (e)	Tactran Regional Transport Strategy documents	Required by Regulation 9 (e)(vii): The Town and Country Planning (Development Planning) (Scotland) Regulations 2023	
	National Transport Strategy 2	Scottish Government's national transport strategy	
NPF4 Policy 13	Scottish Transport Statistics 2023	Used to inform understanding of travel patterns and behaviour	
	Transport and Travel in Scotland (Scottish Household Survey findings 2022)	Used to inform understanding of travel patterns and behaviour	Include most up-to-date version of published data.
	UK Department for Transport road traffic statistics	Used to inform understanding of travel patterns and behaviour	Include most up-to-date version of published data.
Local Development Plan 2 Policy 60	PKC Mobility Strategy main issues report 2023 PKC Draft Mobility Strategy (consultation)	Required by Regulation 9 (e)(viii): The Town and Country Planning (Development Planning) (Scotland) Regulations 2023	Strategy is currently in draft form at time of writing.
	Transport Scotland Strategic Transport Projects Review (Corridor 11: Perth-Dundee) Strategic Transport Projects Review sources	Used to inform understanding of travel patterns and behaviour. NPF4 requires the spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.	Part of a suite of documents – unclear publication date.
	PKC Climate Action Plan		
	Rail Passenger Survey		Include most up-to-date version of published data.
	Sustrans Walking and Cycling Index 2023		Include most up-to-date version of published data.
	PKC proximity to bus stop data		Published data on PKC website dated 2011/12. Up-to-date data has been requested.
	National Records of Scotland population data	Used to inform understanding of travel patterns and behaviour	Include most up-to-date version of published data.

Table 2: Summary Table: Links to Evidence Gathered and Analysed			
Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
	Statista: UK working habits	Used to inform understanding of travel patterns and behaviour	Include most up-to-date version of published data.

Capacity

3.7 According to Transport Scotland's [Scottish Transport Statistics](#), there were 3.1 million vehicles licensed for use on the roads in Scotland in 2022 (the highest number on record). In Perth and Kinross, there were over 500 private cars licensed per thousand population (aged 17+). 75% of households had at least one car available for private use in 2022; around one third of households in Scotland had access to two or more cars for private use. The [Scottish Household Survey](#) found that 73% of adults (aged 17+) held a full driving license.

3.8 [1.55 billion vehicle miles](#) were travelled on roads in Perth & Kinross in 2023. Whilst historically significant, the long-term trends can be misleading in most cases due to the extraordinary circumstances observed as a result of the coronavirus pandemic. Vehicle miles travelled in Great Britain have had year-on-year growth in each year between 2011 and 2019. Following a sharp decline in 2020, traffic levels in 2021 and 2022 increased, but 2022 levels remained lower than the 2016 levels. Therefore, to say traffic has fallen since 2016 would misconstrue as the overall decrease is entirely due to the decline in traffic levels observed during the pandemic.

3.9 Perth and Kinross's population has a [car kilometre average](#) of 12,547km per person per year. This is above Scotland's national average of 6,723km per person per year. One of the area's key travel patterns is the [Perth to Dundee corridor](#). In 2005, there were approximately 78,000 trips in the corridor in an average 12-hour day. Of these, 5,500 (seven per cent) were public transport trips. It was forecast that by 2022 the total trips would increase to approximately 95,100 per day and public transport trips would increase to approximately 5,700. Compared to 2005 this is a 22 per cent increase in total trips, with an overall four per cent increase in public transport trips, however public transport mode share is decreasing. By far the largest component is travel between Perth and Dundee, which includes traffic travelling through Perth and Dundee to / from the Central Belt and the north of Scotland. For example, almost 60 per cent of the traffic heading west on the corridor has a destination beyond Perth. This highlights the role this corridor plays as a

through link in the strategic road network. The average daily flow on the A90 on this corridor is approximately 39,000 vehicles per day. This was forecast to increase by approximately 20 per cent over the period to 2022, in line with national projections.

3.10 In 2022-23, [public transport journeys](#) rose by 34%, with 396 million public transport journeys made by either bus, rail, air, or ferry. This compares with the 294 million public transport journeys recorded in 2021-22. In 2022, there were 301 million bus passenger journeys, an increase of 29% on the previous year. One half of all bus journeys in 2022 were made under the National Concessionary Travel scheme, 12 per cent more than 2021. In early 2022, the scheme was expanded to include those aged under 22. The bus industry received £266 million in funding for concessionary fare support and £204 million from local or central government in 2022-23. Passenger revenue in 2022-23 stood at £275 million in Scotland. [Perth and Kinross](#) has an extensive local bus network, providing access to and from rural communities to other rural communities and key destinations. As of 1st April 2023, Perth and Kinross's bus network comprises of 60 local bus services, including 2 Demand Responsive Transport (DRT) schemes. The majority of these local bus services are subsidised by Perth and Kinross Council, with only 7 services completely commercial. In the financial year 2022/23, Perth and Kinross Council provided over £2.8m of financial support to this subsidised local bus network from both the local bus revenue budget and the car park trading account. Frequent inter-city bus services also operate between Perth and Dundee, Stirling, Glasgow and Edinburgh; provided by Citylink / Megabus, FlixBus, and Ember. Services are also available to Aberdeen and Inverness.

3.11 There were 63.7 million [passenger journeys](#) on ScotRail services in 2022-23, an increase of 36% from 2021-22. Perth and Kinross's rail network consists of seven railway stations, six are located in rural communities with Perth Railway Station located in the city centre. Perth and Kinross's rail network includes the Highland Main Line, linking a series of towns and villages from Perth to Inverness, and also facilitates East, West and South movement to and from Dundee, Glasgow and Edinburgh. Not only in Perth and Kinross, but

Scotland's rail usage has continuously increased over recent years, until the impacts of the COVID-19 global pandemic affected the usage of public transport. Recent rail passenger usage data suggests that following the easing of pandemic restrictions, passenger rail usage is recovering towards pre-pandemic levels.

- 3.12 [Scottish Government \(including Transport Scotland\) spent](#) £3,172 million on transport in 2022/23. Local Authorities spent £1,089 million in 2022/23.

Condition and Quality

- 3.13 [In 2021](#) (the most recent year available), transport (including international shipping and aviation) accounted for 28% of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act. Road transport made up 75% of transport greenhouse gas emissions.
- 3.14 The [Perth and Kinross Climate Action Plan](#) provides the Council's vision to achieve a low carbon and climate resilient Perth and Kinross. Carbon dioxide emissions from road transport have seen a steady decrease since 2005 from 4.6 to 4.1 tonnes per capita in 2010. Transport is one of the main areas where changes are required in order to adapt to climate change. Emissions from transport amounts to just over half (52%) of the total carbon dioxide (CO2) emissions across Perth and Kinross. Cars provide roughly 45% of those emissions, light and heavy goods vehicles both around 23% each, and emissions from trains the remaining 9%.
- 3.15 [93% of households](#) in Perth and Kinross are within an 800 metre straight-line distance of a bus stop (2011/12). There has been a 1.9% increase in public transport patronage when comparing 2008/09 to 2009/10. [Scotland's Bus Passenger Survey 2018](#) demonstrates that across Tayside and Central Scotland, the majority of participants are satisfied with their bus journey (91%) with 67% satisfied with the value for money.

- 3.16 [Rail User Survey](#) finds satisfaction with frequency of trains on route by ScotRail is 75%, and overall satisfaction is 89% (over 24 survey waves from 24 Mar 2023 to 4 Feb 2024).
- 3.17 According to [Sustrans Perth Cycling and Walking index 2023](#), 52% of residents walk or wheel at least five days a week (57% in 2021) and 16% of residents cycle at least once a week. 71% of non-disabled people and 58% of disabled people think walking or wheeling safety is good. 78% of residents think their local area overall is a good place to walk or wheel (85% in 2021). 38% of all residents cycle (41% in 2021), with 16% of all residents cycling at least one a week. 40% of residents think cycle safety in their local area is good (45% in 2021). 49% of all residents think their local area overall is a good place to cycle (48% in 2021).

