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Council Building
2 High Street
Perth
PH1 5PH

26/05/2023

Attached is a supplementary agenda for the hybrid meeting of the **Environment, Infrastructure and Economic Development Committee** being held in the **Council Chamber** on **Wednesday, 31 May 2023** at **09:30**.

If you have any queries please contact Committee Services on (01738) 475000 or email Committee@pkc.gov.uk.

THOMAS GLEN
Chief Executive

Those attending the meeting are requested to ensure that all notifications are silent on their device and other devices are in silent mode.

Please note that the meeting will be broadcast online and recorded. The recording will be publicly available on the Council's website following the meeting.

Members:

Depute Provost Andrew Parrott (Convener)
Bailie Mike Williamson (Vice-Convener)
Councillor Keith Allan
Bailie Alasdair Bailey
Councillor Steven Carr
Councillor John Duff
Councillor Angus Forbes
Councillor Ken Harvey
Councillor Noah Khogali
Bailie Claire McLaren
Councillor Willie Robertson
Councillor Frank Smith
Councillor Colin Stewart
Councillor Richard Watters
Councillor Jack Welch

Environment, Infrastructure and Economic Development Committee

Wednesday, 31 May 2023

AGENDA

MEMBERS ARE REMINDED OF THEIR OBLIGATION TO DECLARE ANY FINANCIAL OR NON-FINANCIAL INTEREST WHICH THEY MAY HAVE IN ANY ITEM ON THIS AGENDA IN ACCORDANCE WITH THE COUNCILLORS' CODE OF CONDUCT.

ADDITIONAL ITEM

- 9 PROPOSED 20MPH SPEED LIMITS** **5 - 126**
Report by Head of Environmental and Consumer Services (copy herewith 23/173)

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PERTH AND KINROSS COUNCIL

Environment, Infrastructure and Economic Development Committee

31 May 2023

PROPOSED 20MPH SPEED LIMITS

Report by Head of Environmental & Consumer Services (Report No. 23/173)

1. PURPOSE

- 1.1 This report summarises objections received on the proposed 20mph speed limits for various towns and villages across the Perth and Kinross Council area. The 20mph speed limit is proposed to make the roads safer for all users. It recommends Committee set aside the objections and that the Order is made as advertised.
- 1.2 Perth and Kinross Council recently undertook statutory consultation for Perth and Kinross Council (20mph Speed Limit) (Variation)(No 16) Order 202X. This Traffic Regulation Order seeks to introduce a number of 20mph speed limits.

2. RECOMMENDATIONS

- 2.1 It is recommended that Committee:
- (i) sets aside the objections received and
 - (ii) proceeds to make the Orders to introduce the new 20mph Speed Limits as advertised.

3. STRUCTURE OF REPORT

- 3.1 This report is structured over the following sections:
- Section 4: Background/ Main Issues
 - Section 5: Proposals
 - Section 6: Conclusion
 - Appendices

4. BACKGROUND/MAIN ISSUES

- 4.1 The Traffic Regulation Order wishes to make permanent the 54 No. 20mph speed limits that were introduced temporarily as part of the Spaces for People measures. These were introduced to make communities safer for the vulnerable road users who chose to travel actively during lockdown These locations were; Abernyte, Acharn, Airtully, Alyth, Ardler, Auchterarder, Ballindean, Ballintuim, Blairgowrie, Bridge of Cally, Bridge of Earn, Campmuir, Caputh, Collace, Coupar Angus, Craigdallie, Crook of Devon, Drum, Dunkeld, Dunning, Errol Station, Fearnan, Forgandenny, Forteviot, Fortingall, Glenfarg,

Grandtully, Grange, Harrietfield, Horn, Kettins, Kilspindie, Kinnaird, Kinross, Kinrossie, Kirkmichael, Knapp, Maryburgh and Keltybridge, Meigle, Meikleour, Milnathort, Myriggs, Perth, Pitcairngreen, Pitlochry, Pitroddie, Rait, Scone, Scotlandwell, Spittalfield, Strathtay, Strathtummel, Tummel bridge, West Kinfauns, Westown, Wolfhill.

- 4.2 It is also intended to introduce two new 20mph speed limits in Balbeggie and St Davids, following requests for a reduced speed limit from these two communities.
- 4.3 This Traffic Regulation Order has been progressed in consultation with local elected members, Community Councils and local residents. The locations listed above where a 20mph speed limit was installed on a temporary basis received positive feedback and these communities have now asked for the reduced speed limit to be made permanent.
- 4.4 The proposed Variation Order and drawings are shown in Appendix 1.
- 4.5 During the statutory advertisement period, 4 objections were received and these are listed in the table below.

Objections to the proposed 20 mph speed limit are as follows:		
Name on file	Reason for objection	Response
(1)	Objects due to the 20mph speed limits no longer being required for social distancing. Believes they should only be used around schools, housing estates and for as short a distance as possible. The current 20mph speed limits are ignored by drivers because they are too long. Objector has been overtaken on several occasions and has observed Police vans and cars ignoring them. The objector believes that 20mph speed limits hinders traffic flow and costs commerce time and money which is driving inflation. Does not believe that 20mph speed limit should be the default limit and each site should be assessed independently.	The 20mph speed limits are being made permanent with the agreement of the local communities regarding the speed limit and its length. There is a positive relationship between 20mph speed limits and reducing casualties and collisions on road. 20mph speed limits should reduce the risk of a collision and the severity. The chances of survival if struck at 20mph (90%) are much greater than 30mph (50%). Slower speeds help to promote liveable streets and encourage active travel. Speeding, and inappropriate driving regardless of the speed limit is a matter for Police Scotland. Journey times on roads in urban areas tend to be determined by junctions, crossings and parked vehicles, rather than the speed limit. In many cases lowering the speed limit to 20mph will have little

	It is believed that 30mph or 40mph speed limits are more appropriate.	or no impact on journey times. Where there is an impact, this would be negligible, but in turn would make roads safer for more vulnerable road users.
(2)	<p>Objects due to the 20mph speed limit no longer being required for social distancing. The objector believes that 20mph should not be introduced across all towns and villages in PKC. Each site should be assessed against different criteria. The 20mph speed limit covers too long an area where there are little to no pedestrians or cyclists. The speed limits are ignored and has resulted in drivers harassing/overtaking those abiding by the restrictions. Believes that 30mph speed limits are respected more. Motorists' attention is diminished when driving through an empty road in the middle of the countryside at a much slower speed.</p> <p>The objector believes that the 20mph speed limit in Bridge of Cally and Kirkmichael would serve the area much better if it was limited to the area on the A93 around the hotel and village shop where there is no footpath and likely to be pedestrians.</p> <p>The objector does not believe the 20mph speed limits on the A827 around Loch Tay at Fearnan, and Glen Lyon are appropriate.</p>	As above
(3)	The objector believes that it is inappropriate to put 20mph speed limits in Perth and Kinross due to it being a rural	There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not

	<p>county and residents have large distances to travel. They believe that 20mph speed limits will have an adverse affect on travel times and congestion in local towns. They state that 20mph speed limits with regularly speeding up and slowing down is inefficient and will add to our carbon footprint. They believe that the 20mph speed limits have removed a number of safe overtaking stretches. They do not believe a blanket approach is appropriate and that careful consideration should be given to each site to ensure the success of the 20mph speed limit.</p>	<p>necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions.</p> <p>Research has found that reducing speeds from 30mph to 20mph significantly reduced CO2 and NOx emissions whilst only having a minimum impact on journey times. Fuel consumption is influenced by the way people drive. Driving at a consistent speed is better than stopping and starting. Accelerating up to 30mph can take over twice as much energy as accelerating up to 20mph. A 20mph speed limit and a smooth driving style, can help avoid unnecessary speeding up and slowing down, in turn saving fuel. A study by the Transport Research Board identified that 30km/h zones (18.6mph) resulted in a 12% reduction in fuel consumption. There is no evidence to show that congestion has increased within Perth city centre. The signage has been provided as per the regulations. There is no evidence to show that the temporary 20mph speed limits have had little or no effect on road safety.</p>
(4)	<p>The objector does not believe it is appropriate to make permanent the 20mph speed limits that were introduced Covid. They believe that the 20mph speed limits will have an increase in vehicle emissions and are no longer essential for pedestrian safety no that the Covid pandemic “keep your distance” rules have ended.</p> <p>The objector believes that the emissions will increase</p>	<p>There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions.</p> <p>Research has found that reducing speeds from 30mph to 20mph significantly reduced CO2 and NOx emissions whilst only having a minimum impact on journey times. Fuel consumption is influenced by the way people drive. Driving at a</p>

	<p>because a vehicle must use a lower gear to travel more slowly. (engine rpm will remain the same) i.e their emissions per second remain the same but as it takes 50% longer to cover the same length of a 20mph zone (compared to if it were a 30mph zone) tailpipe emissions from all internal combustion vehicles will increase by 50%.</p> <p>The objector believes that the increase in CO2 per year that the 20mph speed limits should only be retained where there is a real benefit to pedestrian safety in locations where the pedestrian density is high e.g in town centres.</p> <p>The objector believes that some of the extents of the 20mph speed limit in 3 locations should be reduced in length before being made permanent. Scone, Coupar Angus and 3 sites on the rural A823 Blairgowrie to Dunkeld Road should all be reduced in length.</p> <p>The objector does not believe that there is a compelling pedestrian safety argument for every metre of the 20mph speed limits that are being introduced.</p>	<p>consistent speed is better than stopping and starting. Accelerating up to 30mph can take over twice as much energy as accelerating up to 20mph. A 20mph speed limit and a smooth driving style, can help avoid unnecessary speeding up and slowing down, in turn saving fuel. A study by the Transport Research Board identified that 30km/h zones (18.6mph) resulted in a 12% reduction in fuel consumption. There is no evidence to show that congestion has increased within Perth city centre.</p> <p>The signage has been provided as per the regulations. There is no evidence to show that the temporary 20mph speed limits have had little or no effect on road safety.</p> <p>The three rural sections of 20mph speed limits on the A823 that are referred are not included within the 20mph Traffic Regulation Order. In consultation with Elected Members these 3 locations are to be made 30mph speed limit.</p>
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4.6 Copies of the full objections and responses are contained in Appendix 2.

5. PROPOSALS

5.1 The proposed speed limit orders and relevant drawings are shown in Appendix 1 attached to this report.

6. CONCLUSION

- 6.1 This report outlines the objections received during the advertising of the proposed 20mph speed limits and the responses sent to objectors to explain the reasons for the proposed Orders. The report also recommends that these objections are set aside and the Orders promoted.

