



KEITH CONSERVATION AREA
REGENERATION SCHEME

FINAL REPORT





CONTENTS

1	SUMMARY	3
2	PRIORITY PROJECTS	4
3	SMALL GRANTS SCHEME	9
4	TRAINING AND EDUCATION	12
5	COMMUNITY AND ECONOMIC ACTIVITIES	15
6	STAFFING AND PROJECT MANAGEMENT	18
7	PUBLICITY	20
8	ECONOMIC AND SOCIAL OUTPUTS	21
9	CONCLUSION	23

Mid Street to Reidhaven Square



1 SUMMARY

Keith Conservation Area Regeneration Scheme

In 2010 the *Keith Mid Street Conservation Area Appraisal* and associated documents identified and recommended a range of buildings for repair and redevelopment, and works to be undertaken. This was supported by the *Community and Economic Regeneration Strategy for Keith Town Centre Conservation Area 2012 – 2017*, which highlights activities that would stimulate economic activity within Keith and involve its community.

Keith Conservation Area Regeneration Scheme (CARS) was established in April 2011 as part of a bigger objective to boost the economy and enhance the built environment of Keith. Repair and restoration works were undertaken on key historic buildings around the Mid Street Conservation Area in Keith, which includes Mid Street, Reidhaven Square and the A-listed St Thomas' Catholic Church on Chapel Street. An additional small grant scheme was made available to property owners to make external repairs to their historic buildings in the conservation area. To compliment this, there were community & economic projects which were designed to boost the economy of the town and educational opportunities to encourage young people to learn traditional building skills as well as a training programme for tradespeople, contactors and the general public.

The highly successful Keith CARS ran from 2012 until 2016 and enabled the investment of £1.5 million into the Keith Mid Street Conservation area. Initially it was planned to invest £2.1 million, however due to an increase in grant intervention rates and some activities for LEADER funding not taking place due to time constraints, the scheme was downsized.

The Keith Conservation Area Regeneration Scheme was the first of its kind to be run in Moray and was made possible through funding from Historic Scotland, the Moray Council and European Community Moray LEADER 2007-2013 programme.

2 PRIORITY PROJECTS

A number of priority projects were identified in the Keith Mid Street Conservation Area Character Appraisal & Action Plan by the Scottish Civic Trust, commissioned by The Moray Council. The selection of these buildings was based on their prominence in the conservation area, general condition and occupancy.

The four projects chosen for priority funding were:

- **'Greigs' building (56-66 Mid St & 17-21 Reidhaven Sq)**
- **19-21 Chapel St**
- **The Old Post Office building (130-132 Mid St)**
- **96-98 Mid St**

96-98 Mid Street replaced an earlier identified priority project at 135-139 Mid Street which was redeveloped before the scheme began.

As there was not quite the demand for Small Grant Scheme funding as anticipated, the decision was taken to expand the priority project list as opportunities arose. To this end:

- **160-162 Mid Street , and**
- **161-163 Mid Street**

were offered priority building funding as well.

The Greigs project was seen as being key to the regeneration of the Mid Street conservation area. Greigs exists as a corner group at the entrance to Mid Street from Reidhaven Square (the main vehicular entrance to Mid Street from the A96) and had lain derelict for many years.

Of the originally identified projects, Greigs and 96-98 Mid Street were completed taking advantage of CARS funding as well as 160-162 Mid Street and 161-163 Mid Street which were awarded priority funding later in the scheme.

19-21 Chapel Street was redeveloped independent of grant funding whilst no repair work has taken place as of the publication of this report at the old Post Office building.

In total £344,503 was grant funded to the four completed projects which, for external works, had a combined total cost of almost £1.17 Million and an average grant intervention rate of 47.5%. Owner contributions towards these projects totalled around £820,000.

These projects have brought 4 long-term empty retail units and 8 long term empty homes back into use, and made safe one dangerous building. The Greigs site and 19-21 Chapel street were on the Buildings at Risk (BAR) register under 4 separate entries, all of which are currently moved to 'Restoration in Progress'. This represents Keith's entire stock of entries on the BAR register.



Greigs building

The 'Greigs' group of buildings (category B listed) is corner group which lies on the entrance to Mid Street and consists of 56-66 Mid Street & 17-21 Reidhaven Square. The buildings date from the mid to late-18th century.

