

## The 'Placecheck' process

During the summer groups of residents took part in walks around Errol to identify:

- the special qualities of the village
- improvements needed
- how Perth and Kinross Council and residents of Errol could work together to improve the village

## Long-term proposals

Having tackled a number of short-term actions e.g. new seating in the park, Council Officers have now developed some of the larger scale projects in consultation with local groups and traders, based around the following themes:

- Community Support
- High Street
- Public Park and Countryside
- Village entrances

The main issues arising within the High Street, Public Park, Countryside Areas and Village Entrances are explained in the following tables, alongside the proposed solution. Several of proposals should help to solve more than one problem. Sketches of how it could look and illustrative plans are shown on the accompanying sheets.



| Issue     | What needs to be improved?  | Solution proposed  |
|-----------|---|--|
| The Cross | <ul style="list-style-type: none"><li>• Repair and protection from vehicle damage</li><li>• No longer focal point</li></ul> | <ul style="list-style-type: none"><li>• Buffer to increase protection to Cross without use of bollards</li><li>• Extend trim of whin setts and install 100 mm whin kerb</li><li>• Create the impression of a narrower carriageway to encourage careful driving</li><li>• Extra space for seasonal plant pots</li><li>• Paint removal and lime pointing to resolve unsatisfactory repairs</li></ul> |

| Issue                                | What needs to be improved?   | Solution proposed   |
|--------------------------------------|--|---|
| <p>Improvements around The Cross</p> | <ul style="list-style-type: none"> <li>• Narrow pavements</li> <li>• Furniture not “in keeping”</li> <li>• Disabled Access blocked by vehicles</li> <li>• Unsympathetic white lining</li> <li>• No Seating</li> <li>• No longer focal point</li> </ul> | <ul style="list-style-type: none"> <li>• Continuous 2 m wide pavement with disabled access to south and west of The Cross</li> <li>• Links Spar, AW Dobbie Butcher and The Smiddy with drop kerb for delivery</li> <li>• Stone kerbs and pitched stone building trim to enhance character with TAPIE scales retained</li> <li>• Enhanced vehicular access for customers and residents by removing pavement island and re-aligning kerbs</li> <li>• Turning space for delivery vehicles improved</li> <li>• 2m wide road thresholds in whin setts to Cross area to create idea of a public square and reduced vehicle speeds</li> <li>• Road re-surfaced around Cross to give well maintained finish</li> <li>• Bus stop relocated to the west to provide greater space for waiting and shelter</li> <li>• Double yellow lines on Gas Brae replaced with 50 mm Primrose Yellow to replace 100 mm Chromium</li> <li>• New bin design along high street</li> <li>• Option to renew lighting around The Cross only during the works to minimise disruption</li> <li>• Pavement widened in front of Sharps Buildings</li> <li>• Unsuitable space for street trees but tree planting proposed in wider verge at junction of High St, St Madoes Rd and Loan Brae</li> <li>• Seating avoided due to lack of space and evening noise but new furniture provided in public park</li> <li>• Notice board repositioned within existing location to improve access from Gas Brae.</li> </ul> |

| Issue          | What needs to be improved?  | Solution proposed  |
|----------------|---|--|
| <p>Parking</p> | <ul style="list-style-type: none"> <li>• Shortage of parking</li> <li>• Inconsiderate illegal parking</li> <li>• Need to retain parking for local businesses</li> </ul> | <ul style="list-style-type: none"> <li>• Parking Assessment undertaken and overall net gain in parking proposed</li> <li>• Dundee bound bus stop converted to parking by using a 'bus boarder'</li> <li>• Double yellow lines to the north of The Cross removed to create additional parking. Allows larger vehicles to draw in and provides additional spaces for The Spar, AW Dobbie Butcher and The Smiddy</li> <li>• Pavement peninsula at The Cross removed to ease circulation and parking around The Spar, The Smiddy and AW Dobbie Butcher</li> <li>• Marked parking bays avoided as inefficient</li> <li>• Unnecessary white lining removed to Cross area to create idea of a public square and reduced vehicle speeds</li> </ul> |

