



# THE PERTH LADE GREEN CORRIDOR MANAGEMENT PLAN 2020-2025



**‘Love our Lade’**



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## 1.0 Introduction

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

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

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

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

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

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

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

## 1.1 Vision – ‘Love our Lade’

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

### Delivery Objectives

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

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

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

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

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

## 1.2 Site Description

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

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

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

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

### **1.3 Historical Interest**

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

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

### **1.4 Biodiversity Value**

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

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



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

## **2.0 Council Landownership and Responsibilities**

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

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

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

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

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

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

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

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

### **3.3 Community Action**

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

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

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



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

### **3.5 Other Interested Parties**

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

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

Other parties with an interest include:

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

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



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

## **4.0 Community Survey and Use**

### **4.1 Community Survey**

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

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

## **4.2 Path Counter Information**

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

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

## **5.0 Challenges and Recommendations**

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

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

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

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



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

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

## 5.2 Littering and Fly Tipping

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

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

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



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

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

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

### 5.3 Dog Fouling

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



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

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

#### 5.4 **Bins**

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



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

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

## 5.5 Vandalism, Graffiti and Street Art

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

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



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

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

## 5.6 Public Safety related to Antisocial Behaviour

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

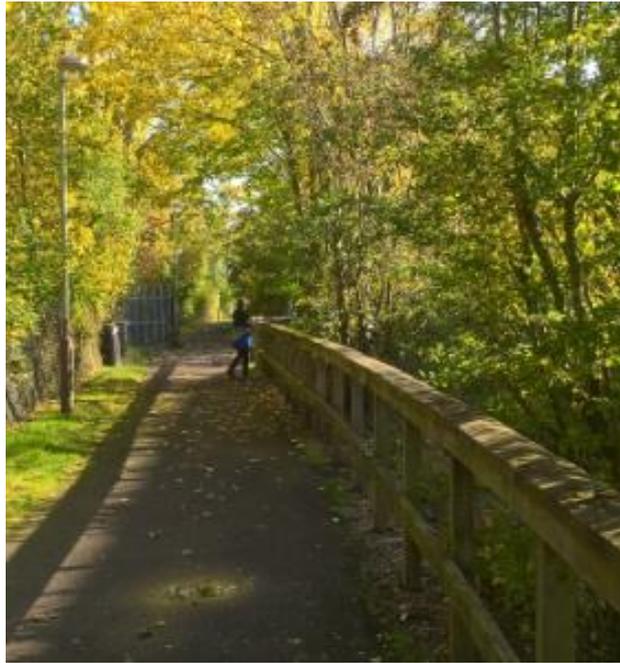
other people avoiding the areas affected. Community Safety staff (CS) are aware of these issues so the lade is a high priority for them and the Community Wardens carry out regular patrols (30 hours per month). They report issues for priority attention and their presence both reduces antisocial behaviour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

