

Background Information Report

by Head of Planning and Development

This report provides a summary of the rationale behind previously agreed decisions in relation to the Cross Tay Link Road, along with the work undertaken to date on the project. It also outlines that it is a critical stage of implementation and is therefore one of 5 projects the Council is being asked to take a decision on, in advance of the development of the Investment Blueprint.

1. PROJECT OVERVIEW AND KEY OBJECTIVES

- 1.1 The Cross Tay Link Road (CTLR) has been a strategic priority of the Council since 2008. It is a vital component of the Perth Transport Futures Project (PTFP) which is an integrated series of measures to support the sustainable economic growth of the Perth and Kinross area, whilst also addressing the major congestion and air quality issues in and around Perth.
- 1.2 The CTLR is a key element of the Council's statutory Development Plan comprising the TAYplan Strategic Development Plan 2016-2036 and the Perth and Kinross Local Development Plan 2019. The adoption of the Local Development Plan (LDP2) by the Council on 29 November 2019 was the culmination of 4 years' work, and was the result of an extensive consultation process, an examination and Council resolutions. Delivery of the CTLR is therefore central to the housing, employment and transport strategies for the plan area and for the Perth Core Area. This report considers the reasons for this infrastructure project and some of the key objectives.
- 1.3 The PTFP comprises four phases:
 1. A9/A85 Junction Improvement and Link Road to Bertha Park (final completion 1 May 2019);
 2. Cross Tay Link Road (the subject of this report and connecting the A9, A93 and A94);
 3. Bertha Park connection road (links Phases 1 and 2 and will be taken forward by the developer); and
 4. Associated Perth City improvements (projects aimed at reallocating road space to greener modes of travel in and around Perth i.e. the Places for People Sustrans programme, Park & Ride projects and the proposed Bus/Train Interchange).
- 1.4 Whilst Phase 1 of PTFP was completed on 1 May 2019, it is the delivery of Phase 2 which is considered to be the key infrastructure project to deliver the following objectives:
 - enable the new, planned and committed residential developments as set out in the Local Development Plan (LDP2), meet the requirements of TAYPlan and unlock the sustainable growth of the Perth Area;

- deliver a significant overall increase in the number of jobs in the area and release much needed employment land;
- reduce congestion by diverting traffic away from Perth City Centre;
- improve air quality to address the Council's legal obligations with respect to Perth's Air Quality Management Area;
- enable Perth City improvements (Phase 4 of PTFP) by reducing traffic volumes and freeing up road space for improved public transport, active travel and public spaces;
- link communities via multiple modes of transport;
- improve access to Inveralmond Industrial Estate, Scone Palace and Perth Racecourse; and
- reduce journey times to and from the city centre for local traffic.

1.5 The CTLR has been subject to many years of detailed technical assessment, and professional and independent scrutiny. It has followed the multi-stage process directed by both legislation and Transport Scotland guidance, summarised as follows:

- Scottish Transport Appraisals Guidance (STAG) (2008);
- Strategic Environmental Assessment (2010/2011);
- Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment (2011);
- DMRB Stage 2 Assessment and associated environmental impact assessment (2012 – 2016); and
- DMRB Stage 3 assessment and Environmental Impact assessment (April 2020).

1.6 Following conclusion of the DMRB Stage 2 Assessment, the Council approved the preferred route for the CTLR at its meeting on 14 December 2016 (Report No. 16/560 refers).

1.7 A detailed development timeline of the key dates, relevant assessments, plans, reports and approvals is appended to this report.

1.8 Sweco were appointed as consultant engineers by the Council in July 2017. Since their appointment, Sweco and the Council's Project Delivery Team have undertaken a substantial amount of work, including all site surveys and investigations, the preparation of a Specimen Design and an Environmental Impact Assessment (EIA) and, should the project proceed, will complete the contract documents and specification. The procurement process commenced earlier this year with the first stage (pre-qualification) completed. Since July 2017, the Council has spent approximately £5.2m to undertake this work.

1.9 Other key milestones included the allocation of funding (£78m) in the Capital Budget in 2016 supplemented in January 2019 by a £40m grant from the Scottish Government (allied to the Tay Cities Deal) which ensured that the project was fully funded. The Council is currently in the process of seeking planning consent and it is anticipated that, if the decision is to proceed, the planning application will be considered in October 2020.

- 1.10 The Council approved the promotion of the Perth and Kinross (Perth Transport Futures Project Phase 2 Cross Tay Link Road) Compulsory Purchase Order 2019 (CPO) at its meeting on 25 September 2019 (Report No. 19/276 refers). The CPO was subsequently submitted to Scottish Ministers for consideration following which a total of eight objections were received (one non-statutory). The non-statutory objection has subsequently been withdrawn as have two of the statutory objections, one of which was from the owner of the major part of the land required for the scheme. Officers remain optimistic that several of the remaining landowners will reach agreement with the Council and that their objections will also be withdrawn.

2. CROSS TAY LINK ROAD OVERVIEW RISK ASSESSMENT

- 2.1 The CTLR is one of 5 projects currently within the Council's Capital Programme which is at a critical stage. Accordingly, the following table summarises the main benefits of continuing to implement the CTLR and the potential risks associated with not progressing the CTLR. These are then considered in more detail below. Further information is provided in the risk assessment attached to this report.
- 2.2 The wider economic benefits that arise from the project listed below are as a direct result of the construction of the road and is calculated as per the methodology set out in HM Treasury Green Book Guidance. There are also as a result of the project significant benefits to drivers on the network mainly as a result of travel time savings. The overall benefits of the scheme compared to the estimated costs at this stage over a standard appraisal term of 60 years are significant.