Greigs was a well-known local drapers and department store which closed in the early 2000's and had been boarded up and derelict ever since. As it is located on the main entrance into the one-way Mid Street, this meant that the first impression that people got of Keith's principle shopping street was of neglect and redundancy.

The buildings were purchased from a liquidator at around the mid-way point of the CARS, the new owner intending to restore the building back into flats and shops. A grant was awarded for a complete external refurbishment of the buildings, including re-pointing in lime mortar, re-slating & roof repairs and replacement of all poor quality and beyond repair windows with new timber sash and case units built to a pattern based on historic evidence.

With the external restoration of the building complete through the CARS, the building is currently being fitted out internally. The owner reports that there has been interest in all of the shop units, one being already let out in advance and the others expected to follow shortly. This should help to bring the south end of Mid Street, which has been quieter than the rest of the street in recent times, back to life.

Grant Award: £142,321.94

Total Cost: £650,000



96-98 Mid Street

96-98 Mid Street (category C(s) listed) is a large residential property dating from the late 19th century. Located towards the south end of Mid Street, the building is in use as a family home.

The street facing façade of the building was suffering from severe stone erosion as the entire elevation had been constructed incorrectly with face-bedded stones which were badly delaminating. A combination of poor quality sandstone, cement pointing and choked rainwater goods were contributing towards this problem.

The building had become dilapidated to a degree by which it was no longer safe, suffering frequent minor masonry collapses from its crumbling mullions and dormer windows. It was clear that the most unstable elements of the building would not survive another winter without a serious collapse.

Given the condition of the façade, to repair the building 'properly' could have involved indents to most stones. As this was not practically possible from a financial point of view or desirable from a conservation one, the decision was taken to make the building safe, replace the stones that needed replaced and restore architectural details in as much as the available budget would allow.

The repairs programme involved replacing all mullions, the great majority of the stones that made up the dormers, reinstatement of lost or deteriorating carvings, scaling back the loose stone to safe and repointing in lime mortar. The end result is certainly eye-catching showing weathered back masonry in harmony with new carved stones.

Grant Award: £45,140.16

Total Cost: £64,318.83



160-162 Mid Street

160-162 Mid Street (unlisted), is a prominent three story building which houses a furniture shop on the ground floor. The upper floors had been empty for many years, having last been in use as showrooms for the shop below. A new owner had bought the upper stories and approached CARS for grant funding to convert them back into townhouses as they had been originally.

The building had become an eyesore on Mid Street, with plant growth very visibly spilling out of badly choked guttering. The walls were saturated due to rainwater running out of the failed rainwater goods which had in turn caused all of the timber framed first floor windows to become rotten beyond repair. The second story windows had been replaced in the past with unsuitable poor quality uPVC units.

The project was awarded grant funding for a programme of works including replacement of all windows with exact replicas of the originals, repair and replacement of the cast iron rainwater goods, repointing in lime mortar and shopfront improvements. In total, 3 long term empty homes were brought back into permanent use.

Grant Award: £66,624

Total Cost: £210,000



161-163 Mid Street

161-163 Mid Street (category C(s) listed), formerly the Aberdeen and County Bank designed in 1903. Currently in use as a Clydesdale bank branch and a lawyer's office.

The building had been badly disfigured by a temporary repair which appeared to be bracing unstable stonework. In fact, the fitting of the unsightly and inappropriate brace appeared to have caused more damage to the stone than it had saved.

The owners took the grant funding opportunity to put together a repairs program not only for the removal of the brace and repair of the stonework on the street facing elevation, but an entire renovation and restoration of the building. This also included an overhaul of the roof surfaces & rainwater disposal goods, repointing using lime mortar and chimney repairs.

Grant Award: £90,416

Total Cost: £239,928

3 SMALL GRANTS SCHEME

The Small Grants Scheme allowed the owners of properties in the conservation area which were not identified as priorities to apply for grant funding for repairs projects. Those which were especially encouraged included shopfront improvements, replacement of inappropriate uPVC window units with the correct timber sash and case type and the repair & reinstatement of traditional cast iron rainwater disposal systems. Other external building repair projects were also considered.

Although the small grants scheme had a very slow start, applications began to pick up in early 2014 at around the scheme's half way point. It is unclear why exactly this happened but at this time CARS was involved in a project at 167 Mid Street which had up a scaffold for some time that CARS banners were attached to. This visible presence perhaps explains the schemes sudden popularity. The Small Grants Scheme remained popular from this point until the end of the CARS in March 2016.