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

## **5.7 Council Risk Assessments**

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

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



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

## 5.8 **Lighting**

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

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

### **Feature lighting**

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

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

## 5.9 Resting Places

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



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

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

## 5.10 Path, Bridge and Parkland Improvements

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

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

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

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



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

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

### Tulloch Park Bridges

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



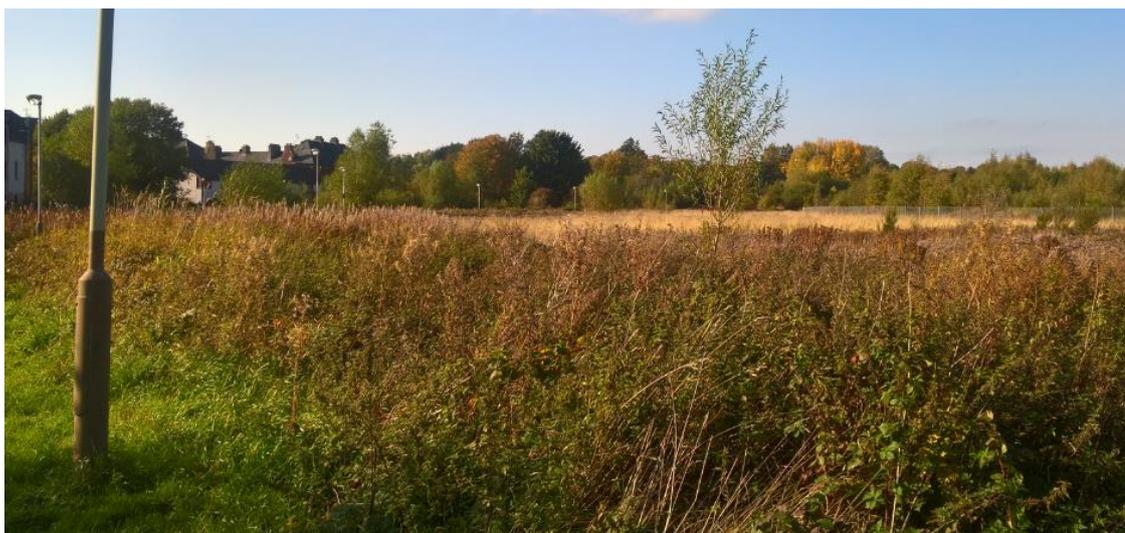
The map snip above show the locations of previous bridges between Tulloch Park and the lade path as B, C & D. A is the main bridged access to the NR yard (vehicular/NMU) and E is the existing NMU bridge linking residential Fairfield to the lade path.

### **Recommendations:**

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

### **Parkland Improvements**

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



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

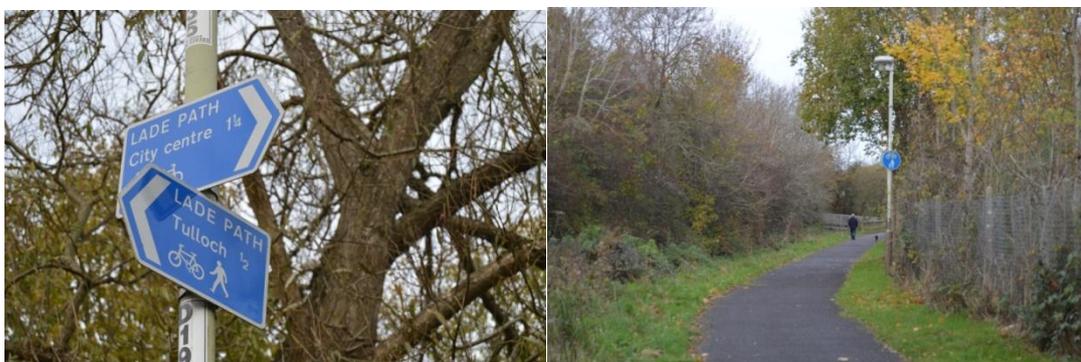
### **Recommendations:**

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

### **5.11 Signage Strategy**

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

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



The photographs show existing directional signs along the lade.

## Recommendations:

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

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

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

## 6.0 Action Plan

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

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

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

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

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

### Income

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

The intended income is shown below.