Sub Section	Benefits of CTLR	Risks with no CTLR
Economy Treasury Green Book compliant methodology with outputs signed off by Scottish & UK Governments	Enables release of 12,207 housing units	Immediately embargoes/restricts through planning permissions around 4,400 residential units, which is over a third of the overall LDP2 supply for the Perth Housing Market Area. A lack of an effective housing land supply likely to put pressure on surrounding area.
	Enables release of 117 ha of employment land	Constrains the delivery of the majority of employment land in Perth core limiting Perth's ability to generate jobs.
	£966m of additional private sector investment	With constraints on housing and employment land the private sector investment will be severely curtailed.
	938 person years of construction employment related to CTLR delivery.	Loss of opportunity to generate construction jobs (including apprenticeships and training) associated with the project,

	A further 1,956 person years of construction employment are associated with housebuilding and employment land	compounded by loss of housebuilding and economic development opportunities - likely to result in local job losses.
	Estimated that the housing supporting the CTRL will, when completed, generate an additional £10.6m per annum of Council Tax receipts	<p>The Perth area accounts for approximately 50% of housing growth in PKC whilst some development may be displaced to the rest of PKC, growth in Council Tax income will be constrained.</p> <p>Population growth will be constrained, and the benefits of additional spending power will be lost to the City Centre undermining the objective of supporting and sustaining local jobs and services.</p>
	£484 million of construction Gross Value Added (GVA)	Major loss of GVA impacting on health of wider PKC economy.
	Enable expansion of the Perth Area and development of a modern and vibrant local and regional economy	Not progressing the project will result in Perth Area being unable to expand significantly reducing the opportunities to develop a modern and vibrant local and regional economy.
Development Plan Strategy	Enables delivery of TAYPlan, Local Development Plan Housing Strategy, Transport Strategy and City Plan	<p>All plans / strategies are predicated on the delivery of the CTRL and without the project the strategy cannot be delivered. The loss of housing land would result in PKC breaching Scottish Planning Policy within a short time frame, and a Ministerial direction to prepare a new plan.</p> <p>Would require full review of LDP2 taking minimum of 4 years and at a cost of approximately £1m. In the interim a development moratorium would remain in place for much of the Perth Core Area, with the prospect of more planning appeals being supported by Ministers.</p>

Air Quality	Improves air quality allowing review of the Perth Air Quality Management Area	<p>The CTLR is identified as the critical project required to allow the Council to meet its statutory air quality standards.</p> <p>[Note: The roll out of electric vehicles will take 20+years and will not solve the pollution breaches related to particulates.]</p>
Congestion	Removes significant traffic from Perth City centre and immediately surrounding areas and redistributes/impacts on peak flows at Broxden and Inveralmond	<p>Congestion remains, creating additional pollution.</p> <p>[Note: Journey time delays also have a negative impact on business profitability.]</p>
Impact on other projects	Sustrans funded Dunkeld Road corridor active travel routes	The project is predicated on reduced traffic levels as a result of the CTLR and also relies on match funding from the CTLR project. Without the CTLR the project is unlikely to be sustainable.
	Facilitates Bertha Park & Ride site	The P&R at Bertha Park could not be delivered as it is dependent on the A9/CTLR junction for access.
	Perth Transport Futures Phase 4 – the move towards greener modes of travel in the Perth Area	The ability to implement many of the proposed improvements within the city is predicated on the reduction of traffic volumes generated by the CTLR and as a result could not be implemented.
	Frees up road space for public transport improvements (bus lanes etc.)	Limits the potential to improve bus services by reducing journey times and increasing reliability.
Financial	Utilises £40m Transport Scotland funding	This money is not transferable to other PKC projects and will be lost.
	Attracts £17m+ developer contributions (assuming a pessimistic house completion rate) over time. As contributions can only be ingathered for approved	Significant loss in income from developer contributions and some money already collected may have to be returned.

	PTF projects much of it would require to be returned with a reduced ability to ingather future contributions due to the development moratorium.	
	£10.6 million per annum of Council Tax receipts on completion	Constraining housing development will impact on council tax receipts.
	Investment in CTRL can act as match funding for other projects including the Sustrans Perth People Place Programme	The potential to utilise investment in CTRL will impact on a number of potential projects.
Reputational	PKC is identified as best practice through a proactive approach to growth through investing infrastructure	The Council will incur significant reputational damage with developers who have invested in Perth on the basis of the development plan strategy and the commitment to the CTRL. Public confidence in the Council's long- term ambitions for developing the economy, resolving congestion, improving air quality and will be damaged.
Legal	Removes likelihood of legal action for damages against the Council.	High likelihood of legal action for damages against the Council because planning consents have been granted on the basis of the adopted LDP2 which includes the CTRL.
	Removes potential for judicial review.	A decision not to proceed with the CTRL at this stage would likely result in a judicial review petition being raised against the Council which would have real prospects of success.
	Compulsory purchase of the land is at an advanced stage.	CPO will require to be withdrawn and any future attempts to carry out compulsory purchase of land for this project will be made extremely difficult. Risk that landowners affected by CPO will attempt to hold the

		Council liable for losses they may incur.
		<p>Risk of breaching statutory duty to secure best value. £5.2m spent to date.</p> <p>If the project does not proceed now, the strategic planning framework could still oblige the Council to proceed but at higher costs and without the £40m from the Scottish Government.</p>

Financial Implications

- 2.3 The following table summarises the financial implications, as they are estimated at this time, in relation to progressing with the CTLR project.