A total of 42 applications were received, 10 of which progressed to projects that were grant funded. Whereas it was stated in the grant application that the CARS hoped to complete 5 small grants projects per year (a total of 20), in fact this target was achieved only over the final two years of the project with 9 of the small grants projects being carried out in this time period. This meant that the target was laterally met as the CARS took off at the halfway mark. However, it should be noted that the budget unspent on the small grants scheme allowed for a greater investment into the priority projects.

Grant funding covered a variety of different projects including shopfront improvements, stonework & roof repairs, reinstatement of architectural detail and window repair & replacement. Using a sliding-scale grant intervention rate of 40-70% allowed a greater flexibility in terms of grant funding and enabled the scheme to encourage homeowners to carry

out greater schemes of repair than they may have considered initially.

Grant funding for the Small Grants Scheme totalled £70,187 over the 10 projects with owner contributions of £53,790. The total cost of external repairs supported by the scheme was £123,968 with the average grant intervention rate being 57%. Grant awards ranged from £225 to £15,364.

THE PROJECTS

26 Reidhaven Square



Received a grant to replace rotten and irreparable sash and case windows with identical new timber units.

167 Mid Street



Emergency chimney stabilisation works prompted a more thorough repair programme at this building which also included stone indenting and rainwater goods repairs.

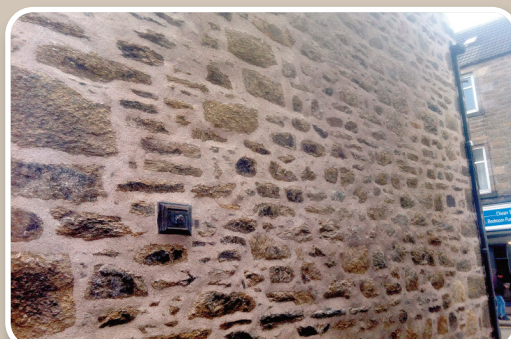
122 Mid Street



The only building in the conservation area to retain distinctive and highly decorative 'cherry-caulked' lime pointing.

The bottom section of the façade had been replaced with red coloured cement at some point. This project restored the cherry-calking at this part of the wall to match the surviving original.

73 Mid Street



This project included the re-pointing of the gable wall in suitable lime mortar and repair of the sash and case windows on the street facing elevation.

131-133 Mid Street



Water ingress had caused dry rot in the roof joists of the building. Grant funding was used to re-slate the roof and repair cast iron rainwater goods.

174 Mid Street



Shopfront improvement works. Paint scrapings taken to determine original paint scheme, architectural detail restored and window repairs undertaken.

121 Mid Street



A dangerous chimney was taken down and rebuilt, lead flashing above the shop sign was replaced and uPVC guttering replaced with traditional cast iron.

144- 150 Mid Street



The entire roof was re-slatted using mainly recovered welsh slate to match the original. Cast iron rainwater goods were repaired.

172 Mid St



Re-pointing of unstable chimney and skews in lime mortar. Localised roof repairs and water ingress issue investigated and repaired.

St Thomas's Hall



Cementitious mortar was removed on the street facing elevation of the building and replaced with suitable lime mortar. The cast iron rainwater goods were overhauled and replaced where necessary.

4 TRAINING & EDUCATION

9% of
CARS
funding

Training for young people

Two distinct training programmes ran during the course of the CARS. The first was aimed at helping young people (typically school leavers and young unemployed people) into work through a scheme which taught them the basics of stonemasonry with a view to progressing to an apprenticeship. The cost of this program was £42,810.57.

Running from September 2013 until February 2014, the 'Traditional Building Skills Courses' consisted of tutoring the young people through Unit 4 of the NPA in Conservation Masonry over the course of five days.

The training provider, Laing's Traditional Masonry, then helped the attendees who passed the unit into apprenticeships or further study, either through their own business or elsewhere.

It was felt that having the students complete their training around the conservation area rather than at LTM's training facility would make the project more visible to the local population and hopefully encourage them to engage with the CARS more. As a result, some vital repairs were carried out to the Old Post Office building and some walls in the lanes of the town were rebuilt and re-pointed. The impression that the CARS was making a real difference to the Mid Street conservation area was reinforced in this way.

In total, 25 young people completed the three courses from an anticipated 36. It should be noted however, that there were also 7 who dropped out mid-course or failed to attend at all.

Of these 25 students, LTM advise that at least 6 progressed on to apprenticeships either with themselves or elsewhere.