Author

Name	Designation	Contact Details
Brian Cargill	Traffic and Network Service Manager	01738 475000 ComCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	23 May 2023

APPENDICES

- Appendix 1 Drawings and Variation Order
- Appendix 2 Objections and Responses

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

Corporate Plan

1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

2. Resource Implications

Financial

Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2 There are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the new Green Routes were provided in the previous report (Report No 17/210 refers.).

Workforce

- 2.3 There are no workforce implications arising from this report.

Asset Management (land, property, IT)

- 2.4 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging road safety.

Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

- 3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the Local Elected Members and Community Councils have also been consulted and support the proposal.

5. Communication

- 5.1 None

2. BACKGROUND PAPERS

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

- Environment and Infrastructure Committee (Report 21/195)

PERTH AND KINROSS COUNCIL**ROAD TRAFFIC REGULATION ACT 1984****PERTH AND KINROSS COUNCIL (20MPH SPEED LIMIT)
(VARIATION) (NO 16) ORDER 202X**

Perth and Kinross Council in exercise of the powers conferred on them by Section 84(2) of the Road Traffic Regulation Act 1984 (which Act is hereinafter referred to as "the Act") and of all other powers enabling them in that behalf and with the consent of the Secretary of State under Part II of Schedule 9 to the Act and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. This Order may be cited as the "Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X" and shall come into operation on the day of Two thousand and twenty-.....
2. The "Perth and Kinross Council (20mph Speed Limit) Order 2012" is hereby varied and shall henceforth have effect subject to the amendments thereto specified and described in the Schedule to this Order.

SIGNED and the COMMON SEAL of the COUNCIL hereto AFFIXED at PERTH on the day of TWO THOUSAND AND TWENTY-.....

.....
Legal Manager

**PERTH AND KINROSS COUNCIL (20MPH SPEED LIMIT)
(VARIATION) (NO16) ORDER 202X**

The Schedule to the “Perth and Kinross Council (20mph Speed Limit) Order 2012” requires to be varied as follows: -

- 1 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **1. ABERFELDY**, insert the following:-
“**1A ABERNYTE**
 - (i) Access Road serving properties off B953 from its junction with the B953 northwestwards for its entire length, a distance of 371 metres or thereby.
 - (ii) B953 Main Road from a point 365 metres or thereby, southeastward of its junction with the U142 to a point 106 metres or thereby northeastward of its junction with Kinnaird Road, a distance of 600 metres or thereby.
 - (iii) Kinnaird Road from its junction with B953 Main Road westwards, to a point 186 metres or thereby westwards of its junction of B953 Main Road, a distance of 186 metres or thereby.
 - (iv) U142 from its junction with B953 Main Road eastwards, to its junction with the private access to the property known as Kirkton Craig, a distance of 312 metres or thereby.”

- 2 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **1. ABERFELDY**, insert the following:-
“**1B ACHARN (C451) MAIN ROAD**
From a point 205 metres or thereby, southwestwards, of its junction with the private access road to Falls of Acharn, southwestwards, to a point 50 metres or thereby, northeastward of its junction with the private access to the property known as Tigh a Gharraidh, a distance of 651 metres or thereby.”

- 3 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **1. ABERFELDY**, insert the following:-
“**1C AIRNTULLY (U117) MAIN ROAD**
From a point 85 metres or thereby northwards of its junction with the private access to the property known as Belleview, southwards to a point 45 metres or thereby southwestwards of its junction with the private access to the property known as Sidlawview, a distance of 483 metres or thereby.”

- 4 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **1. ABERFELDY**, insert the following:-
“**1D ALYTH**
 - (i) Airlie Place from its junction with Airlie Street, for its entire length, a distance of 195 metres or thereby.
 - (ii) Airlie Street from a point 69 metres or thereby southeastward of its junction with Isla Road, for its entire length to its junction with Albert Street, a distance of 473 metres or thereby.
 - (iii) Airlie View from its junction with Meethill road for its entire length, a distance of 142 metres or thereby.
 - (iv) Albert Street from its junction with Airlie Street, for its entire length, a distance of 648 metres or thereby.

- (v) Alexandra Street from its junction with Albert Street, for its entire length to its junction with St Ninian's Road, a distance of 243 metres or thereby.
- (vi) Anderson Place from its junction with Isla Road, for its entire length a distance of 60 metres or thereby.
- (vii) B952 from its junction with Meethill Road to a point 122 metres or thereby westwards of its junction with Jamison Way, a distance of 132 metres or thereby.
- (viii) Bamff Court from its junction with Bamff Road for its entire length, a distance of 32 metres or thereby.
- (ix) Bamff Road from its junction with Albert Road, northwestwards then westwards, to its junction with Kirk Brae, a distance of 380 metres or thereby.
- (x) Bamff Wynd from its junction with High Street, for its entire length a distance of 55 metres or thereby.
- (xi) Bank Street from its junction with Hill Street, for its entire length, to its junction with Toutie Street, 123 metres or thereby.
- (xii) Barony Park from its junction with Meethill Road, for its entire length, a distance of 67 metres or thereby.
- (xiii) Barrel Wynd from its junction with Bamff Road, for its entire length to its junction with Pitnacree Street, a distance of 60 metres or thereby.
- (xiv) Beech Court from its junction with Isla Road, for its entire length, a distance of 42 metres or thereby.
- (xv) Bridge Street from its junction with Market Square for its entire length to its junction with Commercial Street, a distance of 12 metres or thereby.
- (xvi) Burnside Court from its junction with Cairnleith Place, for its entire length, a distance of 80 metres or thereby.
- (xvii) Cairnleith Place from its junction with Mart Street, for its entire length, a distance 113 metres or thereby.
- (xviii) Cairnleith Street from its junction with Airlie Road, to its junction with Cairnleith Place, a distance of 174 metres or thereby.
- (xix) Cambridge Quad from its junction with Cambridge Street, for its entire length, a distance of 43 metres or thereby
- (xx) Chapel Street from its junction with Toutie Street, for its entire length to its junction with Bamff Road, a distance of 184 metres or thereby.
- (xxi) Commercial Street from its junction with Toutie Street for its entire length, to its junction with Mill Street, a distance of 165 metres or thereby.
- (xxii) David Street from its junction with Airlie Street for its entire length, a distance of 79 metres or thereby.
- (xxiii) Denwell Court from its junction with Strathmore Terrace for its entire length, a distance of 171 metres or thereby.
- (xxiv) Elm Court from its junction Isla Road for its entire length, a distance of 41 metres or thereby.
- (xxv) Glenisla View from its junction with Meethill Road for its entire length, a distance of 171 metres or thereby.
- (xxvi) Glenree from its junction with Strathmore Terrace for its entire length, a distance of 68 metres or thereby.
- (xxvii) Hay Street from its junction with Meethill Road for its entire length, to its junction with Loyal Road, a distance of 131 metres or thereby.

- (xxviii) Hazel Court from its junction with Isla Road for its entire length, a distance of 40 metres or thereby.
- (xxix) High Street from its junction with Hill Street, westwards for its entire length to its junction with Strathmore Terrace, a distance of 223 metres or thereby.
- (xxx) Hill Street from its junction with Toutie Brae, northeastwards for its entire length to its junction with Meethill Road, a distance of 91 metres or thereby.
- (xxxi) Isla Court from its junction with Isla Road for its entire length, a distance of 101 metres
- (xxxii) Isla Road from its junction with Airlie Street for its entire length, a distance of 240 metres or thereby.
- (xxxiii) James Street from its junction with Airlie Street for its entire length, a distance of 50 metres or thereby.
- (xxxiv) Kinburnie Drive from its junction with Sidlaw Crescent for its entire length, a distance of 33 metres or thereby.
- (xxxv) Kirk Brae from its junction with Strathmore Terrace for its entire length to its junction with Bamff Road, a distance of 92 metres or thereby.
- (xxxvi) Losset Road from its junction with Toutie Street, eastwards for its entire length a distance of 517 metres or thereby.
- (xxxvii) Lower Bank Street from its junction with Bank Street for its entire length to its junction with Losset Road, a distance of 61 metres or thereby.
- (xxxviii) Loyal Road from its junction with Hill Street northwards for its entire length, a distance of 344 metres.
- (xxxix) Market Square from its junction with Airlie Street for its entire length to its junction with Bridge Street, a distance of 39 metres or thereby.
- (xl) Mart Street from its junction with Airlie Street for its entire length, a distance of 303 metres or thereby.
- (xli) Meethill Road from its junction with Loyal Road for its entire length to its junction with the B952, a distance of 650 metres or thereby.
- (xlii) Mid Street from its junction with Airlie Street for its entire length to Smythe Street, a distance of 61 metres or thereby.
- (xliii) Mill Street from its junction with Commercial Street for its entire length to its junction with Springbank Road, a distance of 210 metres or thereby.
- (xliv) Morn Street from its junction with Airlie Street for its entire length to its junction with Cairnleith Place, a distance of 142 metres or thereby.
- (xlv) Morrison Terrace from its junction with Parkside Road for its entire length, a distance of 121 metres or thereby.
- (xlvi) New Alyth Road from its junction with Airlie Place for its entire length to its junction C422, a distance of 366 metres or thereby.
- (xlvii) Old Bridge Lane from its junction with Chapel Street for its entire length, a distance of 30 metres or thereby.
- (xlviii) Park View from its junction with Losset Road for its entire length, a distance of 85 metres or thereby.
- (xlix) Parkside Road from its junction with Losset Road for its entire length to its junction with Mill Street, a distance of 252 metres or thereby.

- (i) Pitnacree Street from its junction with Bamff Road, for its entire length to its junction with Market Square, a distance of 287 metres or thereby.
- (ii) Sidlaw Crescent from its junction with Albert Street for its entire length, a distance of 135 metres or thereby.
- (iii) Smythe Street from its junction with Mart Street for its entire length to its junction with David Street, a distance of 191 metres.,
- (liii) Springbank Road from its junction with Mill Street for its entire length, a distance of 462 metres or thereby.
- (liv) St Andrew Street from its junction with Airlie Street for its entire length, a distance of 272 metres or thereby.
- (lv) St Ninian's Court from its junction with St Ninians Road for its entire length, a distance of 74 metres or thereby.
- (lvi) St Ninian's Road from its junction with Airlie Street to its junction with the private access for the property known as The Shieling, a distance of 511 metres or thereby.
- (lvii) Strathmore Terrace from its junction with Bamff Road eastwards for its entire length to its junction with High Street, a distance of 436 metres or thereby.
- (lviii) Tay Road from its junction with Isla Road for its entire length, a distance of 71 metres or thereby.
- (lix) Toutie Street from its junction with Hill Street for its entire length to its junction with Commercial Street, a distance of 136 metres or thereby.
- (lx) Victoria Street from its junction with Airlie Street for its entire length to its junction with Alexandra Street, a distance of 158 metres or thereby.
- (lxi) Woolmarket from its junction with High Street for its entire length, a distance of 21 metres or thereby."