External Funding	Total Council Approved Budget (Gross)	Latest Projection	Potential Funding "Gap"	Spend To Date	Estimated Additional Revenue Costs	Estimated Completion Date (assuming all required approvals)
£m	£m	£m	£m	£m	£m	Late 2024
(40) Note A (17+) Note C	78	118	-	5.2	Note B	

Note A: The Scottish Government (Transport Scotland) has confirmed an offer of £40m of funding for the CTLR. The formal Grant Offer is currently being worked through with officials from Transport Scotland.

Note B: The development of the CTLR as the Council's largest single infrastructure asset will require to be reflected in the Council's asset management programme.

Note C: It is estimated that £17+m will be recovered through developer contributions over 20 to 25 years, taking a pessimistic view of house completions.

3. THE LOCAL DEVELOPMENT PLAN'S RELATIONSHIP TO THE CTLR

- 3.1 The biggest single **development** constraint is the capacity of the transport infrastructure in and around Perth in terms of congestion and air pollution. The current transport network is only able to support limited future developments.
- 3.2 Scottish Government policy promotes an infrastructure first approach, and infrastructure needs to be in place or capable of being delivered. During the preparation of LDP1, a large variety of options were considered to facilitate

sustainable economic growth and address the congestion and air quality issues in the city. The only viable solution identified was a new bridge over the River Tay to the North of Perth.

- 3.3 In developing the first LDP, the Council had extensive discussions with Transport Scotland about the transport infrastructure in and around Perth and its ability to cope with planned growth. Traffic modelling was undertaken looking at different infrastructure scenarios and potential growth. The development of the CTRL as part of the PTFP was found to be the essential element which allowed the LDP strategy to progress. It helped ensure Transport Scotland support for LDP1 in 2014 and more recently the approved LDP 2 (2019).
- 3.4 Funding for the CTRL is split between Scottish Government, the Council and Developer Contributions. As such, contributions have already been accrued to support the delivery of the CTRL although these contributions are highly likely to be legally challenged if it does not go ahead. Planning appeals and further legal challenges should also be anticipated from those who have acted in reliance of the statutory development plan in taking forward development sites.
- 3.5 The Council has a legal duty to prepare a local development plan which is in accordance with the strategic plan, TAYPlan 2016-2036. The CTRL is identified as an infrastructure requirement of that plan and the current LDP2 meets this requirement. Without the CTRL, it is difficult to foresee an alternative housing and transport strategy for the Perth Core Area that could be approved. Other Perth and Kinross housing market areas would then have to accommodate more development.
- 3.6 A £40m grant for the CTRL was awarded by Scottish Government to deliver the project. If it does not progress it is not likely that the money will be available for any other project. It is anticipated that, should there be a significant project delay, the Council may be obliged to deliver the CTRL without Scottish Government grant. Transport Scotland has indicated funding may need to be reallocated to support priorities emerging from next year's Strategic Transport Projects Review.

4. RELATED MATTERS FOR CONSIDERATION

Benefit Cost Ratio (BCR)

- 4.1 Economic assessments have been carried out on the scheme using the Transport User Benefits Appraisal (TUBA). This was done to inform the Transport Statement, which formed part of the planning application submitted in November 2019, resulting in a BCR of 4.54. In respect of infrastructure schemes, this BCR result is deemed to be 'very high' by the Department for Transport who set out six 'Value for Money' categories as shown in the table below:

Value for Money Category	Implied by
Very High	BCR greater than or equal to 4
High	BCR between 2 and 4
Medium	BCR between 1.5 and 2
Low	BCR between 1 and 1.5
Poor	BCR between 0 and 1
Very Poor	BCR less than or equal to 0

Maintenance Costs

- 4.2 The maintenance costs associated with roads infrastructure is significantly low in comparison to buildings. With regard to cyclic and reactive maintenance of the new road, the Council's Roads Maintenance Partnership currently spends in the region of £5,000 per kilometre for a road and a footway combined. Using this rate, the CTLR will cost on average in the region of £30,000 per annum in cyclic and reactive maintenance.
- 4.3 With regard to ongoing routine maintenance and inspection of the bridges included with the CTLR, this is estimated to be in the region of £6,600 per year when averaged over the design life of the bridges (120 years).
- 4.4 It should be noted that the structural form chosen for the proposed Tay Crossing (a 3-span post tensioned reinforced concrete structure) was selected in an options appraisal due to various advantages over other structures. One of the advantages of the structure chosen was the low ongoing maintenance costs when compared with other options.

City Centre/Bridgend and the Broxden & Inveralmond Roundabouts:

- 4.5 The CTLR will impact on traffic flows and journey times within the city centre, and particularly at Bridgend. It will also affect how traffic flows at two trunk road junctions on the A9 (Broxden and Inveralmond Roundabouts). Both of these junctions, however, are the responsibility of Transport Scotland.