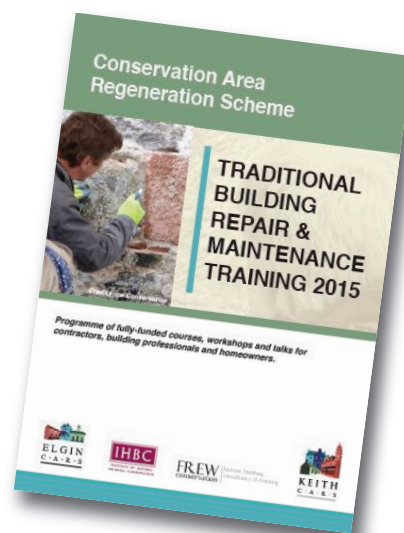


Training for contractors, craftspeople and conservation professionals

The second training program was a joint initiative with the Elgin CARS which represented an investment of £19,987.40. Keith CARS contributed 50% of this cost at £9,993.70. The aim of this training program was to run day courses on specific topics for contractors, craftspeople, architects, planners and other professionals working in the field of conservation.

Initially, a skills audit was carried out for Moray to ascertain which trades the area was lacking in and what sort of skills local contractors and tradespeople would be keen to learn. This gave a basis on which to put together a tender for training. Frew Conservation designed the bespoke training programme which was assembled utilising expert tutors and was felt matched the education requirements of the local contractors and conservation professionals:

- *Understanding the Repair and Maintenance of Traditional Buildings*
- *Using Lime Mortar*
- *Repair and Maintenance of Sash and Case Windows*
- *External Masonry Paint and Limewash*
- *Dampness in Traditional Buildings*
- *Structural Repairs to Historic Buildings*
- *Repairing and Maintaining Traditional Roofs*
- *Lime Harling and Render*
- *Stone Decay and its Repair*
- *Conservation and Repair of Traditional Shopfronts*
- *Maintaining and Restoring Interior Joinery and Plasterwork*
- *Repair and Upgrade of Traditional Windows and Doors*



These 12 courses ran across Keith and Elgin which were extremely well attended and received overwhelmingly positive feedback. In total, there were 158 separate attendances at the 12 courses, made up of 117 individual people. This means that 74% of people who attended a course chose to return and attend at least one other. In fact, most of these delegates attended at least half of the courses in the series and frequently commented that the reason for continued attendance was down to the excellent quality and delivery of the training material.

Many of the attendees at specific courses were already highly-trained craftspeople who came along to offer their own experiences and discuss the topic amongst their peers. In this respect, a number of the training days naturally took the form of skills forums in which the craftspeople in attendance supplemented the tutors to offer multiple opinions and solutions for the topics discussed. This gave a more rounded learning experience for delegates and ensured that everyone got the most from a day whether they were a relative beginner or a trained expert in the subject.

Training and education for the public

In addition to the above the training provider, Frew Conservation, held evening talks and drop in sessions for local homeowners. The evening talks covered specific subjects that it was felt non-professional property owners and suchlike would benefit from the most. The drop in sessions allowed anyone to turn up and have access to the CARS officers for Keith and Elgin as well as planning & building control officers and local craftspeople. These evenings were generally well attended and received positive feedback from participants.

The Keith and Elgin CARS also hosted Historic Scotland to run an Energy Efficiency course and a two day Technical Seminar. These events had a combined attendance of 110 people.

The number of people who turned up at these events who wanted to know the best methods of maintaining their properties, or who were simply interested in the topics was encouraging and is an indication that the CARS projects are making a difference in their respective areas.



5 COMMUNITY & ECONOMIC ACTIVITIES

4.3% of
CARS
funding

The majority of outcomes under this heading were match funded through, and requirements of, the Moray LEADER programme 2008-2013 who were funding partners for the CARS.

Website and town re-branding

Keith and Strathisla Regeneration Partnership (KSRP) had an existing interest in creating a 'brand' for Keith and the creation of a complimentary website. As such, the development of this objective was led by a specially created 'marketing subgroup' of KSRP which the CARS officer participated in where necessary in an advisory capacity.