5 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **1. ABERFELDY**, insert the following:-

"1E ARDLER

- (i) Cartwright Place from its junction with Franklin Street for its entire length, a distance of 52 metres or thereby.
- (ii) Church Street from its junction with Main Street for its entire length, a distance of 93 metres or thereby.
- (iii) Franklin Street from its junction with main street for its entire length, a distance of 184 metres or thereby.
- (iv) Main Street from a point 38 meters or thereby, northeastwards from its junction with Franklin Street, southwestwards, to a point 38 metres or thereby southwestwards of its junction with Bentham Street, a distance of 363 metres or thereby.
- (v) Wallace Street from its junction with Main Street for its entire length, a distance of 154 metres or thereby.
- (vi) U350 from its junction with Main Street to its junction with the private access to the property known as Whitehills, a distance of 47 metres or thereby."

6 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **2. AUCHTERARDER**, delete the existing and substitute with:-

"2. AUCHTERARDER (A824) HIGH STREET

From a point 40 metres or thereby east of the extended east kerbline of Castleton Road to a point 21 metres or thereby northeast of the

extended east kerbline of Abbey Road, a distance of 850 metres or thereby.”

- 7 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **2a BLAIRGOWRIE** delete the existing and substitute with:-

“2A BALBEGGIE

- (i) Abernyte Road from its junction with Main Street northeastwards to a point 112 metres or thereby northeastwards of its junction with Armadale Crescent, a distance of 354 metres or thereby.
- (ii) Armadale Crescent from its junction with Abernyte Road northwards for its entire length, a distance of 120 metres or thereby.
- (iii) Burnside Road from its junction with Main Street westwards to its junction with Gaskhill Road, a distance of 145 metres or thereby.
- (iv) Burnside Square from its junction with Burnside Road northwards for its entire length, a distance of 49 metres or thereby.
- (v) Clarendon Terrace from its junction with Main Street southeastwards to its junction with Abernyte Road, a distance of 125 metres or thereby.
- (vi) Gaskhill Road from its junction with Burnside Road northwards for its entire length, a distance of 50 metres or thereby.
- (vii) Green Road from its junction with St Martings Road northwards then westwards then northwards for its entire length, a distance of 365 metres or thereby.
- (viii) Green End from its junction with Green Road eastwards for its entire length, a distance of 53 metres or thereby.
- (ix) Macdonald Park from its junction with Clarendon Terrace southwards for its entire length, a distance of 56 metres or thereby.
- (x) Main Street (A94) from a point 98 metres or thereby southwestwards of its junction with Abernyte Road northwards to a point 125 metres or thereby northwards of its junction with Burnside Road, a distance of 716 metres or thereby.
- (xi) St Martins Road from its junction with Main Street northwestwards to a point 131 metres or thereby northwestwards of its junction with Green Road, a distance of 250 metres or thereby.”

- 8 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **2(a) BLAIRGOWRIE**, insert the following:-

“2B BALLINDEAN (C401)

From a point 122 metres or thereby, southwest of its junction with the private access to the property known as Wester Ballindean Farmhouse to a point 164 metres or thereby eastwards of its junction with the private access to the property known as south cottage, a distance of 494 metres or thereby.”

- 9 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **2(a) BLAIRGOWRIE**, insert the following:-

“2C BALLINTUIM (A924) MAIN ROAD

From a point 72 metres or thereby northwestwards of its junction with the private access known as St Michaels Church southeastward to its junction with the private access to the property known as Kirkhill Cottage, a distance of 406 metres or thereby.”

- 10 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **2(a) BLAIRGOWRIE**, insert the following:-

“2D BLAIRGOWRIE

- (i) A93 Perth – Blairgowrie – Braemar Road from a point 13 metres or thereby northeast of its junction with William Street to the junction of Boat Brae and Haugh Road a distance of 645 metres or thereby.
- (ii) A923 – Dundee – Coupar Angus – Blairgowrie – Dunkeld Road from its junction with Perth Street to a point 14 metres or thereby southwards of its junction with Gas Brae and Bankhead, a distance of 220 metres or thereby.
- (iii) A925 Gas Brae from its junction with Boat Brae (A93) to its junction with Reform Street, a distance of 189 metres or thereby.
- (iv) Commercial Street from its junction with Wellmeadow to its junction with Terminus Street, a distance of 112 metres or thereby.
- (v) Croft Lane from its junction with A925 Gas Brae to its junction with A93 High Street, a distance of 209 metres or thereby.
- (vi) Ericht Lane from its junction with Leslie Street to its junction with A93 The Croft, a distance of 42 metres or thereby.
- (vii) Leslie Street from its junction with Reform Street to its junction with Wellmeadow, a distance of 163 metres or thereby.
- (viii) Tannage Street from its junction with A93 Wellmeadow to its junction with Commercial Street, a distance of 138 metres or thereby
- (ix) Upper Allan Street from its junction with A93 Allan Street to a point 14 metres or thereby northwestward of its junction with A93 Allan Street, a distance of 14 metres or thereby.
- (x) Welton Road from its junction with Terminus Street southeastward to a point 81 metres or thereby southeastwards of its junction with Terminus Street, a distance of 81 metres or thereby.
- (xi) Wellmeadow (West Leg) from its junction with the A925 Gas Brae, to its junction with Leslie Street, a distance of 92 metres or thereby.”

- 11 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **2(a) BLAIRGOWRIE**, insert the following:-

“2E BRIDGE OF CALLY

- (i) A93 Perth – Blairgowrie – Braemar Road from a point 70 metres or thereby eastwards of the private access to the property known as The Birches, northwestwards then eastwards then northwards to a point 25 metres or thereby northwards of its junction with the U94, a distance of 735 metres or thereby.
- (ii) A924 Bridge of Cally – Kirkmichael – Pitlochry Road from its junction with the A93 to a point 99 metres or thereby westwards of the private access to the property known as Corriefodly Hotel, a distance of 420 metres or thereby.”

- 12 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **2(a) BLAIRGOWRIE**, insert the following:-

“2F BRIDGE OF EARN

- (i) A912 Perth – Bridge of Earn – Gateside Road from a point 156 metres or thereby southwards of its junction with C417 (south leg) to a point 60 metres or thereby southwards of its junction with Heughfield Road, a distance of 621 metres or thereby.

- (ii) Chaise Road from its junction with Manse Road southwestwards to its junction with Station Road, a distance of 171 metres or thereby.
 - (iii) Manse Road from its junction with the A912 westwards for its entire length, a distance of 196 metres or thereby.
 - (iv) Station Road from its junction with the A912 to a point 14 metres or thereby westwards of its junction with Chaise Road, a distance of 236 metres or thereby.”
- 13 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **3. BURRELTON (A94) HIGH STREET**, insert the following:-
“3A CAMPMUIR (A923) MAIN ROAD
 (i) C443 Main Road from its junction with C405 Main Road to a point 111 metres or thereby northeastward of the private access to the property known as Viewlands House, a distance of 534 metres or thereby.
 (ii) C405 Main Road from a point 353 metres or thereby westwards of its junction with the C443 Main Road, eastwards to a point 305 metres or thereby eastwards of its junction with the C443 Main Road, a distance of 664 metres or thereby.”
- 14 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **3. BURRELTON (A94) HIGH STREET**, insert the following:-
“3B CAPUTH
 (i) A984 Main Road from a point 130 metres or thereby eastwards of its junction with the private access to the property known as Blink Bonnie, westwards to 181 metres or thereby westwards of its junction with Bridge Road, a distance of 675 metres or thereby.
 (ii) B9099 Bridge Road from its junction with the A984 southwards to a point 176 metres or thereby southwards of its junctions with Manse Road, a distance of 285 metres or thereby.
 (iii) C431 Manse Road from its junction with the A984 southeastwards to its junction with the B9099, a distance of 669 metres or thereby.”
- 15 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **4A COMRIE**, insert the following:-
“4B COLLACE (C441) MAIN ROAD
 From a point 27 metres or thereby northwestwards of the private access to the property known as Dalefield, southeastwards to a point 52 metres or thereby, southeastward of its junction with the private access to the property known as New Farm, a distance of 586 metres or thereby.”
- 16 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **5. COUPAR ANGUS**, delete the existing and substitute with:-
“5. COUPAR ANGUS
 (i) Athole Street (B948) from its junction with George Street northwestwards to its junction with Gray Street, a distance of 45 metre or thereby.
 (ii) Causewayend from its junction with Gray Street northwestwards to a point 10 metres or thereby northwestwards of its junction with Gray Street, a distance of 10 metres or thereby.
 (iii) Commercial Street from its junction with Union Street northwards to its junction with Gray Street, a distance of 65 metres or thereby.

- (iv) George Street from a point 107 metres or thereby with its junction with the A94, northeastwards to its junction with The Cross, a distance of 296 metres or thereby.
- (v) George Square from its junction with George Street northwards to its junction with Athole Street, a distance of 56 metres or thereby.
- (vi) Gray Street from its junction with Athole Street, northeastwards to its junction with Hay Street, a distance of 57 metres or thereby.
- (vii) High Street from its junction with The Cross southeastwards for its entire length, a distance of 38 metres or thereby.
- (viii) School Road (North Leg) from its junction with Blairgowrie Road (A923) northeastwards then eastwards, a distance of 280 metres or thereby.
- (ix) School Road (South Leg) from the junction with School Road (North Leg) southeast then southwest to its junction with Blairgowrie Road (A923), a distance of 215 metres or thereby.
- (x) Trades Lane from its junction with George Square for its entire length to its junction with George Street, a distance of 108 metres or thereby
- (xi) Union Street from its junction with The Cross northwards to a point 37 metres or thereby southwestwards from its junction with the A94 Station Road, a distance of 211 metres or thereby
- (xii) Victoria Street from its junction with Union Street to a point 20 metres or thereby northwestward of its junction with Union Street, a distance of 20 metres or thereby.”