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

## 6.1 Monitoring and Reporting

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

## Action Plan

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

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

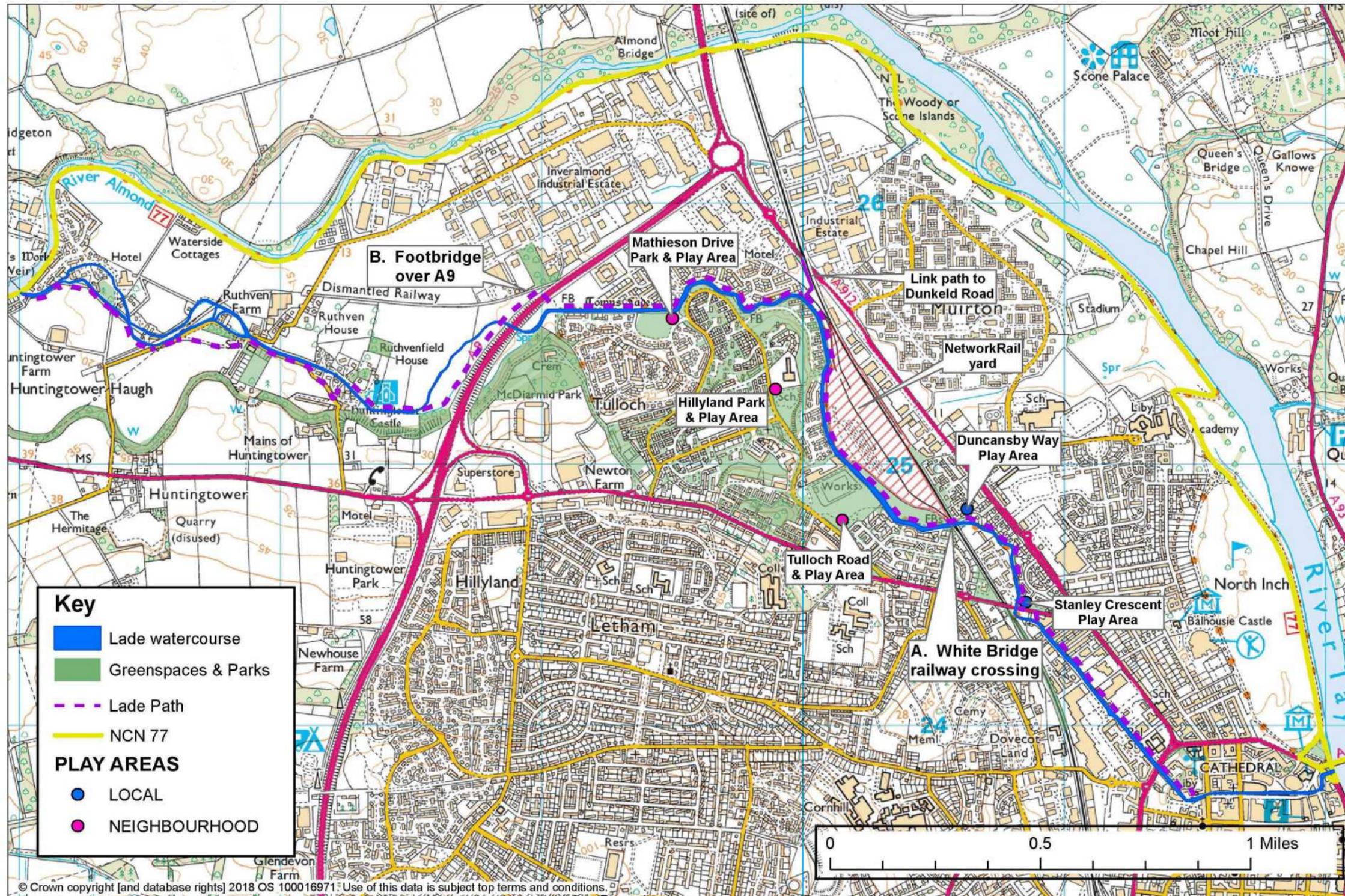
<b>Long Term Actions</b>						
16	All	Removal of self-seeding shrubs on walls/ banks of lade	Removal of self-seeding shrubs on banks to a level which benefits wildlife and makes ongoing maintenance easier. Scope to encourage native water plants should be sought to improve biodiversity. (repeat approximately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

