

sustaining



Glenfarg and Surrounding Area Action Plan for Active Travel and Sustainable Transport

MARCH 2024



Front cover photos:
Drew Smart and Oliver Rae



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This project is supported by Smarter Choices, Smarter Places (SCSP) and Planning Aid Scotland, charity and social enterprise that helps people to understand and influence the places where they live, work and visit.



Introduction

1. Executive Summary

- 1.1 The Sustaining Choices project has worked with communities across Scotland to develop a body of evidence that demonstrates the changes they would like to see in their area regarding walking, wheeling, cycling, and public transport for improved health, wellbeing, and sustainability. This is particularly relevant in addressing the challenges of climate change and meeting net-zero targets. This Action Plan outlines the responses which were collected as part of the community engagement in Glenfarg.
- 1.2 Community engagement was organised in partnership with the Glenfarg Community Transport Group. This was led by the Chair, Drew Smart. Further support was provided by Planning Aid Scotland volunteers Isabelle Davies and Holly Gray.
- 1.3 The community engagement events were engaging visitors to the Glenfarg community centre coffee morning (Thursday 21 September 2023), an assembly with Arngask Primary School (Friday 22 September 2023), a stall at a community fundraiser (Saturday 21 October 2023), and a survey (closed 30 December). A final engagement alongside the launch of the new community bus and e-bike facilities on Sunday 1 February 2024.

- 1.4 The full list of actions (53) shared by the community can be found in Appendix 1.
- 1.5 The following table summarises the six selected actions.
- 1.6 Selected actions proposed in Glenfarg:

Priority	Topic	Action
1.	Road Safety	Implement measures to address speeding issues, for example extending 20 mph zones, improved enforcement of speed limits, and other traffic calming measures.
2.	Public Transport	Support and sustain the community bus service in Glenfarg and surrounding areas including the expansion of some routes.
3.	Active Travel	Create more and better connected safe active travel routes for both leisure and practical purposes that accommodate walking and wheeling which better connect the villages in the area.
4.	Parking	Explore better parking solutions.
5.	Maintenance	Improve maintenance of pavement surfaces.
6.	Active Travel	Establish a walking/cycle bus programme for the school to enhance safe and communal travel among pupils.



Photo credit: Oliver Rae



“Sustaining Choices was a valuable process in capturing a diverse array of ideas and experiences within our community. The support from Planning Aid Scotland was helpful in developing a comprehensive, evidence-based action plan that reflects our vision for a more sustainable and connected future.”

Drew Smart,
Chair of Glenfarg Community
Transport Group



Context

2. Purpose & Scope of the Action Plan

Sustaining Choices

- 2.1 Sustaining Choices as a project was primarily set up to support communities in urban and rural Scotland who currently underutilise, or have poor access to, sustainable transport and active travel opportunities.
- 2.2 Sustaining Choices has been funded by the Paths for All *Smarter Choices, Smarter Places* Open Fund and delivered by Planning Aid Scotland working alongside delivery partners in each community.
- 2.3 The goal of the project was to develop an increased evidence base to support sustainable transport and active travel interventions in each location.
- 2.4 Each Action Plan consists of a vision for change broken down into a variety of thematic areas. To support the plan in moving forward some actions were selected to be worked up in more detail. These can be seen on point 7.4. The full list of actions can be found in the first appendix of this report.

Glenfarg and the surrounding area

- 2.5 Glenfarg has a population of nearly 700¹ and is shown on the SIMD (Scottish Index of Multiple Deprivation) as a least deprived area except for “Geographical Access” where it is described as 1 (worst) and throughout Scotland is ranked 106 out of the 6976 areas².
- 2.6 There is one shop/post office in Glenfarg which was instrumental in the resilience of the village during the Covid lockdowns, alongside Earnside Coaches, who closed in March 2023. The only public building is the local community hall which is used for clubs/events and on occasion, a pop-up bar.
- 2.7 There is one primary school: Arngask Primary which has a school roll of 70 pupils.
- 2.8 Glenfarg Community Centre is a focal point in Glenfarg village, offering space for groups to meet and socialise. This includes a successful weekly coffee morning.
- 2.9 The boundary for the project area included the villages of Glenfarg, Duncreive, Druzie and the road down to the Bein Inn.
- 2.10 The area is represented by Glenfarg Community Council.