17 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **5. COUPAR ANGUS**, insert the following:-

“5A CRAIGDALLIE (C401)

From a point 267 metres or thereby northeastwards of its junction with the U142, northeastwards, to a point 678 metres or thereby northeastwards of its junction with the U142, a distance of 411 metres or thereby.”

18 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **6. CROOK OF DEVON (U238)**, delete the existing and substitute with:-

“6. CROOK OF DEVON

- (i) Church Road from its junction with the A977 Main Road for its entire length, a distance of 331 metres or thereby.
- (ii) Moubray (East Leg) from its junction with Naemoor Road for its entire length, a distance of 96 metres or thereby.
- (iii) Moubray (West Leg) from its junction with Moubray (East Leg) for its entire length, a distance of 65 metres or thereby.
- (iv) Naemoor Road from its junction with the A977 Main Road northwestwards to a point 516 metres or thereby, westwards of its junction with Moubray, a distance of 678 metres or thereby.
- (v) St Serfs Place from its junction with Church Road for its entire length, a distance of 48 metres or thereby.
- (vi) U238 Crook of Devon – Drum Road from its junction with the A977 northwards then eastwards to its junction with the U222, a distance of 1040 metres or thereby.
- (vii) Waulkmill Road from its junction with the A977 Main Road to its junction with Church Road, a distance of 251 metres or thereby.”

19 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **6. CROOK OF DEVON**, insert the following:-

“6A DRUM

- (i) U241 B9097 – Drum Road from its junction with the B9097 to its junction with the A977, a distance of 617 metres or thereby.
- (ii) U222 West Drum – A91 Road from its junction with the A977 northwestward to a point 30 metres or thereby northwestwards of the north leg of its junction with the U238, a distance of 150 metres or thereby.”

20 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **7. DUNKELD**, delete the existing and substitute with:-

“7. DUNKELD

- (i) A923 from a point 35 metres or thereby south of the extended south kerbline of School Road in Little Dunkeld northwards via Bridge Street and Atholl Street to a point 25 metres or thereby northwards of the extended south kerbline of Spoutwell Road, a distance of 680 metres or thereby.
- (ii) Atholl Gardens from its junction with Spoutwell Road for its entire length, a distance of 158 metres
- (iii) Atholl Gardens (North Leg) from its junction with Atholl Gardens for its entire length, a distance of 88 metres or thereby.
- (iv) Brae Street from its junction with Bridge Street eastwards to a point 192 metres or thereby eastwards of its junction with the Private Access Road to the Property known as Hillhead, a distance of 459 metres or thereby.
- (v) Bruce Gardens from its junction with the A923 for its entire length, a distance of 21 metres or thereby.
- (vi) Boat Road (A984) from its junction with Tay Terrace eastwards to a point 33 metres eastwards of its junction with the Southern Access to the car park known as Tay Terrace, a distance of 114 metres or thereby.
- (vii) Cathedral Street from its junction with High Street for its entire length, a distance of 71 metres or thereby.
- (viii) High Street from its junction with Bridge Street for its entire length, a distance of 135 metres or thereby.
- (ix) Tay Terrace (A984) from its junction with Bridge Street eastwards to its junction with Boat Road, a distance of 97 metres or thereby.
- (x) The Cross from its junction with High Street, for its entire length, a distance of 66 metres or thereby.”

21 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **7. DUNKELD (A923)**, insert the following:-

“7A DUNNING

- (i) Auchterarder Road from its junction with Tron Square westwards to a point 40 metres or thereby westwards of its junction with Latch Burn Wynd, a distance of 251 metres or thereby.
- (ii) B934 Muckhart - Dunning Road from its junction with Muckart Road southwards to a point 383 metres or thereby southwards of its junction with Muckart Road, a distance of 383 metres or thereby.
- (iii) B8062 Auchterarder – Dunning Road from its junction with Auchterarder Road westwards to a point 15 metres or thereby westwards of its junction with the private access to the property known as South Lodge, a distance of 112 metres or thereby.

- (iv) Bridgend from its junction with Kirkstyle Square southeastwards to its junction with Bridge of Earn Road, a distance of 120 metres or thereby.
- (v) Bridge of Earn Road from its junction with Bridgend northeastwards to a point 307 metres or thereby northeastwards of its junction with Bridgend, a distance of 307 metres or thereby.
- (vi) Chalmers Street from its junction with Perth Road northeastwards for its entire length, a distance of 48 metres or thereby.
- (vii) Croft Avenue from its junction with Perth Road southeastwards for its entire length, a distance of 186 metres or thereby.
- (viii) Croft Place from its junction with Perth Road southeastwards for its entire length, a distance of 150 metres or thereby.
- (ix) Dunning Park from its junction with Newton of Pitcairns northeastwards for its entire length, a distance of 98 metres or thereby.
- (x) Kirkstyle Square from its junction with Tron Square southeastwards to its junction with Bridgend, a distance of 71 metres or thereby.
- (xi) Latch Burn Wynd from its junction with Auchterarder Road southwards for its entire length, a distance of 228 metres or thereby.
- (xii) Lower Granco Street from its junction with Perth Road northwestwards for its entire length, a distance of 146 metres or thereby.
- (xiii) Muckart Road from its junction with Tron Square to a point 30 metres or thereby southwards of its junction with Yetts Road, a distance of 237 metres or thereby.
- (xiv) Newton of Pitcairns from its junction with Bridgend southeastwards to a point 566 metres or thereby southeastwards of its junction with Bridgend, a distance of 566 metres or thereby.
- (xv) Ochil Gardens from its junction with northwards then southwestwards for its entire length, a distance of 158 metres or thereby.
- (xvi) Ochil Gardens (East Leg) from its junction with Ochil Gardens northeastwards for its entire length, a distance of 84 metres or thereby.
- (xvii) Perth Road from its junction with Bridgend northeastwards to a point 58 metres or thereby northeastwards of its junction with Romangate, a distance of 548 metres or thereby.
- (xviii) Romangate from its junction with Perth Road westwards for its entire length, a distance of 91 metres or thereby.
- (xix) Station Road from its junction with Auchterarder Road northwestwards to a point 259 metres or thereby northwestwards of its junction with Auchterarder Road, a distance of 259 metres or thereby.
- (xx) Tron Square from its junction with Auchterarder Road eastwards to its junction with Kirkstyle Square, a distance of 21 metres or thereby.
- (xxi) Upper Granco Street from its junction with Perth Road southeastwards to its junction with Bridge of Earn Road, a distance of 129 metres or thereby.”

22 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-

- “8A ERROL STATION (STATION ROAD)**
From a point 606 metres or thereby, northwestwards of its junction with C484, northwestwards, to a point 1079 metres or thereby northwestwards of its junction with C484, a distance of 473 metres or thereby.”
- 23 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-
- “8B FEARNAN**
- (i) C449 Main Road (West Leg)
From its junction with the A827 northeastwards to a point 146 metres or thereby south of its junction with Dalchiaran, a distance of 322 metres or thereby.
- (ii) C449 Main Road (East Leg)
From its junction with the A827 northwestwards then northwards to a point 175 metres or thereby northwards of its junction with Dalchiaran, a distance of 1.211 kilometres or thereby.”
- 24 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-
- “8C FORGANDENNY**
- (xxii) B935 Main Road from a point 48 metres or thereby westwards of its junction with U56 eastwards to a point 27 metres or thereby westwards of its junction with the private access road to Strathallan School, a distance of 376 metres or thereby.
- (xxiii) County Place from its junction with Kinnaird Place southwestwards for its entire length, a distance of 116 metres or thereby.
- (xxiv) Glenearn Park from its junction with the B935 Main Road southwards for its entire length, a distance of 108 metres or thereby.
- (xxv) Kinnaired Road from its junction with the B935 Main Road southwards for its entire length, a distance of 268 metres or thereby.
- (xxvi) School Road from its junction with U56 eastwards for its entire length, a distance of 185 metres or thereby.
- (xxvii) U56 from its junction with the B935 Main Road northwards to a point 100 metres or thereby northwards of its junction with School Road, a distance of 295 metres or thereby.”
- 25 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-
- “8D FORTEVIOT**
- (i) B935 Main Road from a point 111 metres or thereby westwards of its junction with the U53 eastwards to a point 111 metres or thereby eastwards of its junction with the private access to the property known as Farm of Forteviot, a distance of 505 metres or thereby.
- (ii) U53 from its junction with B935 Main Road southwards for its entire length, a distance of 103 metres or thereby.”
- 26 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-
- “8E FORTINGALL (C449) MAIN ROAD**

From a point 116 metres or thereby eastwards of its junction with C448, eastwards to a point 45 metres or thereby eastwards of its junction with Loop Road, a distance of 865 metres or thereby.”

- 27 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-

“8F GLENFARG

- (iii) Duncrieve Road from its junction with Ladeside southwards to a point 553 metres or thereby southwards of its junction with Ladeside, a distance of 553 metres or thereby.
- (iv) Green Road from its junction with Ladeside northeastwards to its junction with B996 Main Street, a distance of 379 metres or thereby.”

- 28 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-

“8G GRANDTULLY

- (i) A827 Main Road from a point 101 metres or thereby westwards of its junction with Creag Eilid eastwards then northeastwards to a point 321 metres or thereby, eastwards of its junction with the C447, a distance of 1.172 kilometres or thereby.
- (ii) Aultbeag Road from its junction with the A827 Main Road for its entire length a distance of 153 metres or thereby.
- (iii) Creag Eilid from a its junction with the A827 Main Road for its entire length a distance of 76 metres or thereby.
- (iv) Lageonan Road from its junction with the A827 Main Road for its entire length, a distance of 267 metres or thereby.
- (v) The Paddock from its junction with A827 Main Road for its entire length, a distance of 85 metres or thereby.”

- 29 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-

“8H GRANGE

- (i) Abbey Lane from its junction with U150 Main Road for its entire length, a distance of 480 metres or thereby.
- (ii) Access Road Serving Properties off C484 from its junction with the C484 Main Road for its entire length, a distance of 167 metres or thereby.
- (iii) C484 Main Road from a point 194 metres or thereby westwards of its junction with U149, westwards then southwestwards to a point 139 metres or thereby southwestwards of its junction with the Access Road serving properties off C484, a distance of 903 metres or thereby.
- (iv) James Blair Close from its junction with Abbey Lane for its entire length, a distance of 152 metres or thereby.
- (v) Monks Walk from its junction with the U150 Main Road for its entire length, a distance of 176 metres or thereby.
- (vi) U150 Main Road from a point 323 metres or thereby Westwards of its junction with Monks Walk, eastwards then southeastwards to its junction with the C484 Main Road, a distance of 764 metres or thereby.”