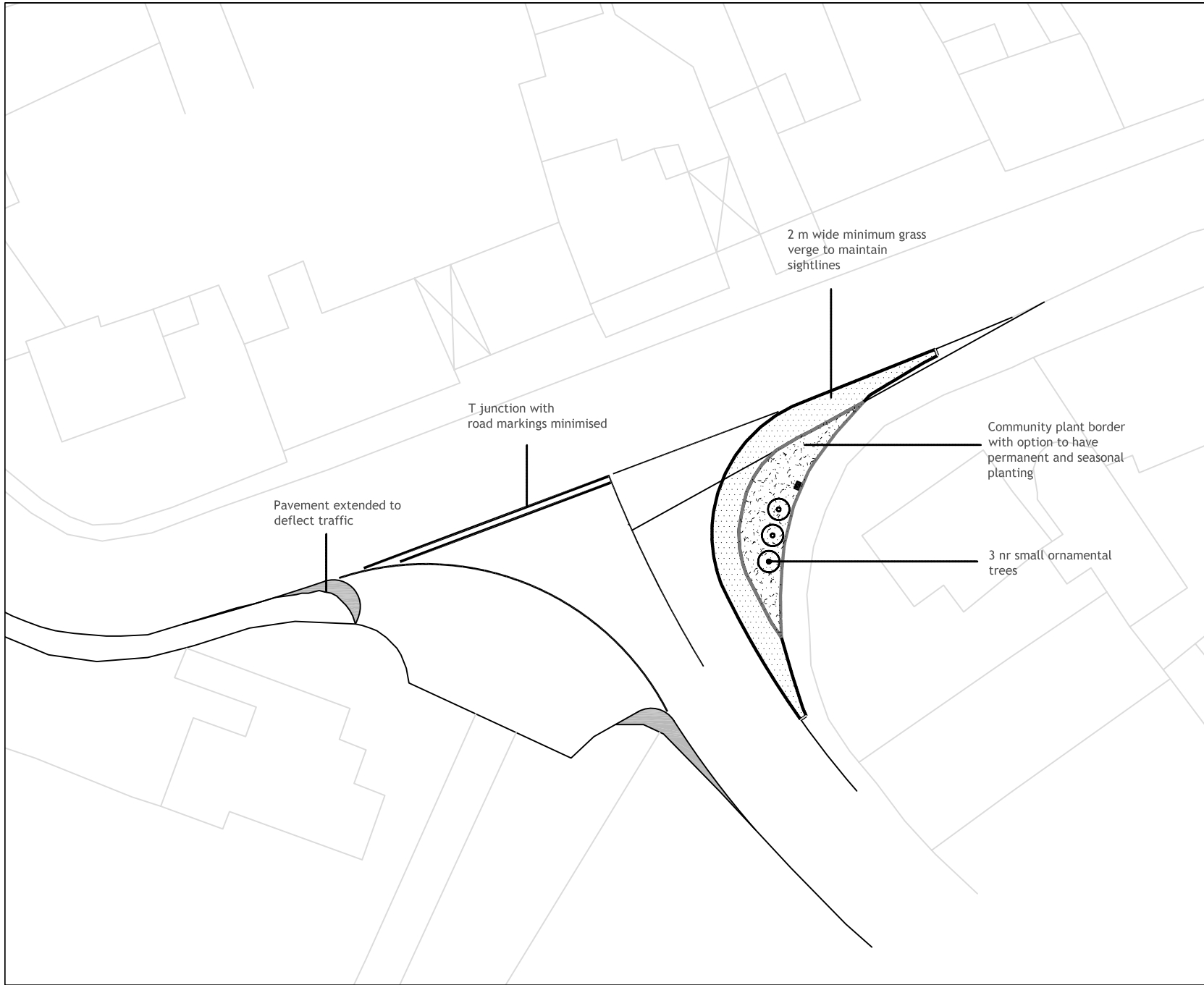
| Issue            | What needs to be improved?   | Solution proposed  |
|------------------|--|--|
| Public Transport | <ul style="list-style-type: none"><li>• Crowded bus stop</li><li>• No shelter</li><li>• Problems with parked cars</li><li>• Access to public transport for elderly residents</li></ul> | <ul style="list-style-type: none"><li>• Perth bound bus stop relocated to wide pavement between Albert House and Dalgleish House with bus shelter</li><li>• Dundee bound bus stop relocated in front of Masonic Hall</li><li>• 'Bus boarder' installed on Dundee bound bus stop to ease pedestrian access onto the bus</li><li>• Permanent bus stop markings removed and area converted to additional roadside parking</li><li>• 'Bus boarder' installed outside Carse Chemist to ease pedestrian access onto bus. Loss of one parking space</li></ul> |


| Issue                | What needs to be improved?  | Solution proposed  |
|----------------------|---|--|
| <p>Traffic Speed</p> | <ul style="list-style-type: none"> <li>• Perception of speeding throughout High St</li> <li>• Trouble spots e.g. between Post Office and Church car park</li> </ul> | <ul style="list-style-type: none"> <li>• Option for 20 mph zone along High St but this will require the associated legal signs</li> <li>• Speed reducing measures introduced which work by making drivers proceed with care due to perceptions of uncertainty</li> <li>• Reduced road markings</li> <li>• Visual obtrusions e.g. bus boarders, widened trim to Cross</li> <li>• Physical features such as rumble strips in wheel sets on the approach to The Cross and 'sleeping policeman' between the Post Office and Church. Provides a better and safer link to Errol Public Park from High St</li> <li>• Less expansive roadway at the junction of the High St, St Madoes Rd and Loan Brae</li> </ul> |