Needs

- 3.18 The four priorities set out in National Transport Strategy 2 are: Reduce Inequalities, Take Climate Action, Help Deliver Inclusive Economic Growth, and Improve Health and Wellbeing.
- 3.19 The [National Records of Scotland](#) project that Perth and Kinross has an ageing population, with an increase in 75+ year olds (+30.8%) and a decrease in 0 to 15 year olds (-8.1%) between 2018 and 2028. This could impact the way people travel around Perth and Kinross.
- 3.20 It is important to consider the 20-minute neighbourhood policy contained in Scotland's National Planning Framework 4, presenting an opportunity across planning and transport authorities to work collaboratively with communities to identify transport links to local services within both rural and urban locations. This is an example of how both local and national policies can influence the way people move and live.
- 3.21 As of [May 2023](#), 39% of workers in Great Britain advised that they had worked from home at some point in the previous seven days, with 73% of

British workers saying they had travelled to work in the last week. At the height of the first wave of the pandemic, in April 2020, almost half of UK workers were working from home, and just 31% of people were travelling to work. Homeworking can reduce demands on the transport network and increase rural populations.

3.22 Sustrans Walking and Cycling Index 2023 for Perth found that 25% of residents want to drive less, yet 37% of residents often use a car because no other transport options are available.

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

Deliverability

3.24 The Council's new Mobility Strategy will set out Perth and Kinross Council's vision for managing and developing the transport network over the next 10 years. This will consider all modes of transport for the movement of people and goods across Perth and Kinross, to help achieve national targets and local objectives. At the time of writing, the Strategy is subject of [public consultation](#).

3.25 The Perth Transport Futures Project is a major infrastructure upgrade programme to improve the road network around the city. The project will address the long-term transportation needs of the area, promote economic growth and address issues of congestion and pollution within the city centre while facilitating active travel options. Due to open in 2025, the Cross Tay Link Road will reduce the number of vehicles passing through the city centre, providing an ideal and exciting opportunity to improve conditions for all locals and visitors who want to walk, wheel and cycle in Perth.

3.26 The [Perth People Place project](#) has continued to work on the Dunkeld Road corridor, aiming to provide high quality dedicated active travel infrastructure. A comprehensive engagement process has increased understanding of the issues and opportunities on the Dunkeld corridor.

3.27 Existing Park and Ride sites are located at Broxden, Kinross and Scone, with plans to develop similar (multi modal) hubs at Bertha Park and Walnut Grove. Broxden Park and Ride, already a major bus interchange, has been transformed into a [low carbon transport hub](#) to improve opportunities to combine cycling and bus travel. This includes a covered bike shelter and charging points for electric bikes.

3.28 A trial is now also underway to respond to the need for more secure residential cycle storage in Perth. In the 2021 Index, 52% of residents said access to secure cycle storage at or near home would help them cycle more. If this trial is a success, the project will be expanded.

3.29 Being able to walk or cycle to school independently is good for children's wellbeing and reduces congestion, particularly in the vicinity of schools. Sustrans increased the number of temporary School Exclusion Zones, limiting vehicle access at peak times, whilst installing pavements and shared-use paths. As a result, these measures have improved safety and increased the numbers of pupils walking and cycling to school. Consultation on these temporary School Exclusions Zones is ongoing with a view to making them permanent.

3.30 New measures include:

- A new section of pavement on Fairies Road and a shared use path on Viewlands Road West to improve active travel options to Perth Academy, Perth High School and Oakbank Primary School.
- A new crossing on Glasgow Road and Murray Crescent. Glasgow Road is a busy road which separates Perth High School from part of its catchment area. There is no direct bus from Craigie to Perth High, making safe walking routes even more important.
- A new shared use path next to Robert Douglas Memorial School, as well as a new crossing on Stormont Road in Scone to make the school journey safer. new bike shelters are installed at Robert Douglas Memorial School, making cycling a more practical option.
- A shared use path on Primrose Crescent in Perth, to improve safety for children travelling to Tulloch Primary School on foot, scooter and bike.

3.31 [Network Rail](#) is planning to redevelop Perth Railway Station with an emerging station masterplan, potentially integrating the railway station with the neighbouring bus station.

3.32 The vision and objectives of Tactran's Regional Transport Strategy (Fig.5) and Perth and Kinross' Mobility Strategy (Fig.6) will be the Council's key documents for meeting the transport needs of people and businesses throughout the region.

Summary

- The Local Development Plan is required to prioritise future development sites that can be accessed by sustainable transport modes.
- The Plan's spatial strategy will reflect the sustainable investment hierarchy.
- Accessibility by a range of transport modes is required and to reduce car-dominance where possible.
- The local and regional transport strategies, as well as an appropriate and effective transport appraisal will inform the Local Development Plan, including evidence of transport capacities, and an appraisal of the spatial strategy on the transport network.

Fig.5

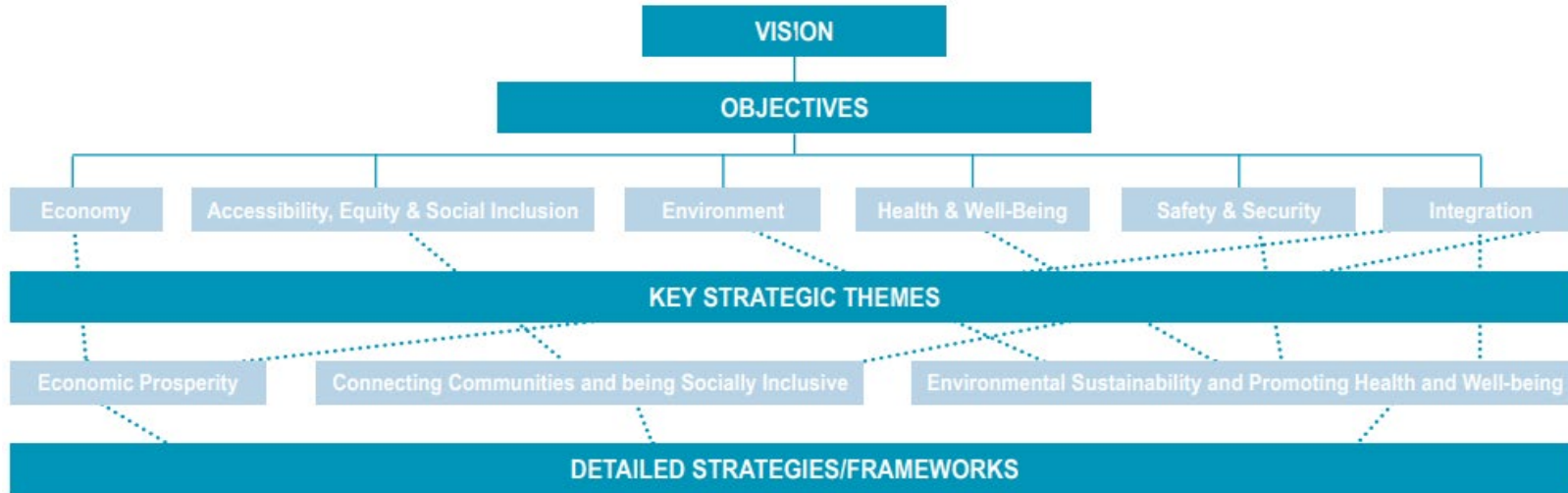


Fig.6

MOBILITY STRATEGY

1. PURPOSE OF THE STRATEGY

To support the Perth and Kinross Corporate Plan, Transport Scotland's National Transport Strategy (NTS2) and other national and local Climate Change, Development Planning and Health strategies, the need for a Mobility Strategy was identified to help Perth and Kinross Council to develop a transport system that supports all residents to *live life well*.

2. UNDERSTAND THE PROBLEMS

We undertook a wide consultation process with the public and relevant stakeholders, including the Big Place Conversation, and produced a 'Let's Talk Transport' report to detail the key transport problems and opportunities in Perth and Kinross.

3. OBJECTIVES

We proposed 11 **Transport Planning Objectives (TPOs)** that helped us to develop targeted actions to address the main transport problems that you have identified through the consultation process as evidence.

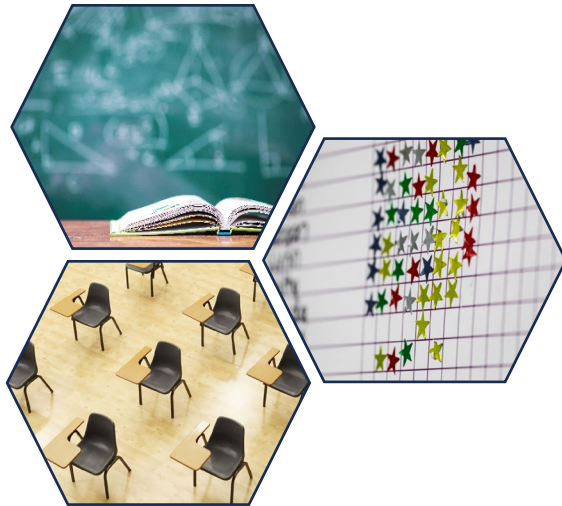
4. ACTION PLAN

We proposed a list of Actions (guided by the Transport Planning Objectives) to address the transport problems that you've told us about. The actions are contained in an Action Plan and includes actions like improving active travel infrastructure and improving bus services.