- 30 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-

“8J HARRIETFIELD

- (i) Access Road Serving Properties off B8063 at Harrietfield from its junction with the B8063 Main Road northwards then eastwards then southwards for its entire length, a distance of 275 metres or thereby.
- (ii) B8063 Main Road from a point 100 metres or thereby westwards of the private access to the property known as Greystones, eastwards to a point 55 metres or thereby eastwards of its junction with private access to the property known as Stormont House, a distance of 384 metres or thereby.”
- 31 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **8. ERROL**, insert the following:-
“8K HORN
- (i) U150 Grange – Horn Road from a point 515 metres northeastwards from its junction with U151 eastwards to a point 65 metres or thereby eastwards of its junction with the private access to the property known as Orchard Croft, a distance of 424 metres or thereby.
- (ii) U150 (North Leg) from its junction with the A90 southwards for its entire length, a distance of 64 metre or thereby.”
- 32 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **9. KENMORE**, insert the following:-
“9B KETTINS
- (i) Burn Bank from its junction with C16 Newtyle Road for its entire length, a distance of 58 metres or thereby.
- (ii) C16 Newtyle Road from a point 173 metres or thereby Northeastwards of its junction with A923 Northeastwards then northwards to a point 88 metres or thereby Northwards of its junction with Burn Bank, a distance of 984 metres or thereby.
- (iii) Newtyle Road (North Leg) from its junction with C16 northwards to a point 46 metres or thereby northwards of its junction with C16, a distance of 46 metres or thereby.
- (iv) School Park from its junction with U346 for its entire length, a distance of 74 metres or thereby.
- (v) U346 from its junction with C16 Newtyle Road for its entire length to its junction with C16 Newtyle Road, a distance of 563 metres or thereby.”
- 33 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **9. KENMORE**, insert the following:-
“9C KILSPINDIE
- (i) C401 Glendoick – Kilspindie- Inchtore Road from a point 85 metres or thereby southwards of its junction with the U156 Northeastwards to a point 596 metres or thereby northeastward of its junction with the U156, a distance of 681 metres or thereby.
- (ii) U156 Kilspindie – Dalreichmoor Road from its junction with the C401 northwards to a point 186 metres or thereby westwards of its junction with the Private Access Road to the property known as School House, a distance of 556 metres or thereby.”
- 34 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **9. KENMORE**, insert the following:-
“9D KINNAIRD

- (i) Access Road Leading to Kinnaird Castle from its junction with Kinnaird Village northwards to a point 51 metres or thereby northwards of its junction with Kinnaird Village, a distance of 51 metres or thereby.
- (ii) Kinnaird Village (South Leg) from its junction with U142 for its entire length, a distance of 214 metres or thereby.
- (iii) Kinnaird Village (North Leg) from its junction with the south leg of Kinnaird Village for its entire length, a distance of 87 metres or thereby.
- (iv) U142 C401 – Kinnaird – Craigdallie Road from a point 80 metres or thereby northwestwards of its junction with C401, northwestwards then northeastwards to a point 33 metres or thereby northeastwards of its junction with Kinnaird Village, a distance of 369 metres or thereby.”

35 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **10. KINROSS**, delete the existing and substitute with:-

“10 KINROSS

- (i) Avenue Road thereby for its entire length;
- (ii) Burn’s Begg Street thereby for its entire length;
- (iii) High Street (B996)
From a point 19 metres of thereby north of the extended north kerbline of Station Road (B918) southwards to its junction with Clashburn Road, a distance of 634 metres or thereby.
- (iv) Millbridge thereby for its entire length;
- (v) Mill Street thereby for its entire length;
- (vi) Nan Walker Wynd thereby for its entire length;
- (vii) Old Causeway thereby for its entire length;
- (viii) Pier Road thereby for its entire length;
- (ix) Piper Row
From its junction with Swansacre eastwards to its junction with High Street;
- (x) Sandport thereby for its entire length;
- (xi) Sandport Close thereby for its entire length;
- (xii) Sandport Gait thereby for its entire length;
- (xiii) Station Road (B918)
From its junction with High Street (B996) westwards for a distance of 25 metres or thereby;
- (xiv) Swansacre
From its junction with Station Road southeastwards to its junction with High Street;
- (xv) Talla Park thereby for its entire length.”

36 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **10. KINROSS**, insert the following:-

“10A KINROSSIE

- (i) Mercat Green (C439) from its junction with Thorngreen Road northeastwards to a point 56 metres or thereby northeast of its junction with U135
- (ii) Thorngreen Road from a point 123 metres or thereby eastwards of its junction with Mercat Green northwestwards to a point 101 metres or thereby northwestwards of its junction with Mercat Green, a distance of 227 metres or thereby.
- (iii) U135 (Collace Road) from its junction with Mercat Green southeastwards to a point 97 metres or thereby southeastwards

of its junction with Mercat Green, a distance of 97 metres or thereby.”

37 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **10. KINROSS**, insert the following:-

“10B KIRKMICHAEL

- (i) A924 (Main Street) Pitlochry – Kirkmichael - Bridge of Cally Road from a point 175 metres or thereby northwestwards of its junction with the U93 southeastwards to a point 86 metres or thereby southeastwards of its junction with B950, a distance of 766 metres or thereby.
- (ii) B950 – Kirkmichael – A93 Road from its junction with the A924 southeastwards to a point 89 metres or thereby southeastwards of its junction with A924, a distance of 89 metres or thereby.
- (iii) Sillerburn Road from its junction with the U93 for its entire length, a distance of 132 metres or thereby.
- (iv) U93 Kirkmichael – Middle Balnald Road from its junction with the A924 for its entire length, a distance of 464 metres or thereby.
- (v) Whitefield View from its junction with the U93 for its entire length, a distance of 74 metres.”

38 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **10. KINROSS**, insert the following:-

“10C KNAPP (C403)

From a point 48 metres eastwards of the private access to the property known as Old Coach House westwards to a point 48 metres or thereby westwards of the private access road to the property known as Birch Brae, a distance of 306 metres or thereby.

39 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **11. LITTLE DUNKELD**, insert the following:-

“11A MARYBURGH AND KELTYBRIDGE

- (i) (U236) Main Road from a point 281 metres or thereby westwards of its junction with the B996 southwards to a point 16 metres or thereby southwards of its junction with Abbot’s Wynd, a distance of 828 metres or thereby.
- (ii) Abbot’s Wynd from its junction with the U236 Main Road for its entire length, a distance of 91 metres or thereby.
- (iii) Middleton Park from its junction with U236 Main Road for its entire length, a distance of 226 metres or thereby.”

40 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **11. LITTLE DUNKELD**, insert the following:-

“11B MEIGLE

- (i) Ardler Road from its junction with the Dundee Road southwards to a point 180 metres or thereby southwestwards of its junction with Glebeway, a distance of 376 metres or thereby.
- (ii) Belmont Place from its junction with the Dundee Road for its entire length, a distance of 123 metres or thereby.
- (iii) Dundee Road (B954) from its junction with The Square southwards to a point 133 metres or thereby northwards of its junction with the Private Access Road to the property known as Loanhead, a distance of 943 metres or thereby.
- (iv) Glebeway from its junction with Ardler Road for its entire length, a distance of 191 metres or thereby.

- (v) Glebe Drive from its junction with Glebeway for its entire length, a distance of 58 metres or thereby
 - (vi) Kinloch Place from its junction with Strathmore Place for its entire length, a distance of 68 metres or thereby.
 - (vii) Strathmore Place from its junction with the A94 Forfar Road to its junction with the Dundee Road, a distance of 122 metres or thereby.
 - (viii) The Square from its junction with the A94 Forfar Road to its junction with Ardler Road, a distance of 116 metres or thereby.”
- 41 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **11. LITTLE DUNKELD**, insert the following:-
“11C MEIKLEOUR
- (i) A984 Blairgowrie – Meikleour – Dunkeld Road from its junction with Carsie Road Northwards then westwards to a point 187 metres or thereby westwards of its junction with U113 Main Road, a distance of 368 metres or thereby.
 - (ii) A984 Main Road from its junction with Carsie Road southwards then eastwards to a point 210 metres or thereby eastwards of its junction with C427, a distance of 446 metres or thereby.
 - (iii) C427 A93 – Meikleour Road from its junction with the A984 Main Road southwards to a point 130 metres or thereby southwards of its junction with the A984 Main Road, a distance of 130 metres or thereby.
 - (iv) Carsie Road from its junction with A984 for its entire length a distance of 128 metres or thereby.
 - (v) Mercer Green from its junction with the A984 Main Road for its entire length, a distance of 93 metres or thereby.
 - (vi) U113 Main Road from its junction with the A984 to a point 164 metres or thereby northwards of its junction with the A984, a distance of 164 metres or thereby.”
- 42 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **12. MILNATHORT**, delete the existing and substitute with:-
“12. MILNATHORT
- (i) (A91) Stirling Road from its junction with the A911 and A922 westwards to its junction with Croft Wynd, a distance of 88 metres or thereby.
 - (ii) (A911) New Road from its junction with the A91 and the A922 eastwards for a distance of 230 metres or thereby.
 - (iii) (A922) South Street from its junction with the A911 and A91 southwards for a distance of 197 metres or thereby
 - (iv) Church Street from its junction from its junction with A911 South Street Westwards for a distance of 20 metres or thereby.”
- 43 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **12. MILNATHORT**, insert the following:-
“12A MYRERIGGS (U106) MYRERIGGS ROAD
 From its junction with the A923 eastwards to a point 846 metres or thereby eastwards of its junction with the A923, a distance of 846 metres or thereby.”
- 44 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **13. PERTH (RANNOCH ROAD)**, delete the existing and substitute with:-
“13. PERTH