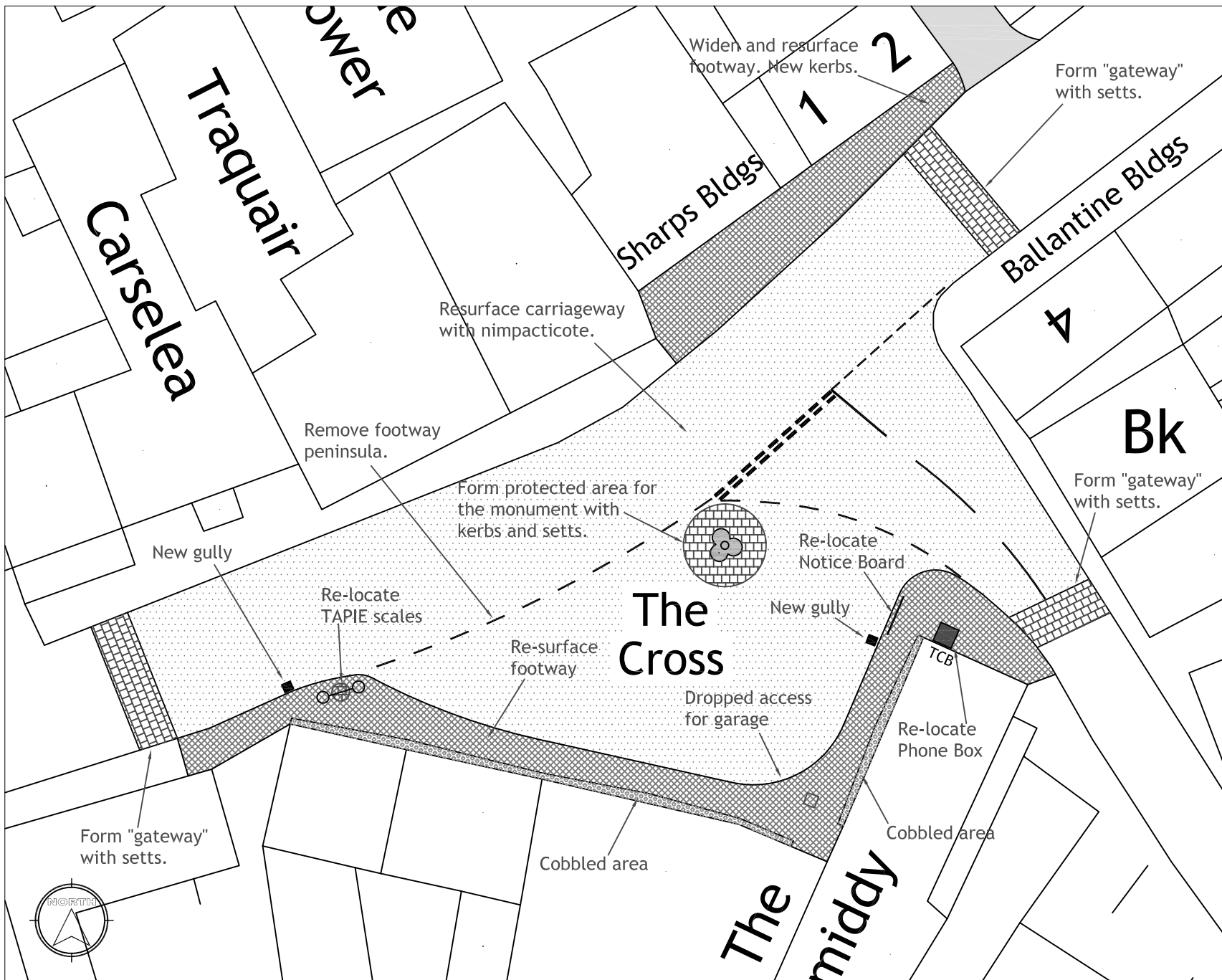
| Issue                      | What needs to be improved?  | Solution proposed  |
|----------------------------|---|--|
| Access to North Bank Dykes | <ul style="list-style-type: none"><li>• Unsurfaced, uneven, potholes</li><li>• Looks untidy from High Street</li><li>• Gravel dragged onto pavement</li><li>• Possible alternative route from High St for pedestrians</li></ul> | <ul style="list-style-type: none"><li>• Full asphalt surfacing between Post Office and Church car park with 'sleeping policeman' to reduce reckless driving on shared space. Providing a better and safer link to Errol Public Park</li><li>• Option, if funding permits, for asphalt surfacing part-way towards the Neuks (between Sharps Buildings and Library Building) with whin sett trim to conserve character</li><li>• Option, if funding permits, for asphalt surfacing part-way between Errol Stores and Carse Chemists. Grass verge retained and whin sett trim to conserve character</li></ul> |

| Issue  | What needs to be improved?  | Solution proposed   |
|--|---|---|
| <p>Junction of High St,<br/>St Madoes Rd and Loan Brae</p> | <ul style="list-style-type: none"><li>• Wide expanse of asphalt</li><li>• Erratic vehicle movement</li><li>• Excessive road markings</li><li>• Detracts from East Park Gates at Errol Park and west entrance to village</li></ul> | <ul style="list-style-type: none"><li>• Reduced to 'T' junction with adequate space for larger vehicles</li><li>• Vehicles encouraged to stop before turning right into High St</li><li>• Road markings minimised</li><li>• Asphalt retained to East Park Gates as advised by Historic Scotland. Vehicle path deflected by pavement build-outs and road edge marking</li><li>• Grass verge formed to east, with 3 small trees and permanent community plant bed beyond sightlines</li><li>• Welcoming entrance feature created on approach to High St</li></ul> |