- 2.11 Glenfarg is serviced by a Stagecoach 56 service running twice a day to Perth and has a successful community run 55 bus service which was established April 2023. It now runs through Kinross to Perth.

Anticipated Uses for the Action Plan

- 2.12 It is hoped that this Action Plan will be used to embed the implications of these proposals in spatial planning and land use decision making for Glenfarg and the surrounding area. This could include informing the Perth and Kinross Council’s Local Development Plan and Mobility Strategy (both under development). Or for representing the interest of Glenfarg in the council’s Climate Action Plan.
- 2.13 The Action Plan is also intended for use by communities and local authorities to plan changes to services and the built environment or to be used as a basis for developing specific proposals. This may involve being submitted as an evidence base to help justify further funding applications for work such as feasibility studies or securing bike-storage infrastructure.

¹ [Mid-2020 Population Estimates for Settlements and Localities in Scotland](#)

² [Scottish Index of Multiple Deprivation 2020](#)



Context

3. National Policy Context

- 3.1 At a national level, policy controlling active travel and sustainable transport is framed by the National Planning Framework 4 (NPF4)³ and Transport Scotland's National Transport Strategy 2 (NTS2)⁴. Other key policy documents governing active travel and sustainable transport are listed in Appendix 2.
- 3.2 The NPF4 aims to deliver sustainable, liveable and productive places across the whole of Scotland. It states that every decision on our future development must contribute to making Scotland a more sustainable place, in part by ensuring that all future development is accessible by sustainable travel.
- 3.3 To this end, the intent of the policy 13 on sustainable transport (p57) is to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Reducing unsustainable travel is seen as the most important goal in investing in sustainable transportation. To achieve this, improving and adding more walking and cycling infrastructure is crucial for creating a sustainable travel network that connects communities, important services, job opportunities, and various transportation hubs (p108).

- 3.4 NPF4 states that proposals will be supported that improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs, in particular where proposals:
- Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
 - Will be accessible by public transport, ideally supporting the use of existing services;
 - Integrate transport modes;
 - Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
 - Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
 - Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
 - Have considered, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and

- viii. Adequately mitigate any impact on local public access routes.

One goal of Sustaining Choices is to communicate to developers a baseline understanding of the needs of the community's area so they can develop evidenced proposals which meet these criteria.

- 3.5 Scotland's National Transport Strategy 2 articulates a vision for a sustainable, inclusive, safe, accessible transport system, helping deliver a healthier, fairer, and more prosperous Scotland for communities, businesses and visitors. Its four priorities each have three outcomes and a series of policies to guide their implementation. Its priorities and outcomes are designed to be used as an evaluation framework to measure progress.
- 3.6 The priorities in Scotland's National Transport Strategy 2 (2019) are summarised below:
- 3.7 Image: National Transport Strategy 2, summary of priorities, p5.

³ [National Planning Framework 4](#)

⁴ [National Transport Strategy 2](#)



Context

3.8 NPF4 aligns itself with NTS2 in stating that infrastructure investment should be prioritised for locations where it will achieve the preceding priorities and outcomes (reducing inequalities, taking climate action, improving health and wellbeing and helping deliver a wellbeing economy).

3.9 The Scottish Government has a national walking strategy 'Let's Get Scotland Walking Action Plan 2016 – 2026'⁵, revised in 2019 which aims to promote walking to deliver outcomes in several areas including health and wellbeing, and climate change.

3.10 Core aims of this policy include:

- Create a culture of walking
- Better walking environments throughout Scotland
- Ensure easy, convenient independent mobility for all

⁵ [Let's Get Scotland Walking Action Plan 2016 – 2026](#)

Our Vision

We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.