- (i) Access Road off Muirton Bank leading to North Inch Between number 9 and 11 from its junction with Muirton Bank for its entire length, a distance of 76 metres or thereby.
- (ii) Alexandra Street from its junction with Caledonian Road eastwards to its junction with Leonard Street, a distance of 111 metres or thereby.
- (iii) Annat Road from its junction with Dupplin Road southeastwards to its junction with Gannochy Road, a distance of 217 metres or thereby.
- (iv) Athollbank Drive from its junction with Viewlands Road northwestward for its entire length, a distance of 575 metres or thereby.
- (v) Atholl Street from its junction with Barrack Street eastwards to its junction with Charlotte Street, a distance of 487 metres or thereby.
- (vi) Athollbank from its junction with Athollbank Drive southwards to its junction with Viewlands Road, a distance of 130 metres or thereby.
- (vii) Balhousie Avenue from its junction with Hay Street southwestwards for its entire length, a distance of 198 metres or thereby.
- (viii) Balhousie Street from its junction with Melville Street northwards to its junction with Kestrel Way, a distance of 864 metres or thereby.
- (ix) Balvarid Place (East Leg) from its junction with Balhousie Street eastwards for its entire length, a distance of 129 metres or thereby.
- (x) Balvaird Place (West leg) from its junction with Balhousie Street westwards for its entire length, a distance of 70 metres or thereby.
- (xi) Barossa Place from its junction with Melville Street eastwards to its junction with Rose Terrace, a distance of 210 metres or thereby.
- (xii) Barossa Street from its junction with Atholl Street northwestwards to its junction with Barossa Place a distance of 155 metres or thereby.
- (xiii) Barrack Street from its junction with Atholl Street northwestwards to a point 13 metres or thereby northwestwards of its junction with Atholl Street, a distance of 13 metres or thereby.
- (xiv) Black Watch Gardens from its junction with North Methven Street westwards for its entire length, a distance of 80 metres or thereby.
- (xv) Blackfriars Street from its junction with Carpenter Street eastwards to its junction with Charlotte Street, a distance of 85 metres or thereby.
- (xvi) Blackfriars Wynd from its junction with North Port northwestwards to its junction with Carpenter Street, a distance of 75 metres or thereby.
- (xvii) Braeside Gardens from its junction with Viewlands Terrace northwestwards for its entire length, a distance of 151 metres or thereby.
- (xviii) Braeside Gardens (West Leg) from its junction with Braeside Gardens westwards for its entire length, a distance of 63 metres or thereby.
- (xix) Brands Brae from its junction with Gannochy Road northwestwards to its junction Gannochy Edge, a distance of 163 metres or thereby.

- (xx) Bridge Lane from its junction with George Street southwestwards to its junction with Mill Street, a distance of 51 metres or thereby.
- (xxi) Buchan Drive from its junction with Viewlands Road northwards for its entire length, a distance of 428 metres or thereby.
- (xxii) Buchan Road from its junction with Buchan Drive eastwards to its junction with Athollbank drive, a distance of 64 metres or thereby.
- (xxiii) Burn side from its junction with Pitcullen Terrace southwestwards for its entire length, a distance of 35 metres or thereby.
- (xxiv) Bute Drive from its junction with Gowans Terrace northwards to a point 35 metres or thereby northeastwards of its junction with Lewis Place, a distance of 337 metres or thereby.
- (xxv) Caledonian Road from its junction with St Andrew Street northwards then northeastwards to its junction with Atholl Street, a distance of 667 metres or thereby.
- (xxvi) Canal Crescent from its junction with Canal Street northwestwards for its entire length, a distance of 121 metres or thereby.
- (xxvii) Canal Street from its junction with Tay Street westwards to its junction with Charterhouse Lane, a distance of 458 metres or thereby.
- (xxviii) Capercaillie Drive from its junction with Gowans Terrace southwards to its junction with Carnegie Place, a distance of 113 metres or thereby.
- (xxix) Carnegie Court from its junction with Carnegie Place for its entire length, a distance of 81 metres or thereby.
- (xxx) Carnegie Place from its junction with Balhousie Street westwards then northwards then westwards then southwards for its entire length, a distance of 620 metres or thereby.
- (xxxi) Carpenter Street from its junction with Kinnoull Street southeastwards to its junction with Blackfriars Wynd, a distance of 110 metres or thereby.
- (xxxii) Chaffinch Way from its junction with Gowans Terrace southwards to its junction with Dunnock Park, a distance of 63 metres or thereby.
- (xxxiii) Charles Street from its junction with Canal Street southwards to its junction with Victoria Street, a distance of 94 metres or thereby.
- (xxxiv) Charlotte Street from its junction with Atholl Street southeastwards to its junction with Tay Street, a distance of 88 metres or thereby.
- (xxxv) Chaterhouse Lane from its junction with Canal Street westwards to its junction with King Street, a distance of 59 metres or thereby.
- (xxxvi) Cherrybank Grove from its junction with Oakbank Road northeastwards for its entire length, a distance of 182 metres or thereby.
- (xxxvii) Cleeve Drive from its junction with Oakbank Place westwards then northwards for its entire length, a distance of 392 metres or thereby.
- (xxxviii) Cleeve Park from its junction with Cleeve Drive westwards for its entire length, a distance of 298 metres or thereby.
- (xxxix) Comelybank Gardens from its junction with Dupplin Road northwards for its entire length, a distance of 86 metres or thereby.

- (xl) County Place from its junction with York Place eastwards to its junction with South Street, a distance of 107 metres or thereby.
- (xli) Cross Street from its junction with Leonard Street eastwards to its junction with Pomarium Street, a distance of 90 metres or thereby.
- (xlii) Dewar Court from its junction with Blackwatch Gardens northwards then westwards for its entire length, a distance of 109 metres or thereby.
- (xliii) Dunnock Park from its junction with Sandpiper Gardens westwards to its junction with Carnegie Place, a distance of 384 metres or thereby.
- (xliv) Dupplin Brae from its junction with Dupplin Road northwards for its entire length, a distance of 135 metres or thereby.
- (xlv) Dupplin Road from its junction Pitcullen Crescent northwestwards to its junction with Gannochy Road, a distance of 518 metres or thereby.
- (xlvi) Earl's Dykes from its junction with York Place southwards for its entire length, a distance of 109 metres or thereby.
- (xlvii) Edinburgh Road (A912) from its junction with Marshall Place southwards to a point 96 metres or thereby southwards of its junction with Marshall Place, a distance of 96 metres or thereby.
- (xlviii) Fairies Road from its junction with Oakbank Road northeastwards to its junction with Muirend Road, a distance of 668 metres or thereby.
- (xlix) Farm Road from its junction with Gannochy Road northwestwards to its junction with Gannochy Edge 184 metres or thereby.
- (l) Fechney Park from its junction with Spens Crescent eastwards then northwards for its entire length, a distance of 108 metres or thereby.
- (li) Fechney Park (South Leg) from its junction with Fechny Park southwards for its entire length, a distance of 60 metres or thereby.
- (lii) Florence Place from its junction with the Dunkeld Road (A912) eastwards to its junction with Muirton Bank 420 metres or thereby.
- (liii) Foundry Lane from its junction with North Methven Street eastwards to its junction with Kinnoull Street, a distance of 113 metres or thereby.
- (liv) Francis Road from its junction with Cleeve Drive northwards for its entire length, a distance of 66 metres or thereby.
- (lv) Fraser Terrace from its junction with Oakbank Crescent southeastwards to its junction with Viewlands Terrace, a distance of 224 metres or thereby.
- (lvi) Gannochy Avenue from its junction with Gannochy Edge southwestwards for its entire length, a distance of 200 metres or thereby.
- (lvii) Gannochy Green from its junction with Gannochy Road northwestwards to its junction with Pedwarden Road, a distance of 258 metres or thereby.
- (lviii) Gannochy Road from its junction with Lochie Brae northeastwards for its entire length, a distance of 923 metres or thereby.
- (lix) Gannochy Walk from its junction with Gannochy Edge southwards for its entire length, a distance of 42 metres or thereby.
- (lx) George Street from its junction with High Street northwards to its junction with Charlotte Street, a distance of 193 metres or thereby.

- (lxi) Gillespie Crescent from its junction with Gillespie Place northeastwards for its entire length, a distance of 127 metres or thereby.
- (lxii) Gillespie Place from its junction with Primrose Crescent eastwards for its entire length, a distance of 162 metres or thereby.
- (lxiii) Glover Street from its junction with Needless Road southwards to its junction with Abbot Street, a distance of 320 metres or thereby.
- (lxiv) Goodlyburn Place from its junction with Jeanfield Road northwards for its entire length, a distance of 168 metres or thereby.
- (lxv) Gowans Terrace from a point 42 metres or thereby westwards of its junction with Bute Drive eastwards for its entire length, a distance of 608 metres or thereby.
- (lxvi) Haddon Road from its junction with Dupplin Road northwestwards to its junction with Gannochy Avenue, a distance of 216 metres or thereby.
- (lxvii) Hamilton Place from its junction with Tullylumb Terrace westwards then northwards for its entire length, a distance of 411 metres or thereby.
- (lxviii) Hamilton Place (South Leg) from its junction with Hamilton Place southwards for its entire length, a distance of 56 metres or thereby.
- (lxix) Harley Place from a point 20 metres or thereby westwards of its junction with Muirton Bank eastwards for its entire length, a distance of 134 metres or thereby.
- (lxx) Harley Terrace from its junction with Harley Place southwards for its entire length, a distance of 91 metres or thereby.
- (lxxi) Hawarden Terrace from its junction with Jeanfield Road northwards for its entire length, a distance of 83 metres or thereby.
- (lxxii) Hay Street from its junction with Balhousie Street eastwards then northwards to its junction with Muirton Place, a distance of 511 metres or thereby.
- (lxxiii) High Street from its junction with Tay Street westwards to its junction with Caledonian Road, a distance 789 metres or thereby.
- (lxxiv) Hospital Street from its junction with King Street southwestwards to its junction with New Road, a distance of 95 metres or thereby.
- (lxxv) James Street from its junction King James Place northwards to its junction with Canal Street, a distance of 239 metres or thereby.
- (lxxvi) Jeanfield Road from a point 25 metres or thereby westwards of its junction with Wellshill Terrace, westwards to its junction with Letham Road, a distance of 611 metres or thereby.
- (lxxvii) Kestral Way from a point 43 metres or thereby south of its junction with Magpie Way northwards then westwards to its junction with the Dunkeld Road, a distance of 508 metres or thereby.
- (lxxviii) King Edward Street from its junction with South Street northwards to its junction with High Street, a distance of 149 metres or thereby.
- (lxxix) King James Place from its junction with James Place westwards to a point 39 metres or thereby eastwards of its junction with King Street, a distance of 26 metres or thereby.