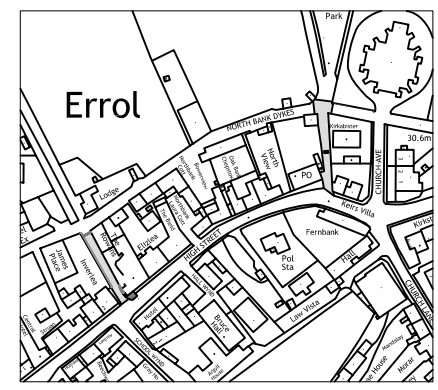
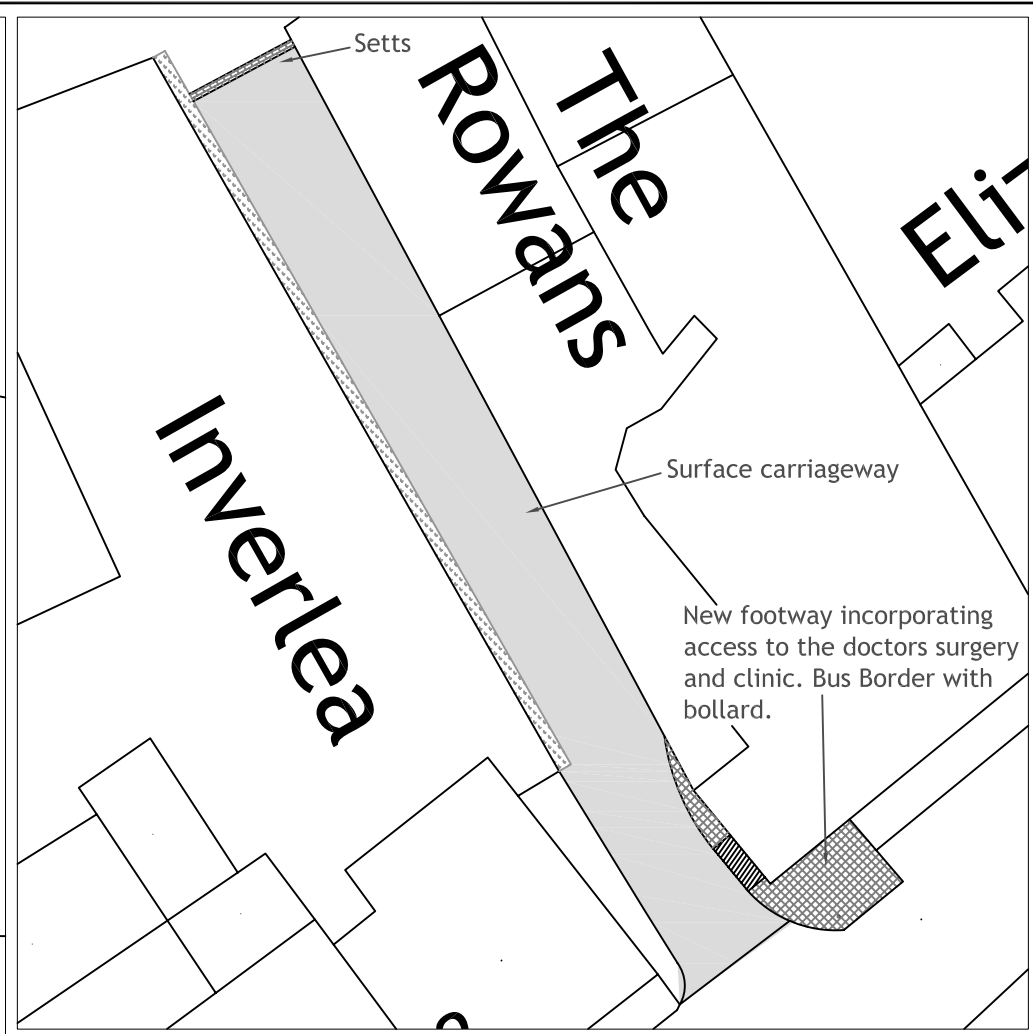
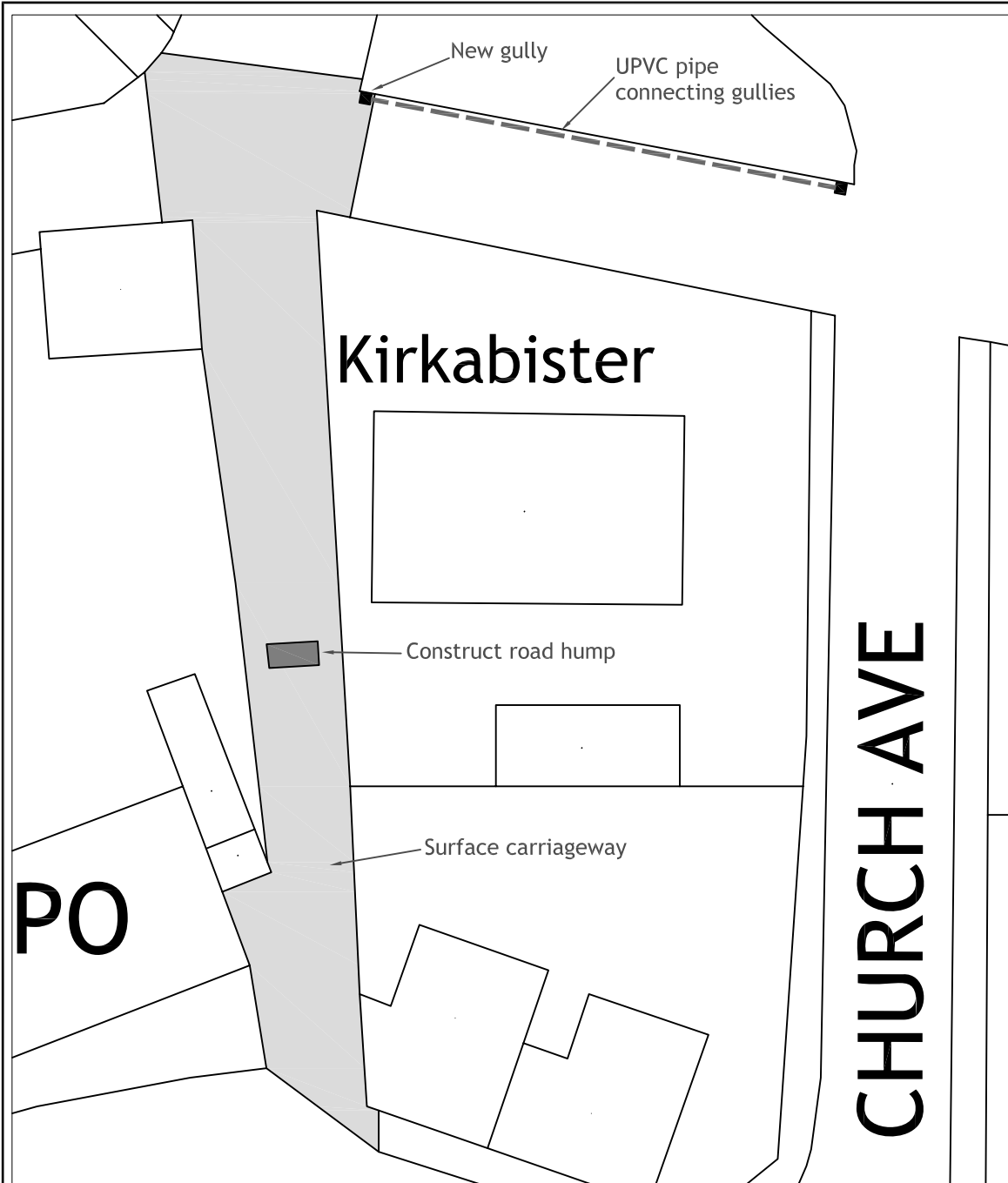
| Issue                 | What needs to be improved?  | Solution proposed   |
|-----------------------|---|---|
| St Madoes Rd approach | <ul style="list-style-type: none"><li>• Natural hazard</li><li>• Visual clutter of signs</li><li>• Accident spot</li><li>• Criticism of signs in 'Take a Pride in Perthshire' competition</li></ul> | <ul style="list-style-type: none"><li>• Review signs in relation to proposed 20 mph zone</li><li>• Straighten signs and realign chevrons to reduce clutter</li><li>• Consider change to landscape character e.g. native hedge</li></ul> |