5. DELIVERY

Once the Mobility Strategy is approved by Committee, we will get to work on implementation and delivery of the Actions. The delivery will be monitored and evaluated against the indicators detailed in the Action Plan and against continued consultation.

Education



4. Education

Preamble

- 4.1 This theme of the Infrastructure Topic Paper sets out information and data relating to Education Facilities. This is recognised within [Section 15\(5\)\(ce\)\(cg\) and \(e\)](#) of the Town and Country Planning (Scotland) Act 1997 (as amended). This also relates to National Planning Framework 4 'Liveable Places' Policy 18 – Infrastructure First. The policy intent is to encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.
- 4.2 LDPs and delivery programmes should be based on an integrated infrastructure first approach. Plans should: be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure; set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered; and indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.
- 4.3 Planning for education infrastructure in Perth and Kinross is therefore essential for accommodating existing residents and future residents in the area. The appropriate infrastructure must be capable of supporting new housing development and local population changes.
- 4.4 Education infrastructure is considered in the preparation of the Local Development Plan, particularly when allocating development sites and securing developer contributions toward Perth and Kinross Council's (PKC) capital costs for providing pupil capacity in the school estate.

Table 3: Summary Table: Links to Evidence Gathered and Analysed

Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
Section 15(5)(ce)(cg) and (e)	Scottish Government Summary Statistics for Schools in Scotland 2023 School Estate Statistics 2023	Requirement of Section 15 of the Act	Include most up-to-date version of published data.
NPF4 Policy 18	Circular 3/2004 Determining School Capacities	Used to inform understanding of education capacities	
	School estates: suitability reporting core facts	Used to inform understanding of education suitability	
Local Development Plan Policy 5	Scottish Government Pupil projections PKC Learning Estate Strategy and Learning Estate Management Plan	Requirement of Section 15 of the Act	Include most up-to-date version of published data.

Capacity

National context

4.5 The Scottish Government publishes statistics on school education in Scotland, including pupil and teacher characteristics, and attainment and qualification results.

4.6 In the [Scottish Government's summary statistics](#) published in 2023, the overall number of school pupils in Scotland decreased on the previous year (2022). There was an increase in secondary age pupils, but a larger decrease in primary age pupils. Whilst the overall number of teachers decreased, the pupil-teacher ratio remained the same at 13.2. The overall number of registrations for 'early years' children (age 3-4) decreased, whereas the number of teachers and graduate staff increased.

4.7 In the same Scottish Government report, the number of publicly funded primary schools in Scotland in 2023 was 1,988 with 384,725 pupils and 25,096 teachers (Full-Time Equivalent). The number of secondary schools was 361 with 313,061 pupils and 25,049 teachers. The number of special schools was 107 with 7,742 pupils and 2,075 teachers.

Local context - Primary Schools

4.8 PKC has 70 primary schools in its area. As the education authority for the area, PKC manages the public education infrastructure at early years, primary, and secondary level, as well as additional support needs.

4.9 PKC's Education and Childrens Services record and monitor school roll capacities across all schools in the area to determine where resources are most required. The Scottish Government published [Circular 3/2004](#) for guidance on determining school capacities. Additional guidance has been published for local authorities on [determining primary school capacity](#). There is also variation between local authorities planning capacity and working these differing approaches to measuring capacity should be borne in mind if making comparisons between authorities. The [Scottish Government School](#)

[Estate Statistics \(2023\)](#) published the following capacity data for Perth and Kinross.

4.10 For all publicly funded primary schools between 2009 and 2023, pupil numbers in Perth and Kinross have remained within a range of 6-7%, between a low of 9,745 (2011) and a high of 10,465 (2018). Since 2018, pupil numbers have decreased and in 2023 the pupil total for the area was 9,898.

Local Authority	School rolls < 50% of capacity	Schools 50-<75% of capacity	Schools 75-<90% of capacity	Schools 90-100% of capacity	Schools with roll > capacity
Perth and Kinross	10	31	24	5	0
Information provided on primary school capacity calculation method	Primary School capacities are based on: a) formal guidance and legislative class sizes (which is the principal determining factor); b) physical space standards of 2m ² per pupil of identified teaching spaces, taking account of the requirement, where possible, to maintain dedicated spaces				

4.11 In 2023, the Scottish Government's Schools statistics reported 648 primary school teachers for Perth and Kinross.

Local Secondary Schools

- 4.12 PKC’s Education and Childrens Services record and monitor school roll capacities across all schools in the area to determine where resources are most required. The Scottish Government published [Circular 3/2004](#) for guidance on determining school capacities. The [Scottish Government School Estate Statistics \(2023\)](#) published the following capacity data for Perth and Kinross.
- 4.13 PKC has 11 secondary schools in its area. For all publicly funded secondary schools between 2009 and 2023, pupil numbers in Perth and Kinross have remained within a range of 8%, between a low 7,414 (2017) and a high of 8,050 (2023). Since 2017, pupil numbers have increased.
- 4.14 Though employment of teaching staff is not directly related to the provision of education infrastructure in the local authority area, in planning terms, it is relevant to the efficient operation of school facilities and pupil placement in an area. Total teacher numbers in Perth and Kinross, found in the Scottish Government’s summary statistics report published in 2023, have fluctuated slightly each year between 2017 and 2023 but remain within a 5% range.
- 4.15 Perth and Kinross has 6 community campuses: Blairgowrie, Breadalbane (Aberfeldy), Glenearn (Perth), Loch Leven (Kinross), North Inch (Perth), and Strathearn (Crieff). The [Scottish Government School Estate Statistics \(2023\)](#) finds that Perth and Kinross has 8 schools which have dedicated areas for community services. A school is recorded as having community services if there is space within it exclusively dedicated to and managed by those providing community services, such as dental, medical or police or social work. This does not refer to use of school amenities such as sports or cultural facilities by community groups. The community campuses across Perth and Kinross offer a range of community facilities, as well as a school, through co-location - a preferred model of the Scottish Government’s Infrastructure Investment Hierarchy. Such sites could include gym facilities, meeting and conference venues, libraries, and catering services. Though the presence or

absence of a campus does not influence the provision of education infrastructure directly, the campus facility supports the overall community in that settlement, which in turn may be influenced by the spatial strategy of the Local Development Plan.

Local Authority	School rolls < 50% of capacity	Schools 50-<75% of capacity	Schools 75-<90% of capacity	Schools 90-100% of capacity	Schools with roll > capacity
Perth and Kinross	1	7	2	1	0
Information provided on secondary school capacity calculation method	Secondary formula: Total number of teaching accommodation rooms x 20/30, depending on subject taught and subject to the physical ability of the room, then apply formula (0.76 x total No. of places) - 150				

- 4.16 In 2023, the Scottish Government’s Schools statistics reported 655 secondary school teachers for Perth and Kinross.

Condition and Quality

- 4.17 In accordance with the Education (Scotland) Act 1980 and the Education (School and Placing Information) (Scotland) Regulations 2012, PKC Education & Children’s Services schools produce handbooks covering the following categories of information i) School Information and ii) Local Authority information. The latest handbooks were published by PKC in December 2023.
- Local Authority Information for Primary Schools 2024-25
 - Local Authority Information for Secondary Schools 2024-25

Attendance

4.18 Attendance of all publicly funded primary schools in Perth and Kinross recorded 92.7% attendance rates in 2022/23, a decrease from 95% in 2018/19. Attendance of all publicly funded secondary schools in Perth and Kinross recorded 87.2% attendance rates in 2022/23, a decrease from 90% in 2018/19.

4.19 Whilst the Local Development Plan would not influence the attendance levels of pupils in schools, objectives relating to liveable neighbourhoods and active travel, including safe routes to school, can support pupils getting to school.

Attainment

4.20 In 2022/23, pupils in P1, P4 and P7 combined, across all publicly funded primary schools in Perth and Kinross, met the following attainment measures for Curriculum for Excellence Level: 78% for reading, 85% for listening and talking, 77% for numeracy, and 72% for writing.