Reduces inequalities

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all



Takes climate action

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices



Helps deliver inclusive economic growth

- Will get people and goods where they need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation



Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live



Context

- 3.11 In April 2023, the Cycling Framework for Active Travel – A Plan for Everyday Cycling was published by Transport Scotland. The plan outlined an aim to realise an ambition by Scottish Government to increase the popularity of walking, wheeling and cycling. It also emphasises the importance of local active travel strategies in network planning and investment decisions (p3)⁶.
- 3.12 ‘The top priority for the achievement of our vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.’ (p4).

[6 Cycling Framework for Active Travel - A Plan for Everyday Cycling](#)

Photo credit: Oliver Rae



Context

4. Local Policy Context

4.1 The following brief provides insight into existing local policy documents describing elements relevant to the outputs of this Active Travel Action Plan.

4.2 Every local authority has a Local Development Plan (LDP) which guides how land is used and developed in the area. Perth and Kinross council's LDP was adopted in November 2019 and includes a summary of four policies:

- A Successful, Sustainable Place
- A Low Carbon Place
- A Natural Resilient Place
- A Connected Place⁷

4.3 These policies aim to offer clarity and guidance on what development will be encouraged and what will not be allowed. While all these policies can relate to active and sustainable travel, some refer to it more directly. For example, an objective under A Natural Resilient Place includes: 'Identify and promote green networks where these will add value to active travel, the provision, protection and enhancement, and connectivity of habitats, recreational land, and landscapes in and around settlements.' (p66).

4.4 The Regional Transport Strategy for Perth and Kinross is promoted by TACTRAN, the Tayside and Central Scotland Transport Partnership covering Angus, Dundee City, Perth and Kinross and Stirling. TACTRAN's Regional Transport Strategy for 2015-2036 (Refresh)⁸ sets out a vision and objectives for transport in the region recognising the importance of active travel in achieving those objectives. The Regional Active Travel Strategy, within TACTRAN's Regional Transport Strategy, aims to support the delivery of the Cycling Action Plan for Scotland (CAPS); implementation of the National Walking Strategy and the Long-Term Vision for Active Travel in Scotland through four key strands (p14):

- Strategic Integration
- High Quality Infrastructure
- Making Better Use of the Transport System
- Influencing Travel Behaviour⁹

4.5 The TACTRAN Active Travel Strategy promotes the development of regional walking and cycling routes to connect with the expansion of the National Cycle Network, national long-distance paths and local cycling and walking networks. These networks are to be complemented by good quality cycle

parking at key destinations. It also promotes the connection of modes of active travel to public transport services, described as a 'whole journey approach'.

4.6 An Active Travel Strategy for Perth and Kinross has been developed to encourage, enhance and monitor physical active travel modes rather than motorised methods. The strategy outlines the following objectives (p6):

- Provide a more socially inclusive transport system
- Reduce the impacts of congestion, air pollution and severance of vehicular transport on Perth and Kinross Communities
- Improve public health
- Boost economic activity¹⁰

⁷ [Perth & Kinross Local Development Plan](#)

⁸ [Tayside and Central Scotland Regional Transport Strategy – Draft for Consultation](#)

⁹ [The Regional Active Travel Strategy](#)

¹⁰ [Active Travel Strategy for Perth and Kinross](#)



Context

It also details the following targets (p6):

- Increase the number of journeys made on foot across Perth and Kinross as recorded in the 2011 Census for Scotland.
- Increase the number of journeys made by bike in Perth and Kinross as recorded in 2011 Census for Scotland.
- Increase the proportion of residents of Perth and Kinross walking more than 30 minutes in one go per month by 5% by 2028 in comparison with a 2018 baseline.
- Increase the proportion of residents cycling monthly or more often in Perth and Kinross by 50% by 2028 in comparison with a 2018 baseline.