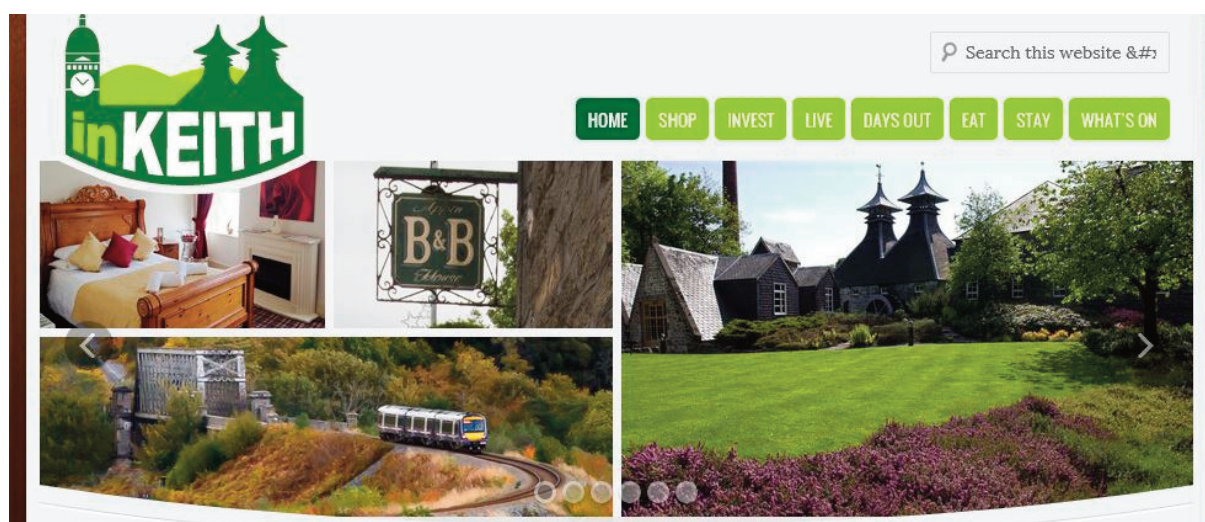
A problem with Keith's online presence was that there was not a definitive 'go to' website for the town. Several websites existed which provided information around specific subjects but did not work together in any sort of cohesive way. On top of this, many of the existing websites were either updated very sporadically or had not been updated in some time, leaving potential visitors with incorrect and out of date information.

The group employed a local graphic design company to produce a logo for the town along with a community website administered by KSRP to promote Keith and for use as a 'one stop' local website for events listings, business directories etc. KSRP report that the website has proved to be a popular resource for the town, with an average of 1,365 users every month and a total of 26,785 users, 35,574 sessions and 85,667 page views since the website was launched.

The logo for the town was heavily promoted through local press and made available for businesses and organisations to use. Promotional items such as shopping bags and window stickers were produced and are widely seen across the town. Many businesses on Mid Street have incorporated it into their own signage and promotional material.

To further promote the town, television and radio adverts were produced and aired in the run up to Christmas and Easter which encouraged the use of Keith as a shopping and visitor destination.

KSRP have used this success as a springboard to go on to promote Keith to a wider audience, taking part in activities such as tourism events and trade shows.





Empty shops strategy

The Keith Mid Street conservation area had the highest vacancy rate for retail units in Moray at 12.7% (compared to the national average of 10%), according to the 2012 Town Centre Health Check. Due to this, an objective of the CARS was to implement a strategy for the reuse of empty shops in the conservation area.

The aim of the project was to allow start-up businesses to try out running their own shop for a short period so they could judge demand and interest in their services whilst at the same time occupying an empty shop in the conservation area.

An empty shop was taken over by the CARS scheme for free and sub-let to these start-ups for free (with the exception of utility bills) so that they would have an idea of how successful their business might be on Mid Street.

This model is especially advantageous for the owner of an empty shop unit as the shop is being used and maintained whilst being marketed for sale rather than remaining vacant, which is a better look for would-be buyers and puts off vandals etc. Issues such as heating being used to prevent building decay are addressed whilst pop-up use means the owner is freed from paying rates on the building. The other, more obvious benefit to the building owner is that CARS is effectively offering a second marketing campaign for the sale/rental of the building for free.



POP-UP IN KEITH



Since the Pop-Up Shop project began in February 2014, the Pop-Up Shop had operated out of 2 different empty premises. 23 separate businesses including crafters, photographers, a bike shop, clothes and shoe shops, artists, confectioners and community groups used the shops until the end of the CARS in March 2016, many making use of them on multiple occasions. Start-up businesses from the Pop-Up Shop went on to take up a permanent residence in 3 long term empty shops on Mid Street and several outwith Keith.