City Centre/Bridgend:

- 4.6 The CTLR will provide significant journey time benefits across the city centre as it is predicted that there will be a reduction of 20% in traffic volumes within the city centre. There will also be journey time savings for the main arterial routes coming into the city with the reduction and removal of through traffic.
- 4.7 There will be major benefits for the Gannochy area as less drivers are likely to use this area as a rat-run as space is freed up on the main route. The main benefits for the city centre will be the potential for the creation of major improvements in public space and sustainable modes of travel through Phase 4 of the wider PTFP. This will allow the creation of improvements which

would, with the status quo, not be able to happen with the city centre still dominated by heavy and increased levels of traffic over time.

- 4.8 There will also be journey time savings for traffic from Scone and North of Scone, including communities along the A93 and A94, wishing to travel to Broxden as they will be able to use the CTLR rather than via Bridgend and/or the city centre.

Inveralmond:

- 4.9 In the opening year of the CTLR, the modelling outputs show that it is anticipated that journey times would increase in the morning peak period from Luncarty to Perth City Centre, via A912 Dunkeld Road, by on average 2 to 3 minutes. For anyone travelling from Luncarty in the afternoon/evening peak period, it is anticipated that journey times to the city centre will, on average, decrease by around 4 to 5 minutes. However, Council officers are currently working with Transport Scotland on improving and optimising the operation of the signalised roundabout. It is likely this will be carried out before the CTLR is in place and will offset some of the delay predicted.

Broxden:

- 4.10 It is recognised that queuing occurs on the transport network for both local and strategic traffic with long queues observed at the morning and evening peak periods of the day. The CTLR, however, does not alter traffic volumes going through the junction significantly, rather it redistributes traffic in a different manner. In essence, traffic arriving for instance from the A9 South rather than traversing through the city centre will now take the much quicker route north via Inveralmond and the CTLR.
- 4.11 Transport Scotland and the Council have undertaken feasibility work identifying a suite of improvements at both roundabouts. For Broxden signalisation, new slip lanes and carriageway widening are currently being designed and costed by Transport Scotland. Further updates are anticipated as part of the ongoing national review of major transport projects.

Air Quality

- 4.12 The CTLR has been identified for a number of years (and in the most recent Annual Air Quality Progress Report 2019) as the project which has the greatest positive impact on air quality within Perth City. All other measures identified in the report are predicted to have less impact in lowering existing levels.
- 4.13 On the basis that the CTLR would be constructed, there has been no requirement to undertake a stage two screening assessment for a National Low Emission Zone, however should this position change then further screening would need to be considered. It is also predicted that the cumulative aspects of proposed development identified within the Local Development Plan (even with any associated embargoes) will likely result in

increased levels of air pollution in Perth City. The CTLR is predicted to provide sufficient mitigation to accommodate this impact.

- 4.14 All Local Authorities have a duty to monitor air quality in their areas, but in order to revoke the existing Air Quality Management Area for Perth City there requires to be consistent compliance with national air quality objectives over a prolonged period (at least 3 years). It is predicted that the CTLR would assist in achieving such sustained compliance.

COVID-19 Impact on Traffic

- 4.15 The impact of the pandemic to date on the network has been carefully monitored to understand the consequences of any potential changes to travel patterns. The CTLR analysis was based on traffic volumes before the impact of the pandemic so it was important to understand how that may have changed.
- 4.16 In summary, overall traffic in the city centre area (within the ring road) is approximately 80% of previous traffic flows as at the beginning of September 2020 but there are specific critical locations where it is back to pre-COVID-19 levels i.e. at the two bridges over the River Tay in the city. Volumes have generally risen gradually back to towards previous levels, but it should be noted that there are still major employers in the city with a significant number of employees still home working. The Council would be the obvious example of this so there is an expectation that figures will rise again.
- 4.17 Analysis of the vehicle composition shows that the percentages have remained relatively consistent, with slightly fewer cars and buses, and a slight increase in delivery vehicles compared to previous surveys. The proportion of cyclists increased slightly in May but had returned to pre-COVID-19 levels by early July and has remained at this level.

Potential to Divide Project into Sections

- 4.18 A request was made for consideration be given to only part of the CTLR being constructed in the near future. This is not possible because this phase of PTFP has been assessed using the processes set out in paragraph 1.4 as a composite scheme in respect of costs and benefits. The CPO has also been promoted and justified to the Scottish Ministers on that basis. Furthermore, building the link through North Scone to serve new housing development without the bridge itself would simply add to congestion through Scone, Bridgend and the city centre. The Development Plan could not support this. Likewise, completing the Phase 3 Bertha Park link road (private sector funded) without the bridge would push even more traffic towards the A85 junction and Crieff Road. Again, the Development Plan would not support this.

Carbon Footprint / Climate Change Implications

- 4.19 Carbon reduction has been a major consideration for the CTLR as it has been designed following a new carbon management process (PAS 2080). This has ensured that every opportunity for carbon emissions reductions has been

considered. Details of how this has been undertaken is contained within the Environmental Impact Assessment with additional information within the report 'CTLR and the Climate Emergency' circulated to Members as part of the briefing pack.