4.7 After detailing a series of around 15 projects that have been delivered to encourage active travel, from Park and Stride initiatives to the Breeze Perthshire and Angus cycle training scheme, the strategy notes that increasing the number of residents travelling more actively will require more infrastructure improvements to be provided. This includes the expansion of the Green Route Networks and increasing the number of shared use paths, safer crossing locations and cycle parking locations (p12).

4.8 Additionally, residents need to be informed of the facilities that are available and where they are located to help them to travel more actively.

4.9 The strategy goes on to identify seven delivery goals, many of which are relevant to the Action Points articulated in this Action Plan. Regarding route network development, PKC and partners will seek to improve the Active Travel Network in both urban and rural areas. This will involve ensuring that the Active Travel Network is connected, comfortable and convenient (p11). This may involve introducing traffic calming measures to reduce the speeds of motorised vehicles so that residents and visitors feel safe using the network.

4.10 The strategy also commits to identifying locations where the provision of other active travel infrastructure such as electric bikes, cycle parking or cycle lockers would be beneficial. In terms of enabling active travel, meanwhile, the strategy commits to supporting the third sector and/or private sector partners to expand provision for and the promotion of cycle training (including safe on-road riding and bike maintenance) for older children and adults.

Photo credits: Oliver Rae



Context

4.11 Perth and Kinross Council is currently preparing its mobility strategy (formerly Local Transport Strategy) later in 2024¹¹. This will outline the council's vision for 'managing and developing area's transport and active travel network over a minimum of 10 years.' (p12). This is due to be completed by late 2024.

Other relevant information

4.12 Perth and Kinross Council hosted a series of conversations throughout 2023 to inform the area's next Local Development Plan which will run until 2037. Key themes which emerged out of the conversation about walking and wheeling included maintenance of paths, how pedestrians often find themselves walking on the road, and public access to potentially available routes. Discussions were also had around public transport facilities and noted issues with the effectiveness of the number 56 service and an interest in having bike storage facilities on buses. The success of the community bus service was also noted and this came up regularly during the Sustaining Choices engagement too. The findings from this workshop were integrated into the data set for this action plan.

¹¹ [Perth & Kinross Mobility Strategy: SEA Scoping Report](#)

4.13 Arngask Primary School participates in the WOW travel tracker (Living Streets led programme) which collects information about how pupils travel to school. If pupils travel sustainably (walk/wheel, cycle or scoot) once a week for a month, they get rewarded with a badge. In September 2023 Arngask Primary School was in the lead in both the local authority and in Scotland with 81.6% of pupils travelling to school actively.

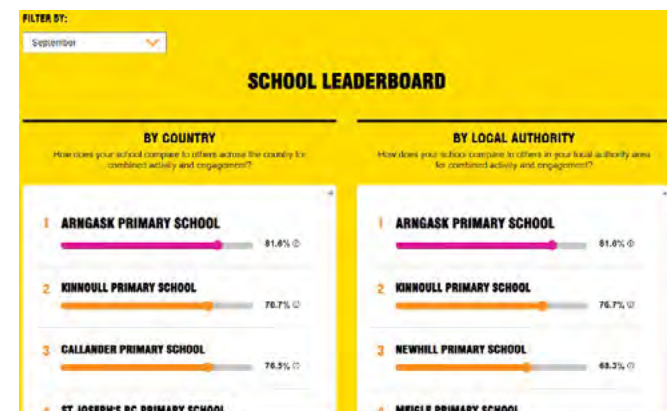


Photo credit: Oliver Rae



Engagement Process

5. Approach

Project Delivery – Detailed Steps

- 5.1 The following describes the various stages of the engagement process:
- 5.2 An initial exercise to **select interested communities** who were areas which would benefit by having an active and sustainable travel action plan.
- 5.3 A questionnaire was designed, adapted from the Place Standard Tool, and to inform each community engagement exercise.
- 5.4 Engagement opportunities were developed. These were promoted to the wider community. Promotion included:
 - Posters and leaflets distributed across Glenfarg (11 September 2023).
 - Information shared with seven local organisations and the local authority alongside a request to share on social media.
 - Leaflets distributed with Arngask Primary School pupils (22 September 2023).
- 5.5 The core team then developed a workshop plan to **facilitate engagement** at three face to face opportunities and a survey throughout September into November.