4.21 In 2022/23, 99% of schools leavers gained at least one or more awards at SCQF Level 3 or better. 4% of school leavers gained three or more awards at SCQF level 7 or better.

4.22 Whilst the Local Development Plan would not influence the attainment levels of pupils in schools, staff and pupils using education facilities should be appropriately served by infrastructure.

Primary School Ratings

4.23 The [Scottish Government School Estate Statistics \(2023\)](#) published the **condition** of Perth and Kinross primary schools:

	A - Good	B - Satisfactory	C - Poor	D - Bad	Not recorded	All schools
Perth and Kinross	8	57	5	0	0	70

Notes:

- Condition A: Good – Performing well and operating effectively (physical element carries out function totally as new including consideration of the transverse elements);
- Condition B: Satisfactory – Performing adequately but showing minor deterioration (physical element carries out function satisfactorily, may show signs of age and including consideration of some transverse elements)
- Condition C: Poor – Showing major defects and/or not operating adequately (physical element does not carry out function effectively without continuous repair, shows signs of age and does not consider most of the transverse elements);
- Condition D: Bad – Economic life expired and/or risk of failure.

4.24 The [Scottish Government School Estate Statistics \(2023\)](#) published the **suitability** of Perth and Kinross primary schools:

	A - Good	B - Satisfactory	C - Poor	D - Bad	Not recorded	All schools
Perth and Kinross	27	40	3	0	0	70

Notes:

The suitability of a school is based on the following criteria, as assessed by local authorities:

- Suitability A: Good – Performing well and operating effectively (the school buildings and grounds support the delivery of services to children and communities);
- Suitability B: Satisfactory – Performing well but with minor problems (the school buildings and grounds generally support the delivery of services to children and communities);

- Suitability C: Poor – Showing major problems and/or not operating optimally (the school buildings and grounds impede the delivery of activities that are needed for children and communities in the school);
- Suitability D: Bad – Does not support the delivery of services to children and communities (the school buildings and grounds seriously impede the delivery of activities that are needed for children and communities in the school).

The current [Scottish Government guidance for suitability](#) reporting notes that full condition surveys and suitability surveys of the school estate should be carried out at least every five years.

Secondary School Ratings

4.25 The [Scottish Government School Estate Statistics \(2023\)](#) published the **condition** of Perth and Kinross secondary schools:

	A - Good	B - Satisfactory	C - Poor	D - Bad	Not recorded	All schools
Perth and Kinross	1	9	1	0	0	11

4.26 The [Scottish Government School Estate Statistics \(2023\)](#) published the **suitability** of Perth and Kinross secondary schools:

	A - Good	B - Satisfactory	C - Poor	D - Bad	Not recorded	All schools
Perth and Kinross	5	4	2	0	0	11

Needs

Pupil Projections

4.27 In order to determine what infrastructure is necessary to support the Local Development Plan's spatial strategy, projecting pupil numbers is necessary. The Scottish Government publishes [local authority pupil projections](#) for primary and secondary education. The methodology used to calculate pupil projections is part of the teacher workforce planning methodology used by Scottish Government to model future demands on the teacher workforce. The projections use the following information:

- Mid-year population estimates to 2020 (National Records of Scotland, NRS)
- 2018 based population projections at Scotland and Local Authority Level (National Records of Scotland, NRS)
- 2020 based population projections at Scotland Level (National Records of Scotland, NRS)
- Pupil census data to 2021 (Scottish Government)

4.28 The population estimates and pupil census figures are compared to calculate the proportion of children, by age, participating in mainstream school education. These participation estimates are then applied to the population projections to give estimates for future pupil numbers.

4.29 The [2018-based pupil projections](#) for Scotland finds that Perth and Kinross Council estimated a total of 9,700 primary school age pupils in 2023, which is expected to decrease by approximately 2% each year to 2027. The national projection for Scotland is also set to decrease 1-2% each year to 2027. The local authority projections are therefore expected to be consistent with the national projections.

4.30 The 2018-based projections finds that Perth and Kinross Council estimated a total of 8,100 secondary school age pupils in 2023, expected to remain consistent until 2026, followed by a decrease of around 2.5%. Again,

the national projection for Scotland is expected to remain consistent until 2026, with a decrease of around 1%.

- 4.31 The capacity data from the [Scottish Government School Estate Statistics \(2023\)](#) finds that 10 primary schools and 1 secondary school has ‘roll less than 50% of capacity’, and 5 primary schools and 1 secondary school has ‘rolls 90-100% of capacity’. These are the facilities that are most likely to require interventions by PKC Education and Children’s Services to ensure appropriate service delivery.
- 4.32 The pupil projections published by Scottish Government are organised by local authority area, but do not show school-specific level of data. Therefore, a trend across the local authority area may not be reflected at individual schools. PKC Education and Children’s Services use pupil forecasts to determine any impacts upon schools and catchment areas.

Early Learning Needs

- 4.33 Local Authorities have a statutory duty to consult every two years on the provision of Early Learning and Childcare (ELC) to inform the planning and delivery of services. Additional engagement was undertaken in 2022 to further understand the uptake of ELC models and also to understand overall parent satisfaction with the expansion to ELC within Perth and Kinross. This additional consultation indicated that most parents are satisfied with the offer within Perth and Kinross. More than 90% of families received their first choice of model in phase one, with the offer of an alternative accepted by most of those who did not receive their first choice. The latest consultation is due to be undertaken by March with results published later in 2024. This data is used to support further planning and improvement in this area.

Deliverability

- 4.34 As part of the Council’s Transformation Programme 2015-2020, a review of the school estate was approved. The first phase of the Transformation

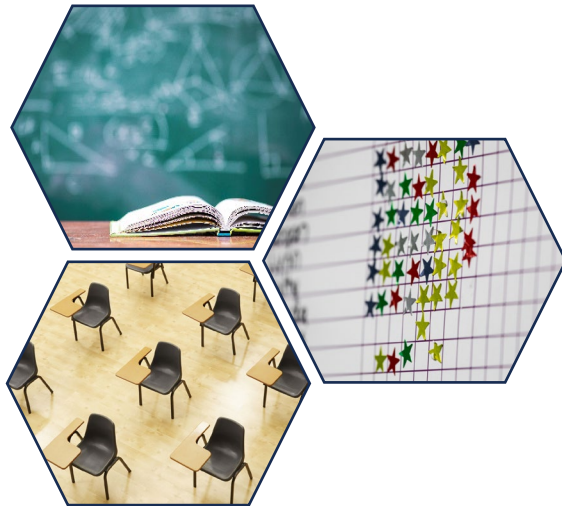
Programme includes projects for ten primary schools. The second phase includes projects for four primary schools and one secondary school. The final phase expects projects for a further seven primary schools.

- 4.35 [Perth and Kinross Council has invested](#) £81m since 2015/2016 and between 2021 and 2029, the Council (PKC) will invest a further £160m in the Learning Estate (November 2021).
- 4.36 The Council’s most recent School Estate Strategy was approved by the Lifelong Learning Committee in 2012 and was aligned to the Scottish Government’s strategy “Building Better Schools: Investing in Scotland’s Future”.
- 4.37 The Learning Estate Management Plan (LEMP) details that the Council will undertake a review of the secondary Learning Estate in Perth City.
- 4.38 All primary and secondary schools have agreed catchment areas. Any proposed changes to catchments areas are required to be considered under the process of the Schools (Consultation) (Scotland) Act 2010.
- 4.39 The Local Development Plan and Supplementary Guidance includes policy for securing developer contributions toward the Council’s costs of providing additional school roll infrastructure to accommodate pupils generated from new developments. Developers may also be required to enter into planning agreements to deliver appropriate school roll infrastructure.

Summary

- Quality of schools and education provision is important as a local authority, however data relating to educational attainment levels is less likely to inform the Local Development Plan.
- Pupil roll forecasting data will form key evidence necessary to inform the LDP's spatial strategy and contributions policy.
- Availability and cohesion of data relating school rolls and delivery programmes could be improved.
- Perth and Kinross Council's strategy for asset management of existing school buildings and other assets, including reconfiguration and co-location, will support an 'Infrastructure First' approach which is in line with NPF4 and the Infrastructure Investment Hierarchy.

Healthcare Facilities



5. Healthcare Facilities

Preamble

5.1 This theme of the Infrastructure Topic Paper sets out information and data relating to Health Care. This is recognised within [Section 15\(5\)\(cd\) and \(e\)](#) of the Town and Country Planning (Scotland) Act 1997 (as amended). This also relates to National Planning Framework 4 ‘Liveable Places’ Policy 23 – Health and Safety.