Of the 23 businesses that used the pop up shop, 35% now currently operate from their own retail premises anywhere and 13% currently have their own premises on Mid Street.

Keith Mid Street conservation area now has the lowest shop vacancy rate in Moray at 8% in the last Town Centre Health Check. It is anticipated that this number will be significantly lower in the summer 2016 check with the redevelopment of the CARS funded Griegs site and the 4 refurbished shops which will be available from then.

The Lanes

The lanes around the Mid Street conservation area had never been named formally and were known locally according to, for example, shops or pubs that may have been at the end of them.

There were concerns from the emergency services that it was difficult to respond to calls where there were no officially recognised names for the lanes. Local organisations, in particular the Keith and District Heritage Group, had been interested in naming the lanes for some time.

The CARS became involved in the project along with Keith residents, the local members and other council departments in naming the lanes and the production of heritage style signage. As this was classed as a heritage project, the decision was taken to choose names reflecting Keith's main industries and professions from the past and present, many of them in Doric. The idea was that the lanes would show the heritage of Keith and help to interpret the history of the town.

In 2012 the Economic Development & Infrastructure Committee approved new street names for 54 lanes in Keith. The signage was erected in early 2013 with each of the 54 lanes receiving a sign at either end.

6 STAFFING AND PROJECT MANAGEMENT

20% of
CARS
funding

The Moray Council administered the scheme. This involved the employment of a full time CARS project officer, administrative and financial support with a dedicated accountant assigned to the scheme. The post was based in the Economic Development team which provided managerial support and extra layers of backup.

A dedicated steering group was set up from a representation of the Keith population. This comprised of the 3 elected members for Keith & Cullen and local stakeholders including a community councillor, local residents and local traders. This group was advised by the CARS officer, the Economic Development team and other relevant bodies from the Moray Council when necessary.

The steering group met at regular intervals to discuss & assess grant applications and to monitor the progress of the scheme. It was found that scoring applications as and when they were ready was more effective than the originally proposed method of having project submission deadlines. This allowed applications to move faster and repair work to be carried out at short notice. In order for this method to work effectively, meeting dates were kept fluid and could be changed at short notice. Occasionally small grants applications were scored by email where steering group members were not able to meet at short notice but were all familiar with the project from previous meetings.

The application process

For the Small Grants Scheme there was a 2 stage application process. A building owner who was interested in applying for grant funding initially contacted the CARS officer and filled out an *expression of interest form* outlining the proposed project. The CARS officer would provide guidance at this point around eligibility, scope of works and standards of repair, allowing the owner to work up the project into a full application and obtain the necessary 3 quotes for the proposed work from contractors or craftspeople.