- 5.6 Planning Aid Scotland staff took the data received and **thematised the data**, before synthesising this information into an initial draft document of themes and actions.
- 5.7 A **final engagement** was held where the draft report was shared. The engagement process and all the outcomes were reviewed. Six selected actions were explored in more detail.
- 5.8 The outputs from the delivery summit were then integrated into the initial draft before the **finalisation of the Action Plan**.

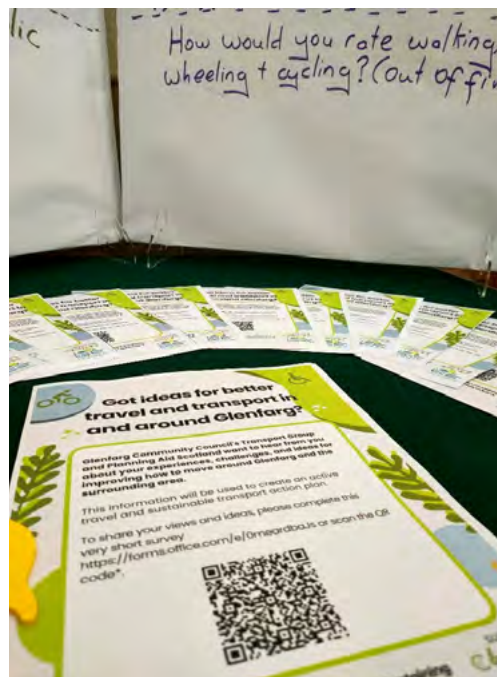


Photo credit: Erin Fulton

Attendance and Response Information

5.9 Participant and/or survey response information is given opposite:

Location	Event type	Date	No.
Engagement 1	Glenfarg Community Centre coffee morning	Thursday 21 September	25
Engagement 2	Arngask Primary Assembly	Friday 22 September	60
Engagement 3	Stall at fundraiser in Glenfarg Community Centre	Saturday 21 September	13
Engagement 4	Online survey	1 September – 30 December	22
Total attendance/responses during information gathering phase			120
Final engagement	PAS-led		14

Understanding The Issues

6. Evidence Gathering – Community Engagement

Response Data

- 6.1 The Place Standard was used as the basis for the engagements held during Sustaining Choices with the following lines of enquiry through each stage of the engagement:
- What is walking, cycling, and wheeling like in Glenfarg and the surrounding area? (You might want to think about: Are routes suitable and safe? Do routes go where you need to go? Are there any barriers? What might encourage you to walk/wheel more?)
 - What is public transport like? (You might want to think about: Can everyone use services? Is there suitable information about services? Do services go where you need to go?)
 - How do traffic and parking affect how I move around? (You might want to think about: Do people have priority over vehicles? How does traffic affect people? Are there options for lower carbon travel?)

Following the analysis of the data, key themes and actions emerged.

Once aggregated and coded, all the responses made by participants resulted in a series of themes and actions.

- 6.2 The full list of actions (53) shared by the community can be found in Appendix 1.



Photo credit: Oliver Rae

Making it Happen

7. Delivery Strategy

Key Actions Identified

- 7.1 To support the action plan in gaining traction, some actions were selected to be explored in a bit more detail. These actions were decided upon with the local project lead from the Transport group.
- 7.2 The selected actions were the actions which were mentioned the most during the engagement. This does not necessarily mean that they are more urgent, important, or otherwise higher in priority than other actions outlined. Individuals and members of the public are welcome to use the report to explore any actions outlined in the full list.
- 7.3 All actions, including those outlined below, will require further development and exploration of feasibility and necessity.