5.2 NPF4 Policy 23 aims to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing, and sets out the following requirements of Local Development Plans:

- LDP spatial strategies should seek to tackle health inequalities particularly in places which are experiencing the most disadvantage. They should **identify the health and social care services and infrastructure needed** in the area, including **potential for colocation of complementary services**, in partnership with Health Boards and Health and Social Care Partnerships.
- LDPs should **create healthier places** for example through opportunities for exercise, healthier lifestyles, land for community food growing and allotments, and awareness of locations of concern for suicide.

5.3 There is also relevance to NPF4 Policy 18: Infrastructure First. The aim of this policy is to encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking, discussed in other themes of this Paper.

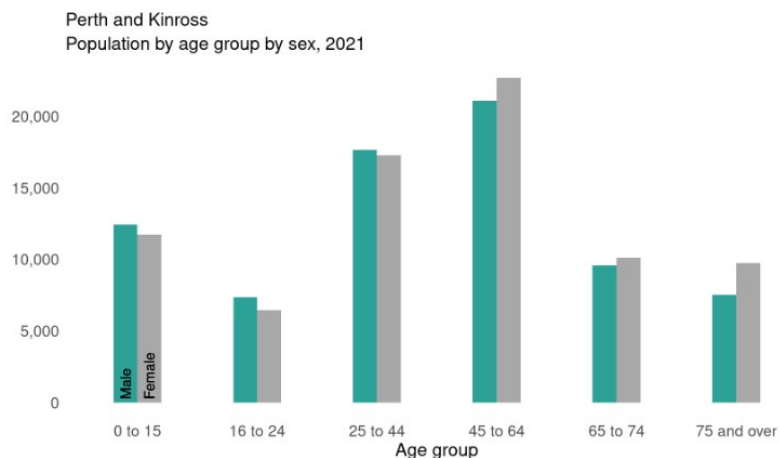
5.4 Perth and Kinross is located in the NHS Tayside health board area. [Within the Perth and Kinross Council area](#) are 28 general practices, 36 pharmacies, and 6

hospitals (1 minor injuries unit, at Perth Royal Infirmary), as well as 27 dental practices and 19 opticians. The [NHS Tayside Director of Public Health Annual Report](#) (2023) sets out the detailed state of the NHS Tayside area across population statistics, physical and mental health, risk factors, screening, and health protection.

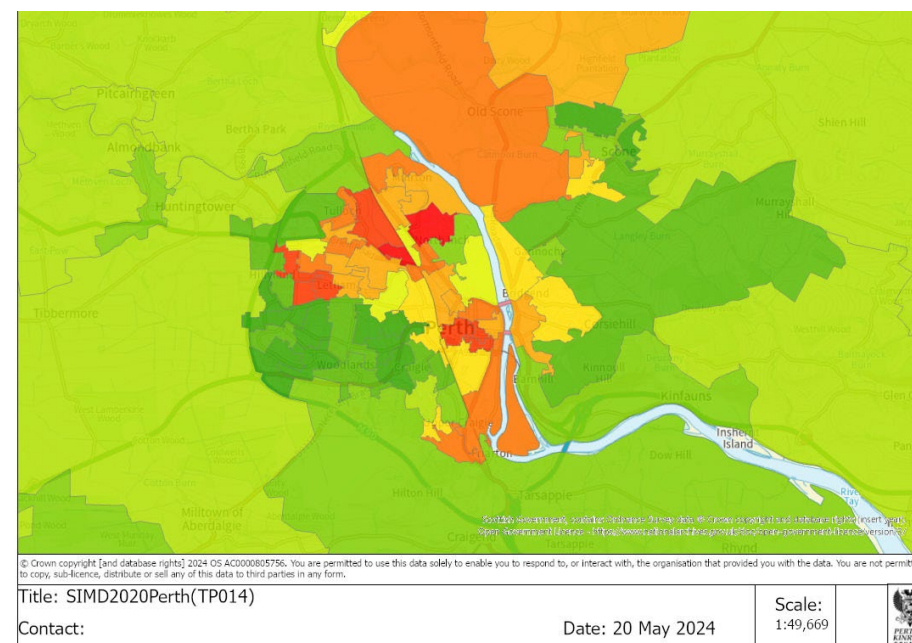
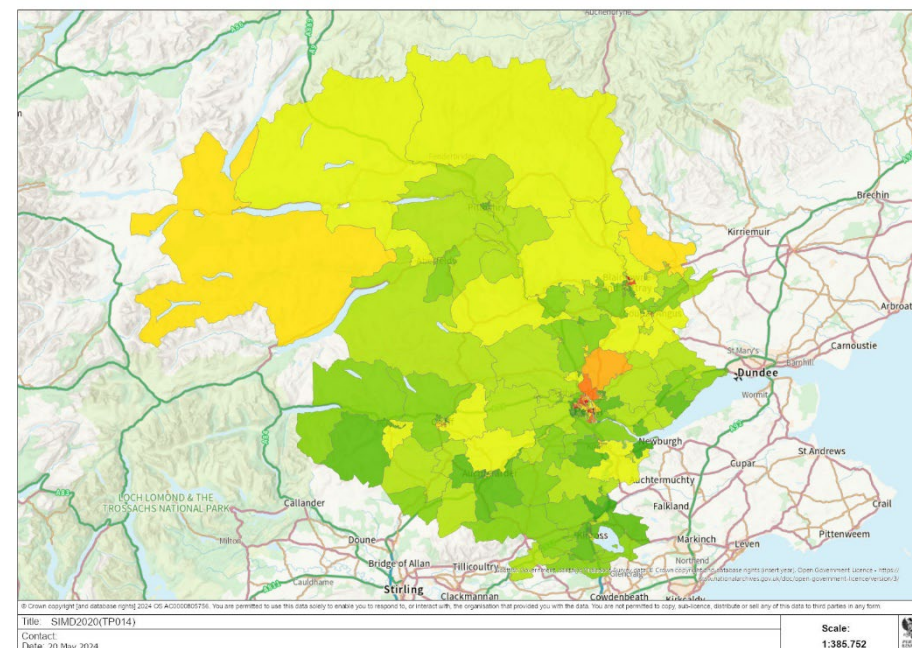
5.5 Perth and Kinross Health and Social Care Partnership (HSCP) provides integrated Health and Social Care supports in three localities across Perth and Kinross: the North, South and Perth City localities. The HSCP provides and commissions local health and social care services in line with the [Perth and Kinross Integration Joint Board’s \(IJB\) Strategic Commissioning Plan \(2020-25\)](#).



5.6 With a population of 153,810 people covering an area of 5,286 km², Perth and Kinross is the twelfth largest Scottish local authority by population, and fifth largest by area (mid-year estimates, 2021 census, ONS). Shown in the graph below, the 45 to 64 [age group](#) was the largest in 2021, with a population of 43,806. In contrast, the 16 to 24 age group was the smallest, with a population of 13,838. Male population is highest between all 0-44 age groups, whereas females are highest for the 45-75+ age groups.



5.7 The [Scottish Index of Multiple Deprivation \(SIMD\) 2020](#) is the Scottish Government’s official tool for identifying concentrations of deprivation in Scotland. The Scottish Index of Multiple Deprivation (SIMD) combines seven different domains (aspects) of deprivation: income; employment; health; education, skills and training; geographic access to services; crime; and housing. These domains are measured using a number of indicators to form ranks for each domain. Data zones are ranked from 1 being most deprived to 6,976 being least deprived. Each of the seven domain ranks are then combined to form the overall SIMD. This provides a measure of relative deprivation at data zone level, so it tells you that one data zone is relatively more deprived than another but not how much more deprived. The maps (right) show the SIMD findings for Perth and Kinross, and Perth city area.



5.8 [Census data shows](#) that 3% of Perth and Kinross’s population said their general health was ‘bad’ and 1% ‘very bad’. 18.1% of Perth and Kinross’s population said their day-to-day activities were limited by a long-term health problem or a disability. At the heart of Scotland’s public health system, Public Health Scotland will lead and support action across Scotland to: prevent disease, prolong healthy life, and Promote health and wellbeing. Public Health Scotland’s [vision](#) will depend on collaboration with various stakeholders, including planning authorities.