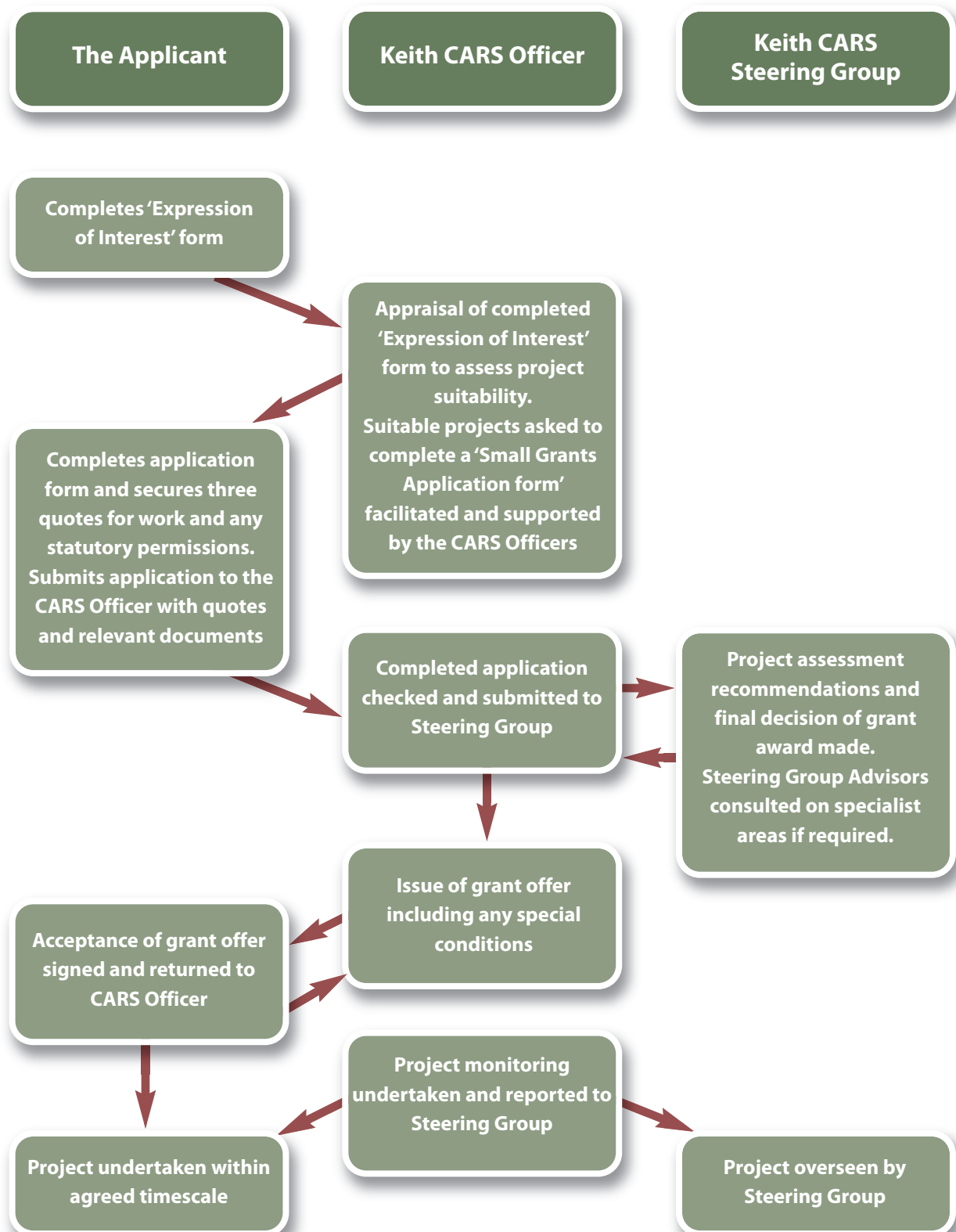
Once this full application was ready, it would be submitted to the steering group for assessment. As this point, the steering group could consult advisors such as the conservation officer, planning officers or CARS officer around any specialist areas if required.

The project would be scored according to set criteria and a grant award would be offered to the applicant based on this. There were very few projects which did not pass this process as the CARS officer worked closely with the applicants beforehand to ensure that all necessary criteria was met. On the few occasions which a grant award could not be offered, recommendations were made which advised the applicant how to proceed with a more suitable application.

A grant award could be made at between 40 and 70 percent of the eligible cost of the project. This grant intervention rate would be discussed by the steering group and made according to the scope of works proposed. When a grant offer was made, the CARS officer would liaise with the owner to check on agreed timescales and to monitor the quality of the work undertaken.

Grant funding was paid out upon the satisfactory completion of the works.

The application process:



7 PUBLICITY

Maintaining a public presence was an important consideration during the course of the CARS. This was essential not just for communicating updates and training information, but to make people aware of the scheme.

Once the scheme was launched, regular updates were available through a dedicated website, a Facebook page and through the local and regional newspapers. In particular, using social media to interact with people proved to work well.

Close contact with the local population was essential for maintaining interest in the scheme and to promote any initiatives that were running through the CARS. Attending events such as the Keith Show proved to be valuable for these purposes and allowed for the CARS officer and steering group to make themselves known.

Before the young people's training schemes began, for example, there were stonemasons in attendance at the CARS stall at the Keith Show who could give demonstrations of stone cutting and advice around repair and maintenance of buildings as well as encourage people to try their hand at the craft and to sign up to the training schemes.

The CARS was featured regularly in both local and regional newspapers as well as in some online news outlets. Using media in this way gave the benefit of promoting the scheme to a new audience whilst serving as a reminder that grant money was still available to those who were considering making an application. The newspapers came to seek regular contact from the CARS as it was becoming apparent that the scheme was a success and Mid Street was becoming visibly healthier.

It should be noted that as publicity and awareness raising exercises were carried out, interest in the Small Grants Scheme, training programme and Pop-Up Shop project rose exponentially. It became obvious over the course of the scheme that different media outlets were more successful for promoting different elements of the CARS.