Making it Happen

7.4 Key Actions:

Timeframe and Delivery Partner overview

Action	Response rate	Who could help	First steps	Notes
Implement measures to address speeding issues, for example extending 20 mph zones, improved enforcement of speed limits, and other traffic calming measures.	Many responses	<ul style="list-style-type: none"> - Community Council - Perth and Kinross Council - Farmers/landowners - Police 	<ul style="list-style-type: none"> - Take part in a speed watch programme. - Engage with relevant people at the council and community. - Explore the pros and cons of potential speed calming measures. 	<p>Some commentary in the engagement noted speed bumps or chicanes could result in increased noise and air pollution.</p> <p>Suggested methods include: Integrate pop up policeman; creating a 'Gateway' to the village to demarcate the edge of Glenfarg; vehicle activated speed signs; speed reactive traffic lights; building out bus stops to narrow roads and slow traffic; '20 is plenty' signs through village; limiting vehicles of certain sizes through the village.</p>
Support and sustain the community bus service in Glenfarg and surrounding areas including the expansion of some routes.	Many responses	<ul style="list-style-type: none"> - Community Council - TACTRANS - Perth and Kinross Council - Councillors 	<ul style="list-style-type: none"> - Continue to maintain good relationships with the community. - Build services around the bus. - Explore other routes. - Advertise links to activities. - Promotion of timetables and climate benefits. 	
Create more and better connected safe active travel routes for both leisure and practical purposes that accommodate walking and wheeling which better connect the villages in the area.	Many responses	<ul style="list-style-type: none"> - Community Council Transport Group - SPOKES - Councillors - TACTRANS - Tracks - Farmers/landowners - Inclusive Living at PKC - Sustrans 	<ul style="list-style-type: none"> - Look at a North to South walking and cycling through the village off road. - Identify walking champions. - Open up dialogue with farmers and landowners about access. - Organise walk-about with locals who have accessibility issues. - Develop a strategic plan for routes through the tunnels. - Establish links to cycle clubs. 	



Making it Happen

Action	Response rate	Who could help	First steps	Notes
Explore better parking solutions.	Many responses	<ul style="list-style-type: none"> - Residents and businesses - Community Council - Perth and Kinross Council - Farmers/landowners - Garage 	<ul style="list-style-type: none"> - Do parking assessment of the village to identify where the issues are. - Stop parking on pavements and design a controlled area by the garage. - Mark out parking bays. - Encourage bus travel. 	It is noted that some parking in particular locations (i.e. by the garage) is necessary, does slow traffic passing by.
Improve maintenance of pavement surfaces.	Many responses	<ul style="list-style-type: none"> - Residents and businesses - Community Council - Perth and Kinross Council 	<ul style="list-style-type: none"> - Do walking assessment of the village to identify where the issues are. - Encourage community involvement in managing trees/bushes. 	
Establish a walking/cycle bus programme for the school to enhance safe and communal travel among pupils.	Few responses	<ul style="list-style-type: none"> - School (parents, teacher, pupils) - Community Council Transport Group 	<ul style="list-style-type: none"> - Have a meeting with school including parents and school children. 	



Making it Happen

8. Next Steps

- 8.1 The Transport group of the Community Council and other groups, organisations, and individuals from Glenfarg and the surrounding area will use this plan as a practical resource for positive change, sparking conversations and supporting the long-term development of sustainable transportation in the area.
- 8.2 The plan will be shared with organisations across the area so that it may be used as an evidence base to support projects promoting active and sustainable travel across the area.
- 8.3 The plan will be published on GlenfargCT.co.uk and further queries regarding the plan should go to transport@glenfarg.org



Appendices

Appendix 1

Action Plan

A note on the response rate: This response rate is not indicative of priority or importance. It demonstrates how often a theme relating to an action came up during engagement conversations or survey responses.

Response rate: Many responses = over 20 people contributed feedback which included mention of this action or theme.

Some responses = 5 – 19 people.

Few responses = fewer than 5.