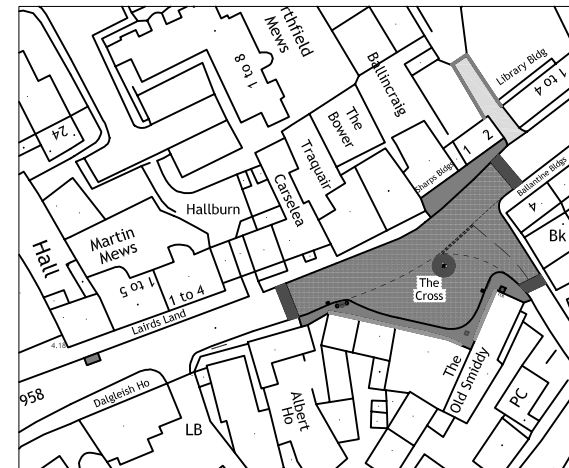
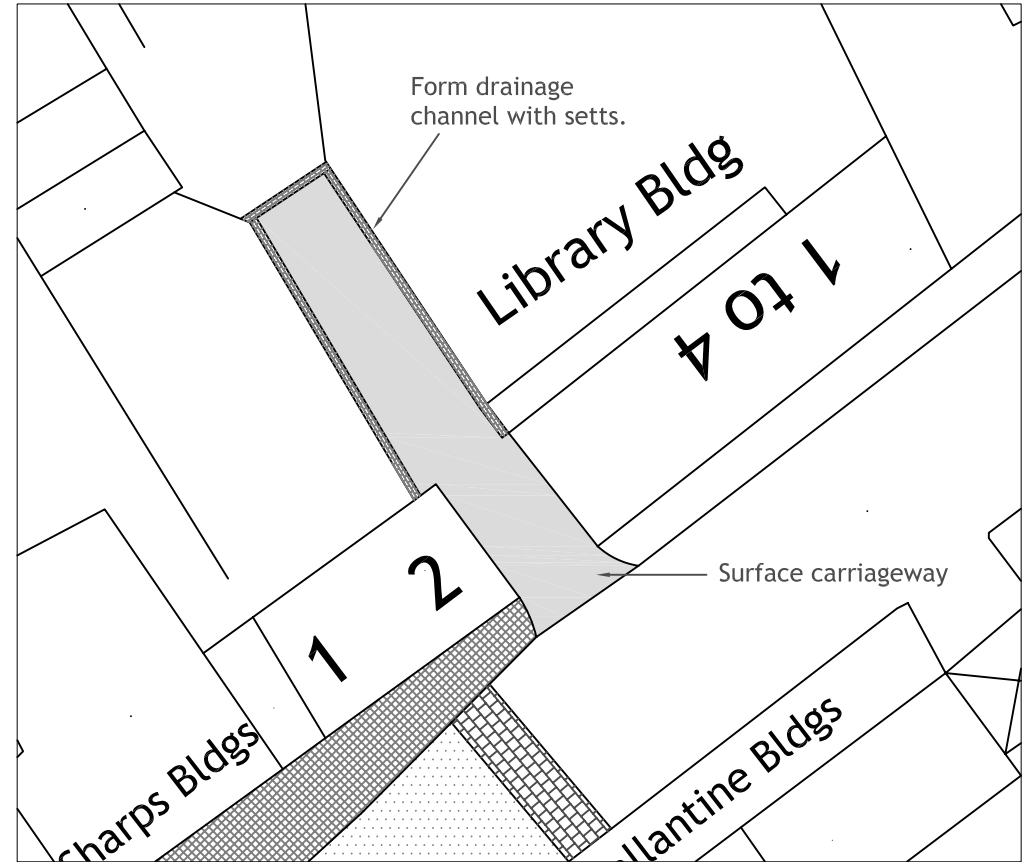
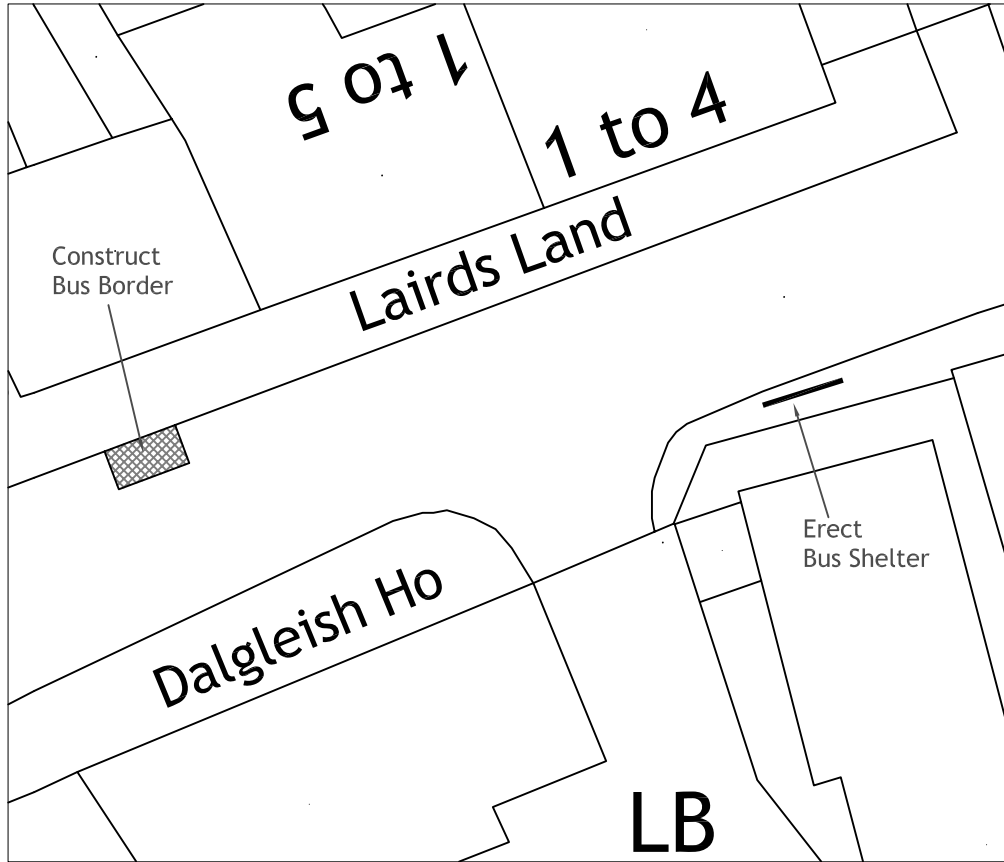
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|---|------------------|---|----------|------|
| <b>AMENDMENTS</b>   |                  |   |          |      |
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|    |                  | <b>ERROL CROSS</b><br>Environmental Improvements<br>Plan A  |          |      |
|   |                  | <small>Planning and Transport/traffic</small><br>Executive Director - J F Irons B.Sc., C.Eng., F.A.C.E. |          |      |
| <small>Drawn by:</small>  |                  | <small>Drawing Scale:</small> 1:200@A2  |          |      |
| <small>Approved by:</small>   |                  | <small>Project Code:</small> J07-08   |          |      |
| <small>Date:</small>  |                  |   |          |      |