- 4.20 It is not possible to build infrastructure without producing any carbon emissions, but by applying PAS 2080 and implementing it through the DMRB Stage 3 design process, emissions have been reduced as far as possible at this stage. The initial carbon cost of the CTLR route was 60,214 tCO₂e (tonnes of carbon dioxide equivalent). However, through efficient design this has been reduced by 21% to 47,308 tCO₂e. This is negligible in comparison to Scotland and the UK's annual carbon emissions and will not impact the ability of Scotland or the UK to meet its Paris Agreement obligations.
- 4.21 The carbon cost of excess journeys which occur as a result of the CTLR is expected to be an increase of 5,560 tCO₂e in end user emissions per annum by the design year 2038. However, it should be noted that this increase is partially associated with the future development, and not generally caused by the CTLR itself. In the opening year of the CTLR, it is estimated that there will be reduction of 128 tCO₂e in end user emissions per annum, due to the reduction in traffic congestion.
- 4.22 Throughout the next stages of the project (i.e. detailed design and construction), the PAS 2080 process will continue to be applied and a further reduction of the carbon cost is expected. Tendering contractors will be required to set out opportunities to reduce carbon further, bringing the project to as close to net zero as possible. This will encourage innovation and allow further possibilities such as electrified construction plant and carbon offsetting to be reviewed by the Council, considering best value for money in achieving the objectives set out in the evolving Climate Emergency Action Plan. The successful contractor will also be required contractually to further reduce the construction carbon cost with the success of this measured by targets throughout the construction period.
- 4.23 Officers are confident that the carbon efficiencies mentioned above, alongside the measures in Phase 4 of PTF project to promote greener travel modes demonstrate that the CTLR and the entire PTF project have factored in carbon reductions throughout the life of the projects.

Procurement

- 4.24 The procurement of the main construction contract is currently paused pending Council's decision, with stage one (the ESPD i.e. pre-qualification) having been completed and five bidders selected to tender for the design and build prior to the COVID-19 pandemic.
- 4.25 The bidders have been kept informed of the situation and so far, all remain interested in submitting a tender for the project. However, the longer the procurement exercise is delayed, the more it is likely that bidders will lose interest. This risk along with the risk of a significant change in the market conditions since the start of the procurement exercise could potentially result

in the need to re-start the procurement process from scratch, should there be further significant delay.

5. CONCLUSIONS

- 5.1 The CTLR, as part of the PTFP, has been in development since 2008, and is a fundamental element of the Council's strategic planning framework through both TayPlan and the Local Development Plan.
- 5.2 This report outlines the key benefits of the project and risks if the project were not to proceed. These are outlined as follows:
- Economic/finance – section 2
 - Local Development Plan – section 3
 - Benefit/cost ratio – paragraph 4.1
 - Maintenance costs – paragraph 4.2
 - Traffic management – paragraph 4.3
 - Air quality – paragraph 4.4
 - COVID-19 Impact on traffic – paragraph 4.5
 - Carbon footprint & climate change implications – paragraph 4.7
 - Procurement – paragraph 4.8.
- 5.3 Modelling undertaken to date indicates that, while there will be increased volumes of traffic at Inveralmond and the redistribution of traffic at Broxden, there will be significant improvements in Perth City Centre and at Bridgend. The impact of traffic along the A93 and the A94 continues to be developed and it is recognised that this is understandably a major concern to residents along these routes.
- 5.4 As part of the Shaping Perth's Transport Future Strategy approved by Council in 2012, the Council has agreed a developer contributions strategy. Under the strategy, developers will be required to contribute to the cost of the CTLR as a condition of planning consent for future housing developments within the LDP facilitated by the crossing and associated roads infrastructure. It is prudently estimated that in the order of £17 million will be generated in developer contributions towards the cost of the CTLR over an extended time period of 20-25 years as development progresses.
- 5.5 The use of the HM Treasury Green Book Guidance has provided an independent tool to assess the wider economic benefits as a direct result of the construction of the CTLR. This indicates that there will be a sufficient housing land supply to satisfy the requirements of the LDP, along with the creation of the employment land, and provides large private sector investment, along with construction jobs and additional Council Tax receipts.
- 5.6 Elected Members are requested to take account of the information contained within this report, and the associated briefing materials, in respect of a decision on the CTLR.

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TIMELINE OF KEY DECISION DATES
Perth Transport Futures Project (including the CTRL)

1995	Perth Area Local Plan 1995	Identified the need for a new bridge north of Perth town centre and recommended amending the A9/A85 junction.
2003	Perth and Kinross Structure Plan 2003	Included recommendations for the A9/A85 and a need for a new road bridge across the River Tay.
2009	Enterprise and Infrastructure Committee: Strategic Transport Network Issues (Report 09/405)	Outlined the key findings of the STAG appraisal including the preferred corridor for the CTRL and an improved A9/A85 junction.
Aug 2009	Enterprise and Infrastructure Committee: North West Perth Expansion Area Study (Report 09/406)	Agreed to take forward further development work into the detailed infrastructure design for North West Perth i.e. the A9/A85 junction improvement and to investigate delivery funding options.
2010	Scottish Transport Appraisals Guidance (STAG)	STAG appraisal of Perth's wider transport issues and potential solutions. 11 options were considered and 6 taken forward for further appraisal with conclusion that a Cross Tay Link Road with a range of other measures was the preferred approach.
Oct 2010, approved Jan 2012	Shaping Perth's Transport Future Strategy	Summarised the outcome of the STAG appraisal and formed the Council's Transport Strategy for Perth and the wider region.
2010/2011	Strategic Environmental Assessment	SEA Report (and subsequent addendum) carried out in respect of the Transport Strategy detailed in the Shaping Perth's Transport Future Strategy document. This firmed up the corridor options for the CTRL.
Nov 2011	DMRB Stage 1 Assessment	More detailed appraisal of 3 CTRL corridor options identified in STAG appraisal together with 2 amended corridors based on recommendations of SEA and Shaping Perth's Transport Future Strategy document.