Category	Action Statement	Response Rate	Count
Accessibility	Recognise the challenges faced by individuals without personal transportation, particularly for hospital or GP appointments	Few responses	2
	Declutter pavements to ensure unobstructed and safe pedestrian pathways	Few responses	2
Action	Conduct further community engagement to determine the requirements for promoting increased walking and cycling	Few responses	1
Active Travel	Create more and better connected safe active travel routes for both leisure and practical purposes that accommodate walking and wheeling which better connect the villages in the area (i.e. through Glenfarg tunnels/disused railways)	Many responses	39
	Facilitate constructive dialogues and cooperation with landowners to address concerns regarding dog access and pedestrian safety in fields, fostering mutual understanding and resolution of conflicts	Some responses	10
	Offer and maintain community bikes and e-bikes	Some responses	8
	Develop educational initiatives for both drivers and cyclists to improve road safety and mutual understanding, including schools and e-bikes (consult with Sustrans)	Some responses	7
	Develop network of cycle paths and establish lanes where appropriate	Some responses	7
	Enable and encourage youth-driven initiatives for cycle space development, providing support and resources for young people to create cycling facilities that promote learning and engagement in biking activities	Some responses	5
	Develop off road/mountain biking facilities	Few responses	4
	Develop group cycling opportunities such as a cycle club or the annual Big Bikes group rides and organise local area exploration trips, potentially aligning them with community events like coffee mornings, fostering engagement and promoting cycling activities within the area	Few responses	4
	Advocate for and implement increased accessibility measures such as dropped kerbs to enable easier access	Few responses	2



Appendices

Appendix 1 (continued)

Category	Action Statement	Response Rate	Count
Active Travel (continued)	Develop and distribute a comprehensive map highlighting designated red routes, effectively disseminating information about available paths and destinations to encourage greater utilisation and awareness among the community	Few responses	2
	Improved signposting of available walking routes	Few responses	2
	Resolve conflicts between road users and core paths by re-evaluating and redesigning the placement or structure of paths/pavements	Few responses	2
	Widen existing paths if possible	Few responses	2
	Advocate for the allowance of cycling on pavements, prioritising safety measures and regulations to ensure a safe environment for both pedestrians and cyclists	Few responses	1
	Establish a walking/cycle bus program for the school to enhance safe and communal travel among students	Few responses	1
	Implement a bike service point within the village to cater to the needs of passing cyclists, especially during the busy summer season	Few responses	1
	Install secure bike storage facilities at bus stops or transit hubs to accommodate and encourage multi-modal transportation, providing convenient options for cyclists using public transit	Few responses	1
	Offer a community electric tricycle alongside the e-bikes	Few responses	1
	Ensure existing core paths remain accessible	Few responses	1
Community Facilities	Address the loss of essential facilities such as banks and post offices in Kinross by advocating for additional accessible services, reducing the need for extended travel to access essential amenities	Few responses	1
Low Carbon	Facilitate the installation of electric vehicle (EV) infrastructure in Glenfarg to promote sustainable transportation and support the adoption of electric vehicles within the community	Few responses	4
Maintenance	Improve maintenance of pavement surfaces	Some responses	12
	Enhance maintenance efforts for verges, footpaths, and vegetation, focusing on trimming trees and bushes obstructing road signs and ensuring safe pathways for pedestrians and cyclists in the community	Some responses	9
	Implement and enforce measures to address dog fouling issues, including increased monitoring, awareness campaigns, and penalties	Few responses	2
	Improve maintenance of the road repairing potholes routinely	Few responses	1



Appendices

Appendix 1 (continued)