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

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

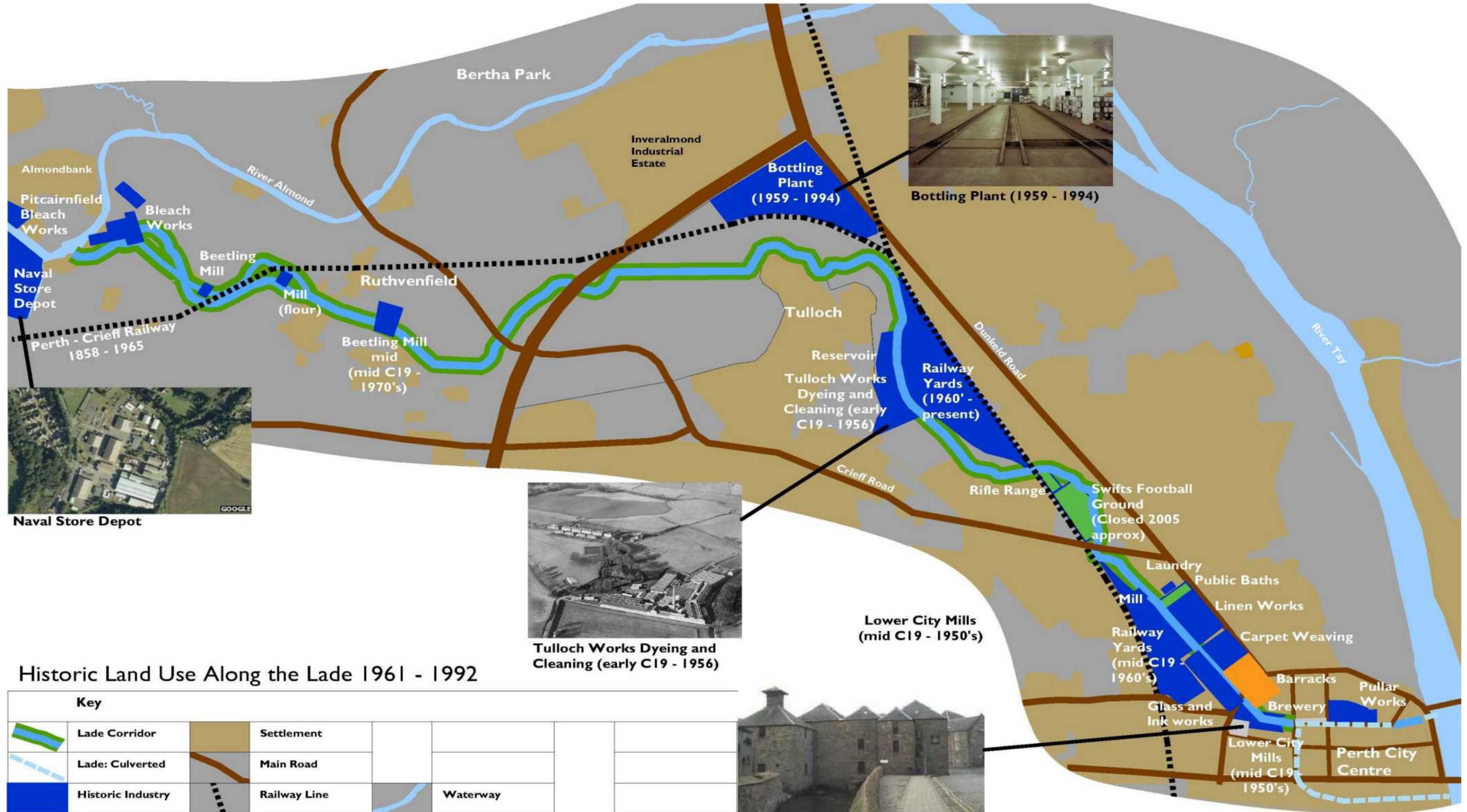
41	D	Path & 'Gateway' improvement (Dunkeld Rd link)	Path regrading and surfacing to Dunkeld Rd. Partly incorporated within NR boundary fence move. Possible removal of secondary boundary fence to car lot. Improving /landscaping Dunkeld Road entrance to path. Link with and to Dunkeld Road Cycle Corridor.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

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



Map of the Lade Green Corridor

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



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