- (lxxx) King Street from its junction with Kings Place northwards to its junction with County Place, a distance of 351 metres or thereby.
- (lxxxii) Kings Place from its junction with King James Place westward for its entire length to its junction with Leonard Street, a distance of 271 metres or thereby.
- (lxxxiii) Kinmond Court from its junction with Gannochy Edge northwards then eastwards for its entire length, a distance of 180 metres or thereby.
- (lxxxiv) Kinmond Court (West Leg) from its junction with Kinmond Court westwards for its entire length, a distance of 65 metres or thereby.
- (lxxxv) Kinnoull Causeway from its junction with Leonard Street westwards to its junction with Earl's Dykes, a distance of 255 metres or thereby.
- (lxxxvi) Kinnoull Street from its junction with Scott Street northwards to its junction with Atholl Street, a distance of 300 metres or thereby.
- (lxxxvii) Kirkgate from its junction with High Street southwards to its junction with St John's Place, a distance of 68 metres or thereby.
- (lxxxviii) Kite Way from its junction with Gowans Terrace southwards to its junction with Carnegie Place 129 metres or thereby.
- (lxxxix) Lapwing Drive from its junction with Dunnock Park southwards to its junction with Kestrel Way, a distance of 88 metres or thereby.
- (lxxxix) Lark Avenue from its junction with Kestrel Way northwards to its junction with Dunnock Park, a distance of 131 metres or thereby.
- (xc) Leonard Street from its junction with Hospital Street southwestwards to its junction with Kings Place, a distance of 339 metres or thereby.
- (xci) Lewis Place from its junction with Bute Drive westwards then northwards for its entire length, a distance of 197 metres or thereby.
- (xcii) Lickley Street from its junction with High Street southwards for its entire length, a distance of 68 metres or thereby.
- (xciii) Linnet Drive from its junction with Malvina Place westwards to its junction with Sandpiper Gardens, a distance of 45 metres or thereby.
- (xciv) Long Causeway from its junction with Caledonian Road westwards to a point 19 metres or thereby westwards of its junction with Caledonian Road, a distance of 19 metres or thereby.
- (xcv) Low Street from its junction with Melville Street westwards for its entire length, a distance of 67 metres or thereby.
- (xcvi) Magpie Way from its junction with Dunnock Park southwards to its junction with Kestrel Way, distance of 134 metres or thereby.
- (xcvii) Magpie Way (East Leg) from its junction with Sandpiper Gardens westwards to its junction with Magpie Way, a distance of 61 metres or thereby.
- (xcviii) Malvina Court from its junction with Malvina Place westwards then northwards for its entire length, a distance of 64 metres or thereby.

- (xcix) Malvina Place from its junction with Balhousie Street eastwards then northwards for its entire length, a distance of 387 metres or thereby.
- (c) Market Street from its junction with New Row westwards to its junction with Milne Street, a distance of 45 metres or thereby.
- (ci) Marshall Place from its junction with Shore Road westwards to King James Place, a distance of 441 metres or thereby.
- (cii) Melville Street from its junction with Atholl Street northwestwards to its junction with Balhousie Street, a distance of 151 metres or thereby.
- (ciii) Mill Street from its junction with South Methven Street eastwards to its junction with Bridge Lane, a distance of 377 metres or thereby.
- (civ) Mill Wynd from its junction with Paul Street eastwards then southwards for its entire length, a distance of 94 metres or thereby.
- (cv) Miller Avenue from its junction with Miller Avenue northwards for its entire length, a distance of 96 metres or thereby.
- (cvi) Milne Street from its junction with Caledonian Road eastwards then northwards to its junction with High Street, a distance of 193 metres or thereby.
- (cvii) Muirhall Terrace from its junction with Gannochy Road northwestwards to its junction with Dupplin Road, a distance of 269 metres or thereby.
- (cviii) Muirton Bank from its junction with Muirton Place northwards to its junction with Harley Place, a distance of 388 metres or thereby.
- (cix) Muirton Place from its junction with Muirton Bank westwards to its junction with Balhousie Street, a distance of 221 metres or thereby.
- (cx) Murray Place from its junction with Glasgow Road westward to its junction with Oakbank Crescent, a distance of 325 metres or thereby.
- (cxi) Murray Street from its junction with Kinnoull Street westwards to its junction with North Methven Street 113 metres or thereby.
- (cxii) Murray Terrace from its junction with Viewlands Road southwards to its junction with Murray Place, a distance of 139 metres or thereby.
- (cxiii) Nelson Street from its junction with Marshall Place northwards to its junction with Victoria Street, a distance of 135 metres or thereby.
- (cxiv) New Row from its junction with York Place northwards to its junction with 155 metres or thereby.
- (cxv) Nightingale Avenue from its junction with Dunnock Park northwards for its entire length, a distance of 46 metres or thereby.
- (cxvi) Nimmo Place from its junction with Nimmo Avenue northwards then eastwards to its junction with Primrose Crescent, a distance of 267 metres or thereby.
- (cxvii) Norie Terrace from its junction with Cleeve Drive northwards for its entire length, a distance of 89 metres or thereby.
- (cxviii) North Methven Street from its junction with Atholl Street southwards to its junction with Murray Street, a distance of 184 metres or thereby.

- (cxix) North Port from its junction with Charlotte Place southwestwards to its junction with Blackfriars Wynd, a distance of 86 metres or thereby.
- (cxx) North William Street from its junction with Atholl Street southwards to its junction with Foundry Lane, a distance of 110 metres or thereby.
- (cxxi) Oakbank Crescent from its junction with Fairies Road eastwards then northeastwards to its junction with Murray Place, a distance of 651 metres or thereby.
- (cxxii) Oakbank Place from its junction with the Glasgow Road northeastwards to its junction with Oakbank Crescent, a distance of 207 metres or thereby.
- (cxxiii) Oakbank Road from a point 37 metres or thereby eastwards of its junction with Alder Drive eastwards then southeastwards to its junction with the Glasgow Road, a distance of 1225 metres or thereby.
- (cxxiv) Osprey Drive from its junction with Gowans Terrace southwards to its junction with Dunnock Park, a distance of 60 metres or thereby.
- (cxxv) Paul Street from its junction with High Street northwards to its junction with West Mill Street, a distance of 42 metres or thereby.
- (cxxvi) Perth Bridge from its junction with Tay Street eastwards to its junction with West Bridge Street, a distance of 250 metres or thereby.
- (cxxvii) Pitcullen Gardens from its junction with Pitcullen Terrace southwestwards for its entire length, a distance of 60 metres or thereby.
- (cxxviii) Pitcullen Terrace from its junction with Dupplin Road southeastward to its junction with Gannochy Road, a distance of 297 metres or thereby.
- (cxxix) Primrose Crescent from its junction with Tulloch Terrace/Tulloch Road northwards to a point 10 metres or thereby north of its junction with Gillespie Place.
- (cxxx) Princes Street from its junction with Marshall Place northwards to its junction with South Street, a distance of 336 metres or thereby.
- (cxxxii) Priory Place from its from its junction with Glover Street southwards to a point 73 metres or thereby southwards of its junction with Glover Street, a distance of 73 metres or thereby.
- (cxxxii) Queens Bridge from its junction with Tay Street eastwards to its junction with the Dundee Road, a distance of 230 metres or thereby.
- (cxxxiii) Rannoch Road from its junction with Campsie Road eastwards to the junction with Amulree Road, a distance of 305 metres or thereby.
- (cxxxiv) Rose Crescent from its junction with the Glasgow Road to its junction with Jeanfield Road, a distance of 346 metres or thereby.
- (cxxxv) Rose Terrace from its junction with Atholl Street northwards to its junction with Barossa Place, a distance of 183 metres or thereby.
- (cxxxvi) Rosemount Place from its with Pitcullen Terrace southwestwards for its entire length, a distance of 109 metres or thereby.

- (cxxxvii) Ross Avenue from its junction with Oakbank Road for its entire length, a distance of 347 metres or thereby.
- (cxxxviii) Sandpiper Gardens from its junction with Malvina Place westwards then northwards to its junction with Linnet Drive, a distance of 97 metres or thereby.
- (cxxxix) School Close from its junction with Gillespie Place southwards for its entire length, a distance of 37 metres or thereby.
- (cxl) Scott Street from its junction with Marshall Place northwards to its junction with High Street, a distance 497 metres or thereby.
- (cxli) Shore Road from its junction with Tay Street southwards to a point 24 metres or thereby southwards of its junction with Tay Street, a distance of 24 metres or thereby.
- (cxlii) Skinner Gate from its junction with High Street northwards to its junction with Mill Street, a distance of 97 metres or thereby.
- (cxliii) South Methven Street from its junction with Mill Street southwards to its junction with County Place, a distance of 246 metres or thereby.
- (cxliv) South St John's Place from its junction with King Edward Street eastwards to its junction with Kirkside, a distance of 66 metres or thereby.
- (cxlv) South Street from its junction with County Place eastwards to its junction with Tay Street, a distance of 533 metres or thereby.
- (cxlvi) South William Street from its junction with Scott Street eastwards to its junction with Princes Street, a distance of 230 metres or thereby.
- (cxlvii) Spens Crescent from its junction with Jeanfield Road southwards to its junction with Rose Crescent, a distance of 206 metres or thereby.
- (cxlviii) Speygate from its junction with South Street southwards to its junction with Canal Street, a distance of 81 metres or thereby.
- (cxlix) St Andrew Street from its junction with Caledonian Road eastwards to its junction with Lenoard Street, a distance of 102 metres or thereby.
- (cl) St John's Place from its junction with King Edward Street eastward to its junction with St John Street, a distance of 141 metres or thereby.
- (cli) St John's Street from its junction with High Street southwards to its junction with South Street, a distance of 171 metres or thereby.
- (clii) St Leonard's Bank from its junction with Kings Place southwards for its entire length, a distance of 275 metres or thereby.
- (cliii) St Leonard's Bridge from its junction with St Leonard's Bank southwestwards to its junction with Glover Street, a distance of 215 metres or thereby.
- (cliv) St Paul's Square from its junction with South Methven Street westwards then northwards to its junction with High Street, a distance of 65 meters or thereby.
- (clv) Stormont Street from its junction with Atholl Street northwards to its junction with Barossa Place, a distance of 135 metres or thereby.
- (clvi) Tay Street from its junction with Shore Road northwards then northwestwards to its junction with Perth Bridge, a distance of 773 metres or thereby.