Category	Action Statement	Response Rate	Count
Maintenance (continued)	Research and implement rewilding initiatives as a means of natural flood mitigation, studying and introducing ecological strategies to manage and reduce flood risks within the area	Few responses	1
	Improve management and maintenance of water drainage systems	Few responses	1
Parking	Explore better parking solutions	Some responses	15
	Address the issue of obstructive parking over dropped kerbs and on pavements	Some responses	5
	Assess and designate safe parking areas near Glen and ancient woodlands, ensuring accessibility for families and visitors to enjoy walks while prioritising safety, particularly for children	Few responses	2
Public Transport	Support and sustain the community bus service in Glenfarg and surrounding areas including the expansion of some routes	Many responses	43
	Enhance the reliability and frequency of commercial bus services	Many responses	39
	Enhance accessibility for wheelchair users on the new 55 service and prioritise improvements to ensure inclusive access on all public transportation	Few responses	4
	Introduce facilities so that the community buses can tow or carry bikes	Few responses	4
	Increase the use of double decker buses to accommodate more passengers efficiently, reducing congestion and promoting eco-friendly mass transportation by consolidating multiple car trips into one bus	Few responses	3
	Install additional bus stops at strategic locations such as Hayfield Road, Duncrievie (at the bottom of Duncrievie/Calford Brae), and Cuthill (on the opposite side of the road) to improve accessibility and convenience for public transport users in these areas	Few responses	3
	Advocate for the reinstatement of the St Andrews to Stirling bus service	Few responses	2
	Enhance cleanliness and maintenance standards on commercial buses to ensure a more pleasant and hygienic travel experience for passengers	Few responses	2
	Explore and develop more practical and flexible public transportation options that accommodate families with children, providing viable alternatives for car users in the community	Few responses	1
	Facilitate the implementation of a combined ticketing system that integrates the community bus service, streamlining access and providing convenience for passengers	Few responses	1
Promote and implement low carbon mini-bus transport	Few responses	1	



Appendices

Appendix 1 (continued)

Category	Action Statement	Response Rate	Count
Public Transport (continued)	Display bus times at public places such a GP surgeries	Few responses	1
	Improve bus shelters to include real time information	Few responses	1
Road Layout	Implement a one-way system for Greenbank Road to improve traffic flow and enhance safety within the area, addressing concerns related to congestion and potential hazards	Few responses	2
Road Safety	Implement measures to address speeding issues for example extending 20 mph zones, speed reactive traffic lights, improved enforcement of speed limits, and other traffic calming measures sensitive to issues such as noise pollution (i.e. no speed bumps)	Many responses	50
	Manage heavy traffic flow from agricultural and commercial vehicles outside the village to ease congestion and improve safety for pedestrians and cyclists navigating the area.	Some responses	8
	Keep dogs on leads, particularly on public roads and while cycling, to prevent potential accidents and ensure the well-being of pedestrians and cyclists.	Few responses	4
	Install a pedestrian crossing at the village crossroads	Few responses	2
	Install a pedestrian crossing at Green Bank Road to the Avenue	Few responses	1
Safety	Improve lighting to enhance visibility and address visibility issues in the area	Few responses	1



Appendices

Appendix 2

Key National Policy Documents

Let's Get Scotland Walking Action Plan(2019) –

<https://www.transport.gov.scot/media/47993/national-walking-strategy.pdf>

Scotland's Fourth National Planning Framework – revised draft (2022) –

<https://www.gov.scot/publications/national-planning-framework-4-revised-draft/documents/>

National Transport Strategy 2 (Transport Scotland, Feb. 2020) –

<https://www.transport.gov.scot/publication/national-transport-strategy-2/>

Active Travel Framework (Transport Scotland, 2019) –

<https://www.transport.gov.scot/active-travel/active-travel-framework/>

Transport and Poverty in Scotland, Report of the Poverty and Inequality Commission (June 2019) –

<https://bit.ly/3j5Lwir>

Cycling Framework for Active Travel – A Plan for Everyday Cycling

Key Local Policy Documents

[Perth & Kinross Local Development Plan \(2019\)](#)

[Tayside and Central Scotland Regional Transport Strategy – Draft for Consultation](#)

[Active Travel Strategy for Perth and Kinross](#)

[The Regional Active Travel Strategy](#)

[Perth & Kinross Mobility Strategy: SEA Scoping Report](#)