Jan 2012	Special Council Meeting (Report 12/5)	Approved proposed local development plan (LDP) for public consultation.
Jan – April 2012	Proposed LDP	Proposed LDP published for public consultation showing CTRL route and interface with site H29. Fourteen public consultation events held including one in Scone attended by 271 people.
May 2012	A9/A85 Junction Planning Application Approval (Planning Reference 11/01579/FLL)	The approved application included the formation of slip roads, roundabouts, bridge, SUDS ponds, landscaping and the Lade diversion (excludes link to Bertha Park).
June 2012	TAYPlan Strategic Development Plan 2016 - 2036	The approved Plan promoted improvements to existing transport infrastructure, including the A9/A85 junction and the CTRL.
May 2013	Perth City Plan	Reflected the requirement to improve road and transport infrastructure to enhance connectivity between the city centre and the planned western expansion, the wider region and the rest of Scotland.
June 2013	Council Meeting Perth Transport Futures Project (Report 13/336)	Council endorsed need for PTFP and agrees to commit to funding to Phase 1 PTFP.
Nov 2013	Workshop and site visit with Elected Members	Site visit by Elected members along route of proposed Phase 1 PTFP.
Feb 2014	Council Meeting (Report 13/597)	The Council agreed to adopt the LDP.
May 2014	Council Meeting PTFP – Phase 1 (Report 14/192)	Council approved borrowing of £15.7m towards Phase 1 PTFP (A9/A85 to Bertha Park)
June 2014	Council Meeting – PTFP Phase 1 (14/303)	Council approved authority to acquire land by CPO to facilitate construction of PTFP Phase 1
Oct 2014	Council Meeting – PTFP Phase 1 (14/437)	Council approved authority to acquire additional land and rights by CPO to facilitate construction of PTFP Phase 1.
2015	Main Issues Report LDP2	Proposed LDP2 indicated the preferred CTRL route and housing development

		site H29. No representations received in relation to the CTRLR and its route through site H29.
March 2015	Phase 1 A9/A85 Junction Improvements and Link Road to Bertha Park Planning Application Approval (15/01579/FLL)	Upgrading of roads infrastructure including the formation of new roads, roundabouts, bridges, car parking, landscaping and associated works.
March 2016	The Perth and Kinross Council (Perth Transport Futures Project Phase 1 A9/A85 Crieff Road Junction and Link Road to Bertha Park) Compulsory Purchase Order 2014	Compulsory Purchase Order confirmed by Scottish Ministers
Feb 2016	PTFP Phase 1 A9/A85 Junction Improvements and Link Road to Bertha Park Planning Application Approval (15/02185/FLL)	Modification of permission 15/00036/FLL (upgrading of roads infrastructure) to include alterations to roundabout.
May - Dec 2016	H29 Planning Application (16/02127/IPM)	Application submitted for Scone North development
June 2016	Council Meeting – PTFP Phase 2 CTRLR (Report 16/227)	Council commits funding of £78million towards Phase 2 PTFP (Cross Tay Link Road).
Sept 2016	PTFP Phase 1 A9/A85 Junction Improvements and Link Road to Bertha Park Contract Award	Contract Awarded to Balfour Beatty in September 2016 with a contract price £35,369,292.62.
Nov 2016	PTFP Phase 1 A9/A85 Junction Improvements and Link Road to Bertha Park Planning Application Approval (Planning Reference 16/01290/FLL)	Upgrading of roads infrastructure including the formation of new roads, roundabouts, bridges, car parking, landscaping and associated works (revised design).
Dec 2016	Council Report PTFP Phase 2 CTRLR Preferred Route (Report 16/560)	Council approves final preferred route for CTRLR
May 2017	H29 Planning Application (16/02127/IPM)	The in principle application and masterplan for site H29 accorded with

		the LDP and was granted planning consent.
July 2017	Appointment of consultants to progress Phase 2 PTFP	Sweco appointed to progress the preferred CTLR route through DMRB Stage 3 assessment.
October 2017	Scottish Ministers issue Approval of TAYPlan Strategic Development Plan 2016 -2036	Approval confirms CTLR as a strategic infrastructure project for Perth City region.
Nov 2017	Council Meeting (Report 17/387)	Approved draft LDP2 for public consultation showing CTLR route and interface with H29.
Dec 2017	Proposed Plan LDP2	Proposed Plan LDP2 published showing the CTLR route with a nine week public consultation period until 2 February 2018.
May 2018	CTLR Elected Members Briefing	Briefing on project, progress to date and cost estimate in advance of public consultations.
Aug 2018	Elected Members Briefing – CTLR, Traffic Modelling and Perth Cycle Network Masterplan	Presentation to Elected Members.
Aug 2018	Council Meeting (Report 18/263)	Approved Proposed Plan LDP2
Sept 2018	Proposed Plan LDP2	Submitted to Reporter for examination. There were no unresolved representations regarding the CTLR but assurances given to the Reporter reflected the currently anticipated programme for delivery of the CTLR. A report is expected from the Reporter in July 2019 identifying any recommended changes for LDP2 prior to its adoption.
Jan 2019	PTFP Phase 2 Scottish Government Funding	Scottish Government announced funding of £40million towards the CTLR with scheme (containing preferred route) now fully funded.
May 2019	PTFP Phase 1 A9/A85 Junction Improvements	All new roads and infrastructure opened to the travelling public in