| Staff   | Revision Details | by  | Approved                 | Date |
|---|------------------|---|--------------------------|------|
| <b>AMENDMENTS</b>   |                  |   |                          |      |
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|    |                  | <b>ERROL SQUARE</b><br>Environmental Improvements<br>Plan B |                          |      |
| The Environment Service   |                  | Executive Director - J F Irons B.Sc., C.Eng., F.I.C.E.      |                          |      |
| Drawn by:   |                  |   | Drawing Scales: 1:200@A3 |      |
| Approved by:  |                  |   | Project Code: /07-08     |      |
| Date:   |                  |   |                          |      |



| Drawn   | Checked       | Approved  | Date     |
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|    |               | <b>ERROL SQUARE</b><br>Environmental Improvements<br>Plan D |          |
| The Environment Service   |               | Executive Director - J F Irons B.Sc., C.Eng., F.I.C.E.      |          |
| Drawn by:   | Approved by:  | Drawing Scales:   | 1:200@A3 |
| Date:   | Project Code: |   | /07-08   |



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|    |                  | <b>ERROL SQUARE</b><br>Environmental Improvements<br>Plan C                    |          |      |
| <small>The Environment Service</small>  |                  | <small>Executive Director - J.F. Irons B.Sc., C.Eng., F.I.C.E.</small>         |          |      |
| <small>Drawn by:</small><br><small>Approved by:</small><br><small>Date:</small>   |                  | <small>Drawing Scales: 1:200@A3</small><br><small>Project Code: /07-08</small> |          |      |

## The High Street

Damaged Cross  
Surrounded by standard roadside treatments  
Disabled Access blocked by vehicles

Wide junction  
Excessive road markings



**BEFORE**

Double yellow lines and white lining overlaps  
Cross

Vehicular buffer  
Cross stands out amidst space  
Room for seasonal potted plants  
Paint removed and repointed