5.9 The [Scottish Government publishes data](#) following completion of the Scottish Index of Multiple Deprivation survey every four years which provides a set of relative measures of deprivation. The most recent survey, SIMD 2020, was released in Jan 2020. For the analysis Scotland is split up into 6976 individual zones each with a population of approximately 700 to 800 and each is ranked based on its deprivation relative to all other zones. The following table summarises the 2020 findings for Perth and Kinross Council area, with neighbouring authorities.

Council	20% Deprivation	Percent Deprivation	Total Population
Perth and Kinross	8,508	5.9%	151,100
Aberdeenshire	7,753	2.6%	261,800
Angus	9,291	7.7%	116,280
Argyll and Bute	7,445	10.4%	86,810
Stirling	11,110	12.4%	94,000
Fife	73,754	19.6%	371,410
Clackmannanshire	13,426	25%	51,450
Dundee	55,840	37.2%	148,710

[Source](#)

5.10 Of all the other neighbouring authorities, Perth and Kinross Council falls second only to Aberdeenshire Council in terms of the level of deprivation in the local population, which ranges from 2.6% (Aberdeenshire) to 37.2% (Dundee). Perth and Kinross has a reputation as an affluent place to live with higher than average rates of employment. However, many children and households

experience the damaging effects of poverty and the aftermath of the Covid pandemic and current cost of living crisis present significant challenges for many of our households. There is no single solution to poverty as each household's circumstances will differ, but the Council, with partners, will lead action to prevent and mitigate the impacts of poverty for children living in Perth and Kinross.

5.11 [Perth and Kinross Integration Joint Board Strategic Commissioning Plan 2020-2025](#) found that GP practices registers indicate that a number of specific long-term conditions are more prevalent in Perth and Kinross than in Scotland as a whole, set out in the table below.

Location	Perth and Kinross	Scotland
Hypertension	15.1%	13.8%
Hypothyroidism	5.3%	3.8%
Coronary Heart Disease	4%	4%
Cancer	2.9%	2.6%
Dementia	1%	0.8%

** It should be noted that these prevalence estimates are based on whole practice populations and the higher rates for Perth and Kinross are likely to at least in part to be due to the higher age demographic when compared to Scotland as a whole.*

5.12 Tying in with National Planning Framework 4 (NPF4) and the Perth and Kinross Council Corporate Plan, the Local Development Plan will work to tackle health inequalities through provision of adequate infrastructure and placemaking.

Table 4: Summary Table: Links to Evidence Gathered and Analysed

Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
<p>Section 15(5)(cd) and (e)</p> <p>NPF4 Policy 18</p> <p>Local Development Plan Policy 5</p>	NHS Tayside Director of Public Health Annual Report 2023	<p>Used to inform understanding and status of healthcare infrastructure</p> <p>Requirement of Section 15 of the Act</p>	<p>Include most up-to-date version of published data.</p>
	NHS Tayside premises directory		
	National Records of Scotland population data		
	Scottish Government spatial data (SIMD) Scottish Government SIMD 2020		
	Scotland's Census population data		
	Public Health Scotland's three year plan 2022-25		
	Perth and Kinross Integration Joint Board Strategic Commissioning Plan 2020-25		
	Perth and Kinross Health and Social Care Partnership Primary Care Premises Strategy		
	PKHSCP Community Mental Health and Wellbeing Performance Management Framework 2022		
	Care Inspectorate: The effectiveness of strategic planning in Perth & Kinross Health and Social Care Partnership		
	PKHSCP Community Mental Health and Wellbeing Strategy 2022-2025		
	PKHSCP Strategic Delivery Plan for Older People 2022-2025		

Table 4: Summary Table: Links to Evidence Gathered and Analysed

Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
	Public Health Scotland Health Impact Assessment guidance PKHSCP Annual Performance Report 2022/23		

Capacity

5.13 The Perth & Kinross Health & Social Care Partnership [Primary Care Premises Strategy 2023-2028](#) sets out some information on General Practice capacity in the area. The number of General Practices in Scotland is decreasing, reflected locally in Perth and Kinross with 2 practices closing in the past 5 years. The [Primary Care Premises Strategy 2023-2028](#) finds that, based on the standard space expected to be available per working clinician, Perth City currently has 10,000-12,000 more patients than it has space for. The additional 6,000-7,000 patients that the allocated development in and around Perth City (referred to as the western expansion of Perth City) will bring will result in an unsustainable additional burden on already stretched facilities.

Condition and Quality

5.14 The Perth and Kinross Health and Social Care Partnership [Annual Performance Report \(2022/23\)](#) demonstrates movement on key performance indicators as well as highlighting areas of inspection and scrutiny undertaken. The HSCP Community Mental Health and Wellbeing [performance management framework key performance indicator report](#) (2022) is also published.

5.15 A joint inspection into the effectiveness of strategic planning in Perth & Kinross Health and Social Care Partnership was published in 2019 ([Health Improvement Scotland and Care Inspectorate](#)). A review of the partnership's performance against national outcome measures showed that across several indicators the partnership's performance was in line with the Scottish average.

5.16 The Perth and Kinross GP Practice Premises Survey was conducted in June 2022 [results discussed in the [Primary Care Premises Strategy 2023-2028](#)]. The practices responded to questions about space availability, suitability and modifications. In total, 18 practices in Perth and Kinross responded to the survey. 17 of the 18 practices who responded are based in purpose-built facilities. The

survey results show that the lack of sufficient and/or suitable premises is restricting the ability to deliver safe and efficient services for patients and is hindering opportunities to redesign services to meet increasing demand.

Needs

Primary Care

5.17 The [Perth and Kinross Integration Joint Board Strategic Commissioning Plan 2020-2025](#) Strategic Needs Assessment has enabled local population profiles to be developed and these highlight the following key messages and challenges:

- *Life expectancy is lower in the most deprived areas primarily Perth City.*
- *We are expecting an increase in the over 85-year-old age group and with increasingly complex needs.*
- *There is a growing population of older people in North Perthshire.*
- *31.5% population are access deprived due to the rural nature of Perth and Kinross.*
- *30% (approx.) of people are living with long-term conditions and this is associated with age and income deprivation.*
- *Poor mental health affects more people in deprived areas.*
- *Uptake of support from the Drugs and Alcohol Team is greater in Perth City than in either the North or South Perthshire Localities.*
- *There is a growing ageing population of people with learning disabilities.*

5.18 The [Primary Care Premises Strategy 2023-2028](#) sets out the current status of the General Practice premises in Perth & Kinross and highlights the current and anticipated pressures that need to be addressed to ensure Primary Care services are adequately, equitably, safely and sustainably supported by the premises infrastructure for P&K residents.

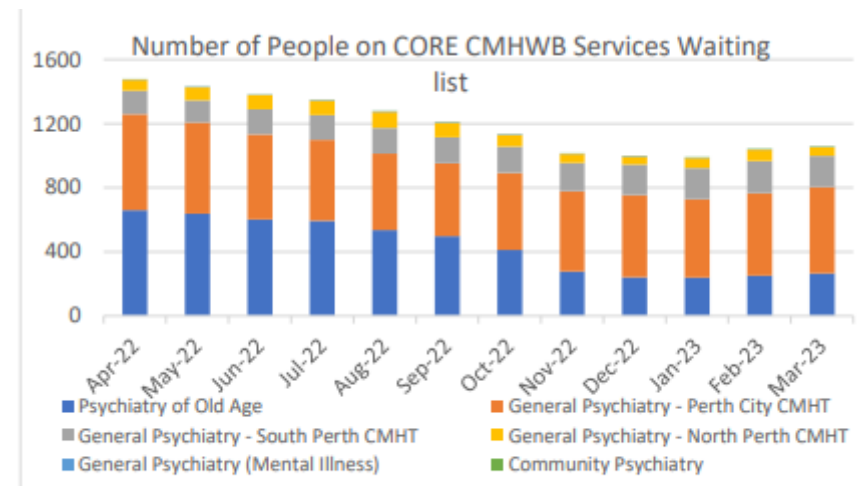
5.19 The Strategy finds that, based on an expected list size of 1,500 patients per full time equivalent (FTE) GP, allocated development in and around Perth City (referred to as the western expansion of Perth City) is likely to require 4-5 new FTE GPs. The same pressures will result from allocated developments to the south of Perth City in the Bridge of Earn area (referred to as the Southern Earn valley developments) with a further c4,000 patients and need for 3 additional FTE GPs.

5.20 The Strategy provides information on the GP workforce; as noted in the Education section of this Topic Paper, whilst staffing is not a planning matter, it can influence the delivery of infrastructure necessary to support sustainable development.