8 ECONOMIC & SOCIAL OUTPUTS

	Totals	Historic Scotland	Moray Council	LEADER	Owner Contribution
Conservation area appraisal	£12,161		£12,161		
Priority grant awards	£1,164,247	£189,477	£155,026		£819,744
Small grants scheme	£123,968	£33,657	£36,521		£53,790
Training	£55,971	£15,581	£8,032	£32,358	
Community & economic strategy	£27,709	£2,693	£14,730	£10,286	
Staffing and management	£129,959	£114,360	£1,735	£13,864	
Total investment enabled through CARS	£1,514,015	£355,768	£228,205	£56,508	£873,534

Approximate number of new jobs created	
Total number of new jobs created as a direct result of the CARS	7
Young people moved onto apprenticeships through CARS training	6
Jobs in the conservation area safeguarded	12
Number of new businesses	
Total number of new businesses in Mid Street conservation area since CARS began	10
As a direct result of the CARS	3
Independent of CARS	7
Expanded to bigger premises in the conservation area	3
Existing businesses closed down or moved away from the conservation area	5

Existing economic activity safeguarded

According to data from the Moray Town Centre Health Check, Keith Mid Street has gone from having the highest vacancy rate for retail units at 12.7% (compared to the national average of 10%) in the 2012 report, to the lowest at 8% in the 2014 survey. It should be noted that with the Greigs development, another 4 unused shop units will be brought back into use, bringing this percentage down considerably for the 2016 check.

There were several existing businesses in the conservation area which received grant funding to repair their properties. This activity helped to safeguard at least 12 jobs. Additional jobs were safeguarded outwith the conservation area as money which may otherwise not have been spent was circulated into the economy of Moray and beyond.

Social indicators:

CARS funded community projects such as the inKeith website, the rebranding exercise and the empty shops strategy have gone some way towards engaging the community and giving residents back a sense of local pride again.

Local community and regeneration groups such as the Keith and Strathisla Regeneration Partnership (KSRP) and the Rural Environmental Action Project (REAP) have taken full advantage of the improved social and economic situation in the town in working towards the promotion of Keith and building further upon the solid foundations that the scheme laid to continue regeneration efforts in the town and beyond.

The data below shows the crime and anti-social behaviour statistics for Keith and Moray as a whole at the start of the CARS in 2013-2014 compared to the latest data from Keith towards the end of the scheme. It should be noted that this data covers the whole of Keith and not just the Mid Street conservation area so should be considered more of a broad indication of statistics for the CARS area than exact data.

Type of Complaint	Keith 2012-2013	Moray 2012-2013	Keith 2014-2015
Noise	11.7	12.2	11.2
Rowdy Behaviour	3.1	4.0	1.1
Neighbour Dispute	4.8	3.9	4.2
Graffiti	0.2	0.3	0.4
Vandalism	13.9	8.1	12.0
Litter	0.2	1.7	0.2
Fly Tipping	0.0	3.5	0.2
Dog Fouling	1.1	1.3	2.1

Overall, crime and anti-social behaviour has generally been on the decline in Keith since the CARS began. This cannot be attributed solely to the scheme of course, but is more likely to be down to a combination of work undertaken by the various community and regeneration groups active in the town along with the CARS and the 'feel-good' factor that this has nurtured.

9 CONCLUSION

Keith CARS ran from April 2012 until March 2016. 14 different buildings were repaired at a total cost of around £1.3 million, CARS providing match funding worth £413,710 for these projects. 4 long-term empty shops and 8 long-term empty homes were brought back into use as a direct result of CARS building repair projects.

Training schemes, education & awareness programmes and community activity received grant funding of over £75,000 with over 900 people engaged through these activities. The training programme has enhanced the skills of 117 people working in the historic building field whilst 25 young people received basic stonemasonry training and a solid base from which to start an apprenticeship.

The economic benefit of the scheme is clear as Mid Street has come back to life after being very much in a downwards spiral before the start of the CARS. Thanks to initiatives such as the re-branding of the town and the Pop-Up Shop project, 3 further long-term empty shops have been brought back into permanent use and at least 7 jobs have been created in the conservation area, giving Keith the healthiest town center in Moray.

In total, the CARS and associated projects invested around £1.5 million into the Mid Street conservation area over the course of the scheme.



HISTORIC
ENVIRONMENT
SCOTLAND

ÀRAINNEACHD
EACHDRAIDHEIL
ALBA



Moray
LEADER

Designed and produced by Environmental Services, The Moray Council 2016