Dundee bound bus stop

Open square with 2 m wide footpath surround with disabled access

Greater access for parking and deliveries

Perth bound bus stop relocated with shelter

New trees  
Community plant bed



**AFTER**

Double yellow lines removed to create additional parking

2m wide whin sett threshold to The Cross

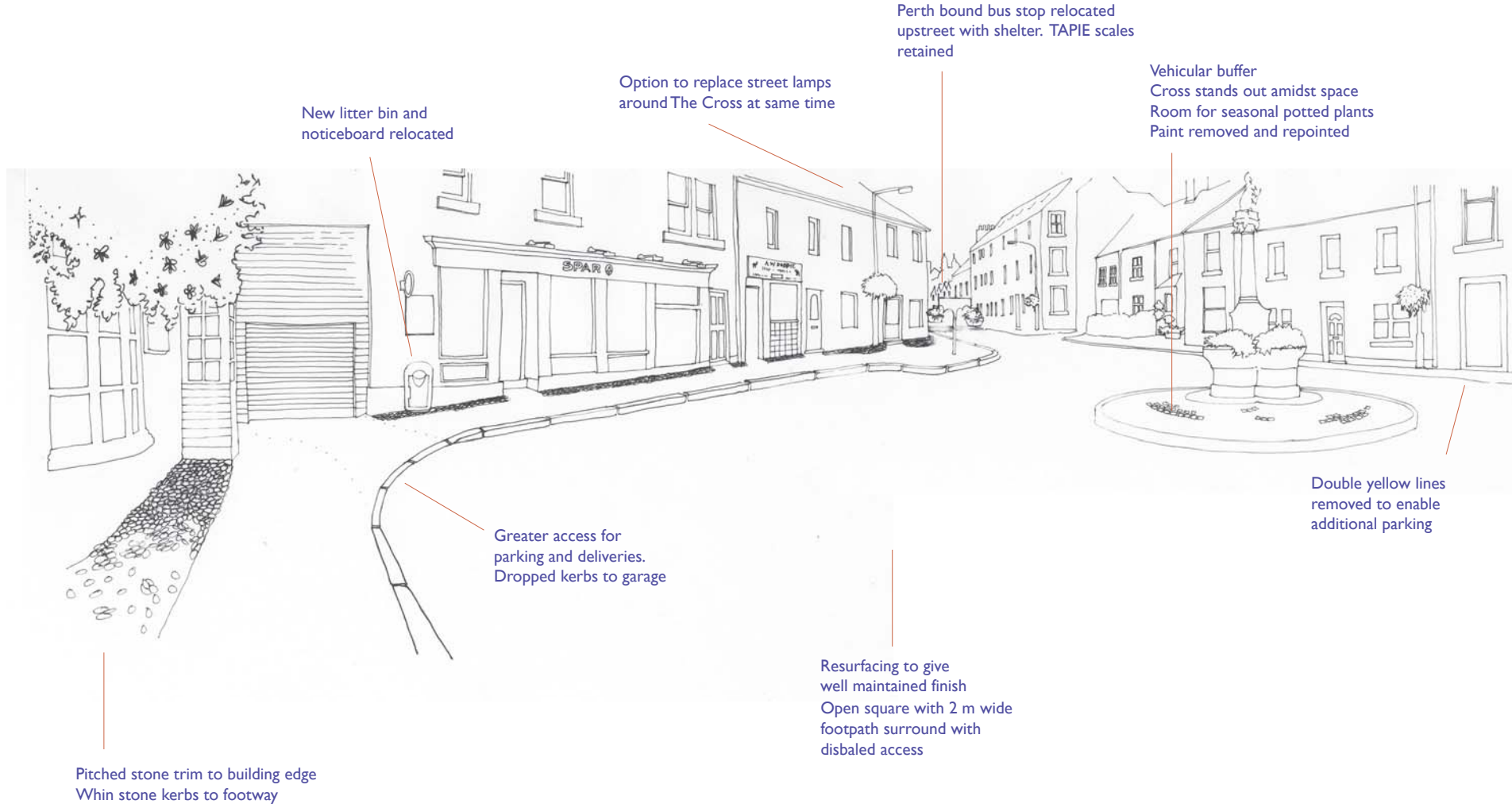
'Bus boarder' and additional parking

New 'T' junction

Resurfaced, white lining set back from Cross, 50 mm double yellow lines (Primrose) on Gas Brae



## The Cross





## The Cross

- Paint removal and repointing
- Kerbed buffer and setts extended
- Extra space for plant pots
- Open square with 2m wide footway surround and disabled access
- Greater access for parking and deliveries
- Pitched/horronised stone trim to bulding line
- 2m wide whin sett threshold to Cross space
- Perth bound bus stop relocated upstreet with shelter
- Double yellow lines removed to enable additional parking
- Resurfacing to give well maintained finish
- Option to replace lights at Cross at same time



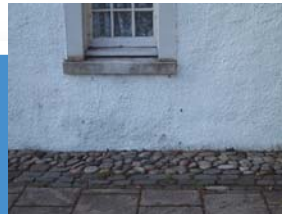
## View up Gas Brae towards the Cross

- 2m wide whin sett treshold to Cross space on approach from Gas Brae
- 50 mm double yellow lines (Primrose) on Gas Brae

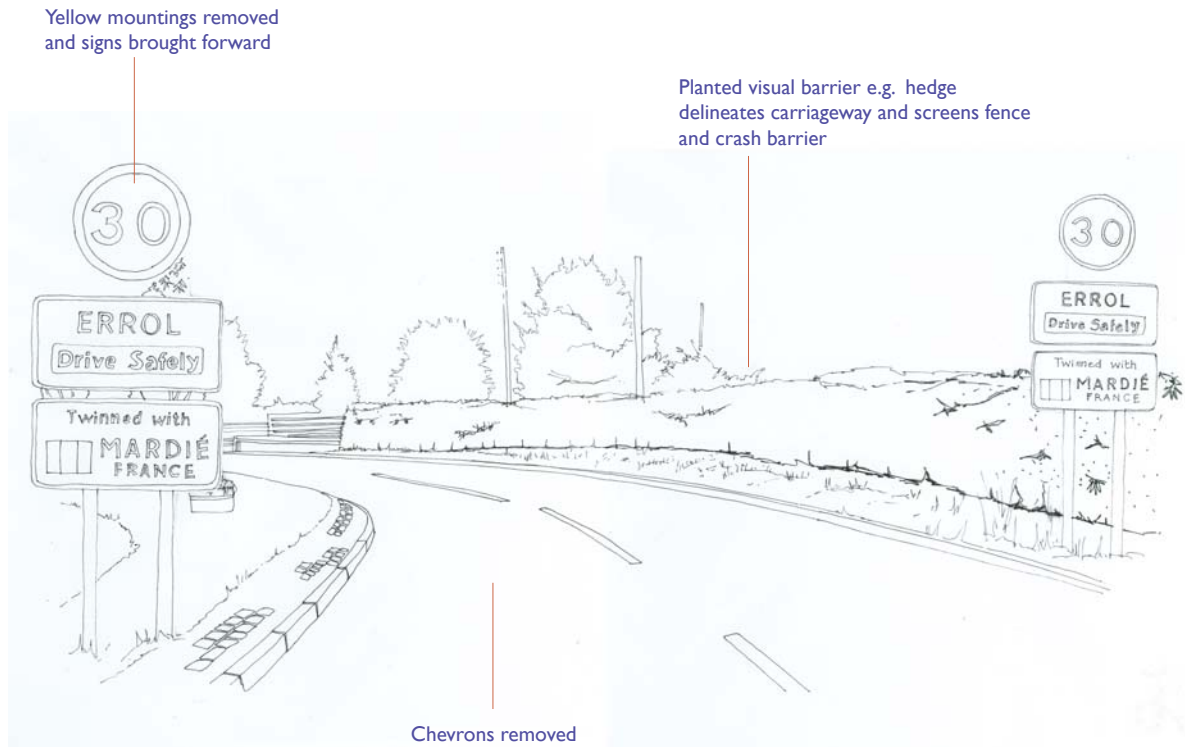


## Junction of High St, St Madoes Rd and Loan Brae

- Reduced to 'T' junction with adequate space for larger vehicles
- Vehicles encouraged to stop before turning right into High St
- Road markings minimised
- Asphalt retained to East Park Gates as advised by Historic Scotland
- Grass verge formed to east, with 3 small trees and permanent community plant bed beyond sightlines
- Welcoming entrance feature created on approach to High St