Mental Health

5.21 The HSCP vision is to put the person at the centre of decisions about their support, treatment, and care, with mental health services working together to support people to get the right help at the right time. It is a vision of a mentally healthy Perth and Kinross, with all people fully enjoying their rights, taking control of their own lives, and having their voices heard, completely free from stigma and discrimination. The HSCP [Community Mental Health and Wellbeing \(CMHWP\) Strategy 2022– 2025](#) was approved by the Integration Joint Board in December 2021 and outlines this vision is achieved.

5.22 The HSCP Adult Social Work teams provide support to people with long term and complex care needs who are over the age of 16, along with their families and carers. Demand for the service provided by these teams continues to be high with waiting lists, shown in the graph adjacent. There has been a 27% decline in people waiting, although the average waiting time remains above target at 36 weeks. However, while the number of people waiting over 52 weeks has remained steady at 317, the number of people waiting between 26 to 52 weeks has reduced by 52%, to 495.



*Core MH services - Community Psychiatry, General Psychiatry (Mental Illness), Psychiatry of Old Age and CMH Locality Teams. Source – TRAKCARE.

Older People

5.23 The population of Perth and Kinross is older compared to the rest of Scotland, with 24% of people over 65 compared to 20% nationally. It is estimated that 22% of the older adult population has at least one long-term condition affecting physical health, with the prevalence of long-term conditions known to increase with age. These factors contribute to the higher comparative level of demand for older people’s health and social care services. To meet this demand in an efficient and effective manner the HSCP’s [Strategic Delivery Plan for Older People](#) was approved by the Integration Joint Board in March 2022.

Deliverability

5.24 NPF4 Policy 23 promotes and facilitates development that improves health and wellbeing, and that development proposals which are likely to have a significant adverse effect on health will not be supported. A Health Impact Assessment may be required. Health Impact Assessments are a practical way to

systematically consider the potential, and sometimes unintended, effects a policy, strategy or service plan may have on the health of a population. Public Health Scotland have published [resources and guidance](#) on Health Impact Assessments.

5.25 LDP spatial strategies should seek to tackle health inequalities particularly in places which are experiencing the most disadvantage, identifying the health and social care services and infrastructure needed in the area. This will be undertaken in collaboration with the appropriate health authority and the evidence and monitoring managed by them. In line with the Infrastructure Investment Hierarchy model, colocation of complementary services is a preferred delivery model.

Primary Care

5.26 The HSCP's Primary Care Improvement Plan (PCIP) outlines how the HSCP will redesign and expand the integrated, multi-disciplinary workforce to ensure it has the capacity and expertise to improve population health and address health inequalities.

5.27 In line with this vision, building capacity remains a priority for Primary Care. Each GP practice, on average, now has more than three additional professionals supporting patient care since the plan was approved in 2018/19. This multidisciplinary workforce is supporting patients to access a wider range of expertise to see the right person, at the right time, for their care. This integrated and co-ordinated approach enables GPs to focus on patients with more complex needs. Developing digital and physical infrastructure to help meet the needs of services to deliver the care and support required across communities continues to be a key long-term strategic priority.

5.28 Through the [Primary Care Premises Strategy](#) 2023-2028 (approved by the IJB in June 2023), the HSCP aims to develop an infrastructure which provides modern, fit-for-purpose premises and digital technology to support service

delivery. This will build on progress in 2022/23 where improvement grants were secured for practices. Projects included:

- Improvement scheme for the development of premises.
- Funding for additional disability access.
- Resources for the conversion to digital records platform.
- Improved health and safety.

5.29 To support Primary Care as a whole system of connected services and to grow our services, the HSCP has restructured how it works. This improved governance, communication, increased focus on sustainability and improvement work with GP cluster leads. The primary care team are better able to work together collaboratively on issues affecting service delivery.

5.30 Whilst it is the responsibility of NHS Tayside (NHST) to ensure suitable premises are in place for Primary Care services, in order to ensure GP practices continue to deliver sustainable and high quality services, the HSCP ensures it has a clear picture of the current situation and a strategic plan for premises going forward to inform NHST on the HSCP priorities. Dundee and Angus HSCPs have also developed Primary Care Premises Strategies which will, together, contribute to the overarching NHS Tayside Premises Strategy. These Strategies will help inform priorities and decision making of the NHS Tayside Asset Management Group (AMG) and Primary Care Premises and Infrastructure Group (PCPIG).

5.31 The Primary Care Premises Strategy recognises the implications of the increasing demand to GP Practice sustainability which is why options will be developed in collaboration with others. The Strategy notes that developers have 'no legal requirement' to include a provision for health in planning housing construction projects; therefore, increasing population adds additional strain to, and reduces capacity at already busy practices. Perth and Kinross Council have

sought consultee comments from the HSCP to comment on planning applications to ensure that any health requirements are considered.

5.32 The intent is for a Perth and Kinross Primary Care Premises Planning Group to be established to take forward implementation of the identified priorities within this strategy. This group will establish a prioritised workplan and work closely with colleagues from both Angus and Dundee HSCPs ensuring a consistent approach across Tayside is adopted.

5.33 In terms of geographic and demographic needs and changes, the Primary Care Premises Strategy identifies that Perth and Kinross has an increasingly ageing population. It reports that ‘...even taking into account improvements to transport links ... which has led to some reduction in the need for some branch surgeries, it will remain important to have equitable and accessible primary care services across the whole of Perth and Kinross’.

5.34 While good access to primary health care services across the rural areas is important, Perth City also requires consideration because of the highly centralised delivery of primary health care services. All eight GP practices serving both the city and the surrounding area are located within a 450m radius in the city centre. The strategy states that ‘...the closure of Bridge of Earn surgery ... along with significant building and planned building programmes to both the south and west sides of Perth City mean that this centralised city provision may not be optimal in the longer term and alternative models of service provision should be considered and evaluated.’

Mental Health

5.35 To better leverage local resources and improve service accessibility the HSCP enhanced integration between Community Mental Health and Primary Care

services. Primary Care Mental Health and Wellbeing Nurses now see people with low to moderate mental health issues and support and treat them without the need for GP appointments. The HSCP is seeking to expand the workforce; however, challenges persist due to labour market issues and uncertainty around funding. To help mitigate these, the HSCP is collaborating on a pan-Tayside basis to redesign our Community Mental Health teams.

5.36 The HSCP [Community Mental Health and Wellbeing Strategy 2022-2025](#) takes full account of the recommendations of the Scottish Government’s National Mental Health Strategy (2017 – 2027), which emphasises the need to build capacity within our local communities and reduce the reliance on hospital beds, working with a range of partners to achieve this. It also reflects and builds on the Tayside strategy ‘Living Life Well’, providing a local response and action plan in respect of the views of individuals and organisations in Perth and Kinross and local data. The HSCP will work closely with partners in Dundee and Angus to develop joint strategic action plans for Tayside-wide services and to rebuild public trust and respect, making sure that people have access to the right information, care, and support, as early as possible in their lives. Locally, the HSCP will work collaboratively with individuals, families, professionals, and other organisations to strengthen and improve mental health services. Together, mental health support will be accessible, joined-up, inclusive and shaped by the people the services are designed to support. At the same time, the HSCP will work hard to reduce mental health-related stigma and creating opportunities that support good mental wellbeing, as well as promoting equality and diversity in mental health support and services across all ages and community groups. The planning, provision, organisation, and management of services will be underpinned by high quality person-centred, safe, effective, and evidence-based practice; service development and delivery will be reflected in higher standards of service provision.

Older People

5.37 In 2022/23 the HSCP focused improvement activity [in three areas](#):

1. Early intervention and prevention, working with communities.
2. Shifting the balance of care.
3. Improving capacity and flow.

Transformation programmes focusing on care at home, dementia and psychiatry of old age services and the transformation of inpatient rehabilitation models will support this work.

Summary

- LDPs have a role in tackling local health inequalities in both policy and spatial strategy.
- Partnership working with relevant local agencies will be important in the preparation of the LDP to determine infrastructure needs and support the various strategies in place.

Cemetery Provision



6. Cemetery Provision

Preamble

6.1 There are 176 burial grounds in 132 locations throughout the Perth and Kinross area. There are burial sites across each of the localities in the Council area. [Existing burial ground sites](#) have been mapped. The Council also operates a Crematorium site in Perth.

6.2 There are private burial grounds including Holy Trinity (Pitlochry) and St Kessogs (Auchterarder). There is also a private woodland burial ground at Strowan Woodland Cemetery (near Crieff).