	and Link Road to Bertha Park Final Completion of Construction	January 2019, with finishing works (e.g. landscaping) completed in May 2019.
June 2019	Council Meeting (Report 19/189)	Approved to progress with currently alignment of the CTLR between the A93 and A94
Sept 2019	Council Meeting (Report 19/276)	Council approved authority to acquire land by CPO to facilitate construction of PTFP Phase 2 CTLR
Nov 2019	Planning Application 19/01837/FLM	Planning Application for Phase 2 CTLR validated
June 2020	Members Briefing Phase 2 – CTLR	Traffic Modelling Presentation

Project Summary Sheet

Project Name:	Cross Tay Link Road		
Asset Type:	Roads Asset		
This project will deliver new major road infrastructure from the A9 Trunk Road (north of Inveralmond Roundabout) to the A94 north of Scone. The project is known as the Cross Tay Link Road and forms the second phase of the Perth Transport Futures Project.			
Risk Analysis			
	Stop	Pause	Continue
Strategic	The CTLR is a key driver in the recently approved Local Development Plan and a requirement of TAYPlan -		No strategic risks have been identified in continuing the project.
	Stopping the CTLR would prevent the delivery of the LDP and its outcomes.	Pausing the CTLR will delay the delivery of the LDP outcomes, add increase costs and potential result in a failure to meet housing land targets set by Scottish Minsters, and result in large unallocated sites securing planning consent.	
	Stopping the CTLR will require a full review of the LDP and this will take a minimum of 4 years and a cost of approximately £1M. There is a risk that even if there is any identifiable alternative it would not be politically unacceptable the council. There is also the risk that at the end of the process the Scottish Minsters would reject the plan as it would not be possible to meet the requirements of the National planning Framework.		
	The CTLR is a cornerstone for the plan to grow the Perth area -		
	Stopping the project may result in an embargo on further development in the Perth Core Area and prevent the release of land for	Pausing the project will delay this planned expansion both in the ‘CTLR released’ land and also in	

Risk Analysis			
	Stop	Pause	Continue
	economic development and in excess of 8,000 houses most notably 2,300 in Bertha Park.	the scale of the Bertha Park Development.	
	This project is part of the flagship Perth Transport Futures programme phase 1 of which was delivered through the A9/A85 junction project -		
	Stopping the project will prevent the delivery of the approved Perth Transport Strategy, with the resolution of traffic congestion, other environmental, placemaking and economic benefits it secures.	Pausing the project will delay the delivery of the approved Perth Transport Strategy, with the resolution of traffic congestion, other environmental, placemaking and economic benefits it secures.	
	The approved Perth City Plan is partly predicated on the delivery of this project -		
	Stopping the project will prevent the full implementation the Perth City Plan, including the delivery of effective active transport and sustainable travel through the Perth, People, Place programme. In particular, this will impact on the Dunkeld Road Corridor, but also futures phased work, specifically Scone to Bridgend and Glasgow Road corridors.	Pausing the project will delay the full implementation the Perth City Plan, including the delivery of effective active transport and sustainable travel through the Perth, People, Place programme. Any delay may impact on the Sustran match funding.	
Legal	A compulsory purchase order for land for this project is being pursued and has reached advanced stage. The consent of the largest affected landowner has now been secured -		Legal risks cannot be removed entirely but in continuing to promote the CPO the legal risk is minimal. The project accords with the development plan framework, it is unopposed by the largest landowner affected and it is supported by Transport Scotland.
	Stopping the project will require the ending of the compulsory purchase order and will make any future	Pausing the project other than for a short period, could be hugely damaging and potentially fatal to	

Risk Analysis			
	Stop	Pause	Continue
	attempt to carry out a compulsory purchase order for this project extremely difficult.	the compulsory purchase order. The process would require to be started a fresh and would be set back years. The Council could not ask a Reporter to confirm the Order unless an implementation date is certain.	
	There is a risk that landowners affected by the CPO will have acted in the expectation that the order will continue to be promoted and attempt to hold the Council liable for losses they may incur, should the project be stopped or paused.		
	Because of the expenditure incurred to date, there is a risk that stopping or pausing the CTRLR could breach the Council's statutory duty to secure best value.		
	<p>Both the Stopping and Pausing of the CTRLR create a risk of legal action against the Council by developers, landowners or other affected stakeholders. Both the CPO and Planning legislation allow certain statutory rights of appeal to the courts. There is also the risk of judicial review where a statutory appeal right does not exist.</p> <p>The risk of a challenge in a planning context is particularly acute. A decision leading to the abandonment of the 2019 Local Development Plan's current transport and housing strategy for the Perth Core area is especially vulnerable to challenge. For example, approx. £20m has been invested by a private developer in Bertha Park. It is improbable the company would readily accept a decision restricting the scale of their development to around 20%-25% of the site's capacity. There would be other developers similarly affected though on a lesser scale. Various investment decisions by developers and others will have been predicated on LDP2 and the Council's commitments to Scottish Ministers in relation to that plan. The extent to which other developers will have taken</p>		