## St Madoes corner

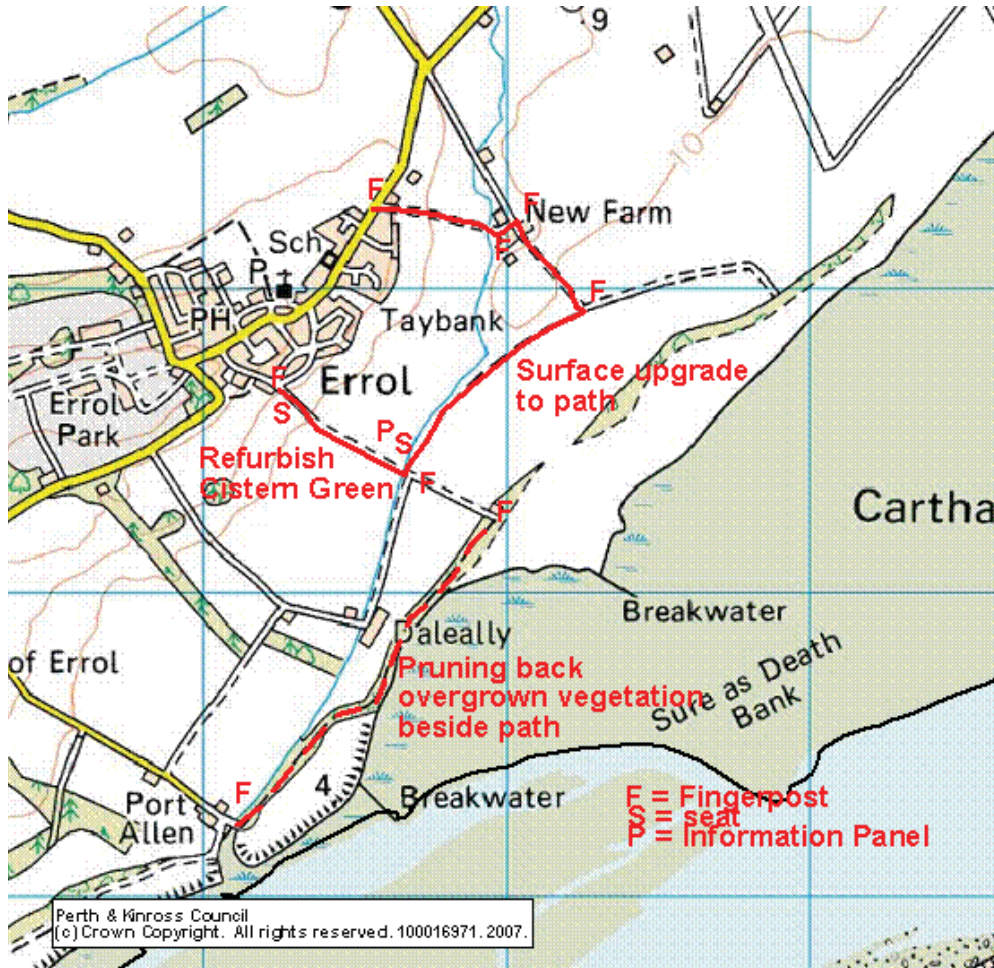


- Chevron warning signs removed on condition that permanent planting delineates the edge of the carriageway e.g. solid hedge and banking. Planting screens the crash barrier. Corner within 30 mph speed limit. Loss of planting area could be offset by new verge to west of High St
- Yellow backing boards removed and mount height of 30 mph limit signs reduced. The speed limit roundel, village name and twinning name plate would be retained
- Option to remove the countdown marking signs



| Issue             | What needs to be improved?  | Solution proposed  |
|-------------------|---|--|
| Countryside Paths | <ul style="list-style-type: none"><li data-bbox="604 478 1008 510">• Identify link paths from village</li><li data-bbox="604 782 918 845">• Provide resting points and information</li><li data-bbox="604 1085 1064 1117">• Abandoned Cistern Green project</li></ul> | <ul style="list-style-type: none"><li data-bbox="1366 478 1926 542">• Upgrade path circuit via New Farm as part of Core Path Planning</li><li data-bbox="1366 574 1769 606">• Provide signage for useful links</li><li data-bbox="1366 782 1545 813">• Install seats</li><li data-bbox="1366 845 1825 909">• Provide information on a panel with community assistance</li><li data-bbox="1366 1085 1982 1149">• Provide assistance to the community to refurbish Cistern Green</li></ul> |

## Countryside Paths



- Upgrade path circuit via New Farm as part of Core Path Planning
- Provide signage for useful links
- Install seats
- Provide information on a panel with community assistance
- Provide assistance to the community to refurbish Cistern Green

| Issue             | What needs to be improved?   | Solution proposed  |
|-------------------|--|--|
| Errol Public Park | <ul style="list-style-type: none"><li>• Play park 'boring' and could have more variety</li><li>• Need more things for young people to do</li></ul> | <ul style="list-style-type: none"><li>• Flying-fox</li><li>• Repair and renewal of play area scheduled for 2008</li><li>• Community multi-court games area proposed. 18 m x 36 m with 3m high fence for tennis, 5 aside football and basketball</li><li>• Accessible from Community Hall</li><li>• Available for use by groups of all ages</li></ul> |

## Public Park



The Cable Way, aerial and resolutely modern, invites young adventurers to leap off into the unknown. Hanging between two laminated beams, the children rediscover the sensations of speed and strength. Equipped with a simple and vandal resistant tensioning system, the 25 metre long Cable Way is particularly appropriate for larger play areas.