Table 5: Summary Table: Links to Evidence Gathered and Analysed			
Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
Section 15(5)(b) NPF4 Policy 18 / 22 Local Development Plan Policy 53	Scottish Water development plan guidance	Used to inform understanding and status of infrastructure	

Condition, Quality, and Needs

6.3 In 2016, the Council's Bereavement Services published a [Future Cemetery Provision Strategy](#). As a result of pressures on existing burial provision, the Strategy supports decision-making in relation to where cemeteries should be extended, closed or new ones provided. The Strategy considers a range of factors such as land availability, physical suitability, accessibility, costs, and future maintenance. The Council's Bereavement Services keeps an up-to-date record of the current condition/capacities of existing sites, including an indication when sites will be at full capacity.

6.4 Since the publication of the Strategy, a working group has been formed with representatives from various teams within the Council to support the delivery of the Strategy's aims, including investigating the potential for extended/new sites. An extensive desk-top based assessment has reviewed potentially suitable/available land across Perth and Kinross area for sites. This assessment has helped guide the consideration of sites recently. Three extensions have been completed since 2016 at the Madderty, Clunie and Kinross sites.

6.5 Through the preparation of the current Local Development Plan (LDP2 2019), several cemetery search areas have been identified as potential areas to investigate feasibility of new/extended cemetery provision. These sites have required test digs and further discussion(s) with landowners to confirm suitability. The sites include:

- Blairgowrie (MU330) allocation
- Milnathort (Old Perth Road)
- Perth (Isla Road)
- Perth West Strategic Development Site

6.6 As part of the next Local Development Plan (LDP3), further collaboration will take place with the working group to consider potential sites for further cemetery provision. This will include consideration of

allocating sites/search areas through the Proposed Plan. The provision of extended/new cemetery provision could also provide multiple benefits, linking into other key policy considerations such as green infrastructure and open space, and biodiversity.

Deliverability

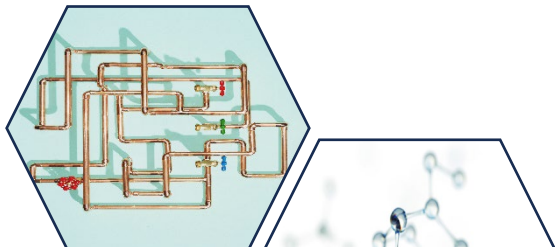
6.7 SEPA have published a planning guidance note for cemeteries ([Guidance on Assessing the Impacts of Cemeteries on Groundwater](#)). It provides guidance on the protection of the water environment from cemetery developments and is for developers and local authorities intending to expand or construct human cemeteries.

6.8 Finding land that is available and suitable can be an issue due to a range of factors. The LDP3 can support the identification of potentially suitable sites for extended or new cemetery provision, with a range of actions identified for supporting site delivery including undertaking test digs, detailed site assessments, and consultation with relevant consultees/stakeholders. A collaborative approach to identifying sites for extended/new cemetery provision will be needed given the range of issues when assessing available/suitable land. If there are sites that are potentially available/suitable, the Proposed Plan will consider how these will be best delivered through the planning process i.e. allocation with site requirements.

Summary

- The Council's Bereavement Services have a strategy to support decision-making for future cemetery areas or expansion.
- The Local Development Plan's spatial strategy would identify suitable sites based on a collaborative approach.

Waste Water Treatment and Water supply



7. Waste Water Treatment and Water Supply

Preamble

7.1 This theme of the Infrastructure Topic Paper sets out information and data relating to Waste Water Treatment and Water Supply. This is recognised within Section 15(5)(d) and (e) of the Town and Country Planning (Scotland) Act 1997 (as amended). This topic is also closely aligned to topic paper 23 Flood Risk and Water Environment.

7.2 Scottish Water's waste water and water supply strategic asset capacities, current investment programmes, and the spatial extents of the Scottish Water drainage and water supply network are information sources which will inform the preparation of spatial strategy of the Proposed Plan. In the interest of sustainability, Scottish Water encourages development to be planned in locations where there is existing capacity in the water and

waste water systems. However, in some instances, to enable the most sustainable development, it is necessary to invest in new or upgraded facilities to enable planned development.

7.3 A useful reference is the following guidance [Development Plan Process – Considering Water and Waste Water Services](#). This guidance is tailored to previous Local Development Plan making preparation process, and references previous plan stages, including the Main Issues Report, and the hyperlinks are out of date. However, it contains guidance about how these services should be considered through the Development plan preparation process which remains relevant.

Table 5: Summary Table: Links to Evidence Gathered and Analysed

Act or NPF	Dataset or source	Relevance of evidence (what it tells us and / or how we will use it?)	Gaps or uncertainties in data
<p>Section 15(5)(d) and (e)</p> <p>NPF4 Policy 18 / 22</p> <p>Local Development Plan Policy 53</p>	<p>Scottish Water development plan guidance</p>	<p>Used to inform understanding and status of infrastructure</p>	

Condition, Quality, and Needs

7.4 To consider the existing capacity of the waste water and water network the Council will carry out the 20-minute neighbourhood and local living analysis and settlement audit work. This work will support the preparation of the Proposed Plan and will inform the spatial strategy. It is planned as part of the Settlement Audit work for the Proposed Plan to develop a Localities Profile template which will set out those factors which officers need to take account of in developing their understanding of each place and its needs to satisfy the requirements of the Planning Act, Regulations, LDP Guidance and NPF4 policies. These settlement audits will be informed by results of our LDP3 Big Place Conversation exercise (using the Place Standard Tool) which are being collated to produce summaries for each of the localities. These summaries will be available for inclusion in the Evidence Report and considered through our Settlement Audit work for the Proposed Plan.

7.5 These settlement audits will consider if the relevant Scottish water/wastewater asset is near capacity, and if it is in a current investment programme. Information on Scottish Water assets will allow the Council to consider if development should be planned in locations where there is existing or programmed capacity in the water and waste water systems. However, the Proposed Plan spatial strategy will also be fully informed by the Strategic Environmental Assessment work, and the 20-minute neighbourhood and local living analysis and the settlement audit work, to ensure development is focussed on the most sustainable locations.

7.6 When considering potential allocations for the Proposed Plan, key agencies (SEPA, NatureScot, and Historic Environment Scotland) provide a template for [Strategic Environmental Assessment site assessment](#) which

will be used at Proposed Plan stage. This requires the Council to consider whether potential allocations could connect to the public foul sewer, and the public water mains, and if not if there is a sustainable water source that is resilient to the periods of water scarcity.

7.7 Private water supplies are presumed against in National Planning Framework 4 unless they will be sourced from a sustainable water source that is resilient to periods of water scarcity. This issue is covered in topic paper 23 Flood Risk and Water Environment, please refer to this topic paper for more information.

Deliverability

7.6 Issues with water or wastewater services rarely prevent development plans progressing. However, the impact of any potential issues will be minimised by engaging Scottish Water in the preparation of settlement audits, and in preparing the Proposed Plan.

7.7 Scottish Water are required to provide capacity for sites which demonstrate the 5 growth criteria. Significant factors in meeting the 5 growth criteria are its allocation in Local Development Plan, and securing planning permission. There may be a timing consideration, and there will be consideration about overall sustainability, and trying to direct to where there is capacity where appropriate, however, sites will not ultimately be constrained by current capacity at the waste water or water asset. Where the developer has clearly demonstrated the 5 growth criteria Scottish Water will provide the quantum to deliver available capacity to enable development.

Summary

- To consider the existing capacity of the waste water and water network the Council will carry out settlement audit work. This work will support the preparation of the Proposed Plan and will inform the spatial strategy.
- Rarely are issues with water or wastewater services 'show stoppers'. However, the impact of any potential issues will be minimised by engaging Scottish Water in the preparation of these settlement audits, and in preparing the Proposed Plan.
- Where the developer has clearly demonstrated the 5 growth criteria Scottish Water will provide the quantum to deliver available capacity at the asset to enable development.
- Information on Scottish Water assets will allow the Council to consider if development should be planned in locations where there is existing or programmed capacity in the water and waste water systems. However, the Proposed Plan spatial strategy will also be fully informed by the Strategic Environmental Assessment work, 20-minute neighbourhood and local living analysis and the settlement audit work, to ensure development is focussed on the most sustainable locations.
- Please refer to topic paper 21 Flood Risk and Water Management regarding private water supplies