Risk Analysis			
	Stop	Pause	Continue
	decisions based on the form and content of the development plan cannot be known but they will scrutinise the council's actions and are likely litigate if there is scope to offset their losses. If the Council abandons the form of LDP2 it will lose an effective 5 year land supply. This would move the Council away from plan led development to the less predictable developer led approach. Legal disputes then become more probable- whether the council grants or refuses these applications. Developers are less likely to accept Council planning decisions and more likely to pursue court action. Communities may be aggrieved at major unallocated sites coming forward and try to challenge decisions by judicial review.		
Financial	There has been significant expenditure on this project -		As we continue to experience the economic impacts of COVID-19 we have no definitive understanding of our revenue income streams particularly in the short to medium term. In this situation, there is a risk that we cannot afford to fund this project.
	The Council has spent approximately £5.2 million to date developing the project.	Depending on how long the project was paused for, could result in a major revenue pressure for the Council.	
	This project has attracted £40Million of third-party funding from the Scottish Government -		
	This will be lost if the project is stopped.	Pausing the project would risk losing this funding.	The funding model for the project relies, in part, on developer contributions. The impact of COVID-19 on the development of housing remains unknown and there is a risk that developer contributions do not meet our expected phasing.
	The project will generate a significant developer contributions, which will offset part of the capital cost -		
	This will be lost if the project is stopped. In addition, there will be pressure to return some of the developer contributions already received.	This will be delayed if the project is paused	
	Sustrans have match funded approximately £6.5M against this project, which is being used in the delivery of the Perth, People, Place programme -		
		The impact of COVID-19 on the construction sector at this point is unquantifiable. There is a risk that the impact results in significant	

Risk Analysis				
	Stop	Pause	Continue	
	Stopping the project will result in the loss of this match funding	Depending on the length of pause and Sustrans financial phasing requirements, this funding may be lost.	increase in tender prices resulting in us being unable to afford the project.	
	Delivery of this project will allow for the construction of approximately 8,000 housing units and approximately 117ha of employment land by completion of all development. This is projected to provide £10.6 million additional Council Tax payments per annum (once fully developed and occupied) and c.£580,000 additional Business Rate payments per annum (once fully developed and occupied). -			
	Stopping the project will prevent this increase in council income	Pausing the project will delay the increase in income to the council		
		Increase in project cost as a result of construction inflation. The impact of COVID-19 on construction inflation remains an unknown. The figures below should be treated as indicative and are derived from the Building Cost Information Service's current assessment of construction inflation – the figures show the cumulative impact of construction inflation over 4 years:		
		2021 – 3.9%:		£ 3,510,000
		2022 – 3.8%:		£ 7,063,000
		2023 – 4.2%:		£ 11,140,000

Risk Analysis				
	Stop	Pause		Continue
		2024 – 4.3%:	£ 15,489,000	
Reputational	This project is part of the flagship Perth Transport Futures programme phase 1 of which was delivered through the A9/A85 junction project -			There is a risk that the construction of such major road infrastructure might be viewed as being against the drive to address the ongoing climate emergency.
	Stopping the project will risk failing to meet public expectations of the positive outcomes associated with programme: <ul style="list-style-type: none">improved air quality and associated health benefitsreduced vehicular congestionincreased opportunities for active travelimproved journey timesexpansion of Perth areaincreased economic opportunities	Pausing the project will risk failing to meet public expectations of the positive outcomes associated with programme: <ul style="list-style-type: none">improved air quality and associated health benefitsreduced vehicular congestionincreased opportunities for active travelimproved journey timesexpansion of Perth areaincreased economic opportunities		There is a risk that a project of this scale may be seen as not being appropriate during this period of pandemic.
Economic	A key outcome of this project is the enabling of large areas of development land which would allow for the expansion of the Perth area and the development of a modern and vibrant local and regional economy -			The economic assumptions were made in a pre-COVID-19 world, there is a risk that these are no longer valid.
	stopping the project will result in Perth area being unable to expand significantly reducing the opportunities to develop a modern and vibrant local and regional economy.	Pausing the project will delay the expansion of the Perth area significantly reducing the opportunities to develop a modern and vibrant local and regional economy.		
	There are significant positive economic impacts anticipated directly from the construction of the CTLR together with associated house building for			

Risk Analysis			
	Stop	Pause	Continue
	local businesses and contractors – (also social value through community benefits/PK Offer)		
	If the project is stopped, these will be lost, exacerbating the impact of COVID-19.	If the project is paused these will be delayed, exacerbating the impact of COVID-19.	
	The positive economic outcomes of the approved LDP and Perth City Plan are dependent on the delivery of this project -		
	Stopping the project will prevent the delivery of these positive economic outcomes	Pausing the project will delay the delivery of these positive economic outcomes	
Staffing	There are 5 technical professional PKC staff who are funded through the capital programme, in addition, the 3 professional posts who are directly employed to deliver the Perth, People, Place programme -		There are no staffing risks are associated with continuing the project.
	If the project is stopped their posts would be at risk.	Pausing the project will impact on these posts.	