- (clvii) Taymount Terrace from its junction with Rose Crescent to its junction with Tullylumb Terrace, a distance of 195 metres or thereby.
- (clviii) The Rookery from its junction with Dunnock Park northwards to its junction with Gowans Terrace, a distance of 100 metres or thereby.
- (clix) Tullylumb Terrace from its junction with Taymount Terrace southeastwards to its junction with Glasgow Road, a distance of 183 metres or thereby.
- (clx) Union Lane from its junction with North Methven Street eastwards to its junction with Kinnoull Street, a distance of 125 metres or thereby.
- (clxi) Upper Woodlands from its junction with Oakbank Road southwestwards for its entire length, a distance of 180 metres or thereby.
- (clxii) Victoria Street from its junction with Princes Street westwards to a point 50 metres or thereby westwards of its junction with King Street, a distance of 425 metres or thereby.
- (clxiii) Viewlands Place from its junction with Viewlands Road southwards to its junction with Murray Place, a distance of 188 metres or thereby.
- (clxiv) Viewlands Road from its junction with Glasgow Road westward to its junction with Fairies Road, a distance of 852 metres or thereby.
- (clxv) Viewlands Road West from its junction with Fairies Road westwards to its junction with Elm Lane, a distance of 576 metres or thereby.
- (clxvi) Viewlands Terrace from its junction with Glasgow Road westwards then northwards for its entire length to its junction with Viewlands Road, a distance of 560 metres or thereby.
- (clxvii) Watergate from its junction with High Street southwards to its junction with South Street, a distance of 189 metres or thereby.
- (clxviii) West Bridge Street from its junction with Perth Bridge eastwards to its junction with Gowrie Street, a distance of 32 metres or thereby.
- (clxix) West Mill Street from its junction with North Methven Street southwestwards then westward to its junction with Paul Street, a distance of 153 metres or thereby.
- (clxx) Westerhill from its junction with Oakbank Road southwards then westwards for its entire length, a distance of 312 metres or thereby.
- (clxxi) Western Avenue from its junction with Rose Crescent westwards then northwards to its junction with Jeanfield Road, a distance of 362 metres or thereby.
- (clxxii) York Place from its junction with County Place westwards to a point 45 metres or thereby westwards of its junction with County Place, a distance of 45 metres or thereby.”

- 45 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **13A. LENGTHS OF ROAD IN GANNOCHY AREA, PERTH**, delete the existing and insert “NOT USED” at **13A**.
- 46 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **13B LENGTHS OF ROAD IN KINNOULL AREA, PERTH**, delete the existing and insert “NOT USED” at **13B**.

- 47 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **13C GLOVER STREET, PERTH**, delete the existing and insert “NOT USED” at **13C**.
- 48 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, delete the existing and insert “NOT USED” at **14**.
- 49 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, insert the following:-
“14A PITCAIRNGREEN
- (i) C407 Main Road from a point 116 metres northeastwards of its junction with the Private Road known as Braehead, northeastwards then northwestwards then westwards to a point 275 metres or thereby westwards of its junction with the C408, a distance of 710 metres or thereby.
 - (ii) C408 Pitcairngreen – Glenlivet Road from its junction with C407 Main Road northwards to a point 46 metres or thereby northwards of its junction with the C407 Main Road, a distance of 46 metres or thereby.
 - (iii) Link Road between U42 and C407 at Village Green from its junction with the C407 Main Road eastwards then northwards to its junction with U42, a distance of 174 metres or thereby.
 - (iv) U42 Pitcairngreen – Redgorton Road from its junction with the C407 Main Road eastwards then northwards to a point 302 metres or thereby northeastwards of its junction with C407 Main Road, a distance of 307 metres or thereby.”
- 50 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, insert the following:-
“14B PITLOCHRY
- (i) Atholl Road (A924) from a point 16 metres or thereby westwards of its junction with Newholme Avenue northwestwards to its junction with Larchwood Road, a distance of 626 metres or thereby.
 - (ii) Ferry Road (West Leg) from its junction with Atholl Road southwestwards then westwards for its entire length, a distance of 400 metres or thereby.
 - (iii) Mill Lane from its junction with Atholl Road for its entire length northeastwards then southeastwards to its junction with Atholl Road, a distance of 99 metres or thereby.
 - (iv) Rie-Achan Road from its junction with Atholl Road southwards then westwards to a point 107 metres or thereby westwards of its junction with West Lane
 - (v) Station Road from its junction with Atholl Road southwards then eastwards for its entire length, a distance of 196 metres or thereby.
 - (vi) West Lane from its junction with Rie-Achan Road eastwards to its junction with Station Road, a distance of 66 metres or thereby.
 - (vii) West Moulin Road from its junction with Atholl Road northeastwards to a point 18 metres or thereby southwestwards of its junction with Strathview Terrace, a distance of 128 metres or thereby.”

- 51 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, insert the following:-
“**14C PITRODDIE**
(i) C401 from a point 114 metres or thereby northwards of its junction with the U154 southwards to a point 141 metres or thereby southwards of its junction with the U154, a distance of 255 metres or thereby.
(ii) U83 from its junction with C401 northwestwards then westwards to a point 521 metres or thereby northwestwards of its junction with C401, a distance of 521 metres or thereby.”
- 52 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, insert the following:-
“**14D RAIT**
(i) C402 from a point 261 metres or thereby northwestwards of its junction with the C402 westwards to a point 178 metres or thereby westwards of its junction with Village Road, a distance of 321 metres or thereby.
(ii) Village Road from its junction with the C402 northwards then westwards for its entire length, a distance of 240 metres or thereby.”
- 53 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** renumber **14(a) RATTRAY** as **14E RATTRAY**.
- 54 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, insert the following:-
“**14F SCONE**
(i) A94 Perth – Forfar Road from a point 137 metres or thereby southwestwards of its junction with Cross Street, northwards then northeastwards to its junction with Balformo Road, a distance of 910 metres or thereby.
(ii) Abbey Road from a point 28 metres or thereby northwards of its junction with Mansfield Road to its junction with Stormont Road, a distance of 176 metres or thereby.
(iii) Spoutwells Road from its junction with Stormont Road northwards then northwestwards to a point 35 meters or thereby southeastwards of its junction with Spoutwells Avenue, a distance of 256 metres or thereby.
(iv) Stormont Road from a point 36 metres or thereby westwards of its junction with A94 Angus Road, westwards to a point 71 metres or thereby eastwards of its junction with Sandy Road, a distance of 409 metres or thereby.”
- 55 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, insert the following:-
“**14G SCOTLANDWELL**
(i) Bankfoot Park from its junction with Leslie Road southwards for its entire length, a distance of 77 metres or thereby.
(ii) Friar Place from its junction with Main Street eastwards for its entire length, a distance of 181 metres or thereby.
(iii) Jamesfield from its junction with Leslie Road southwards for its entire length, a distance of 106 metres or thereby.”

- (iv) Leslie Road from its junction with Main Street eastwards to a point 232 metres or thereby eastwards of its junction with Bankfoot Park, a distance of 478 metres or thereby.
 - (v) Main Street from a point 97 metres or thereby southwards of its junction with Friar Place northwards to a point 357 metres or thereby northwards of its junction with Leslie Road, a distance of 510 metres or thereby.
 - (vi) Wellside Park from its junction with Main Street westwards then northwards for its entire length, a distance of 139 metres or thereby.”
- 56 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **14. LENGTHS OF ROAD IN TULLOCH AREA, PERTH**, insert the following:-
“14H SPITTALFIELD
- (i) A984 Main Road from a point 321 metres or thereby westwards of its junction with the west leg of The Green, eastwards to a point 124 metres or thereby eastwards of its junction with Park Grove, a distance of 667 metres or thereby.
 - (ii) Park Grove from its junction with the A984 Main Road northwards for its entire length, a distance of 112 metres or thereby.
 - (iii) The Green from its junction with Main Road northwards then eastwards then southwards for its entire length, a distance of 194 metres or thereby.”
- 57 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **15. STANLEY**, insert the following:-
“16. ST DAVIDS/MADDERTY
- (i) C406 from a point 167 metres or thereby southwestwards of its junction with the U9 northeastwards to a point 134 metres or thereby northeastwards of its junction with the Main Road, a distance of 655 metres or thereby.
 - (ii) Craig Place from its junction with U9 eastwards for its entire length, a distance of 110 metres or thereby.
 - (iii) Main Road from its junction with C406 westwards to its junction with the U9, a distance of 329 metres or thereby.
 - (iv) U9 from its junction with the C406 northwards to its junction with the C410, a distance of 595 metres or thereby.”
- 58 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **15. STANLEY**, insert the following:-
“17. STRATHTAY
- (i) Access Road linking both sections of the C447 from Grandtully Bridge Eastwards from its junction with the C447 Main Road northeastwards to its junction with the C447 Main Road, a distance of 306 metres or thereby.
 - (ii) C447 Main Road from a point 135 metres or thereby westwards of its junction with the private access to the property known as Strathtay Cottage northeastwards then eastwards to a point 109 metres or thereby eastwards of its junction with the private access road to the property known as Tigh an Tuir, a distance of 1444 metres or thereby.
 - (iii) C447 Main Road (South Leg) from its junction with the A827 northwestwards to its junction with the C447 Main Road, a distance of 310 metres or thereby.”

- 59 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **15. STANLEY**, insert the following:-
“**18. STRATHTUMMEL**
From a point 64 metres or thereby westwards of its junction with the Private Access Road to the property known as Tressait House, eastwards to a point 148 metres or thereby eastwards of its junction with the Private Access Road to the property known as Loch Tummel House, a distance of 1097 metres or thereby.”
- 60 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **15. STANLEY**, insert the following:-
“**19 TUMMEL BRIDGE**
(i) B8019 Main Road from its junction with Dalcroy Crescent westwards to a point 10 metres or thereby northwestwards of its junction with the B846, a distance of 642 metres or thereby.
(ii) B846 from its junction with B8019 Main Road southwards then eastwards to a point 317 metres or thereby eastwards of its junction with B8019 Main Road, a distance of 317 metres or thereby.
(iii) Dalcroy Crescent from its junction with B8019 Main Road northwards then westwards for its entire length, a distance of 252 metres or thereby.”
- 61 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **15. STANLEY**, insert the following:-
“**20. WEST KINFAUNS**
(i) Kinfauns Holdings from its junction with the M90 westwards to its junction with Barnhill Interchange, a distance of 1346 metres or thereby.
(ii) Walnut Grove from its junction with Kinfauns Holdings westwards for its entire length, a distance of 280 metres or thereby.”
- 62 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **15. STANLEY**, insert the following:-
“**21. WESTOWN**
Access Road off U142 to A90 from its junction with the A90 northwards to its junction with U142, a distance of 445 metres or thereby.”
- 63 At **PART I** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **15. STANLEY**, insert the following:-
“**22. WOLFHILL**
(i) Birnam Wood Way (U125) from its junction with Caroline Place northwards to a point 90 metres or thereby northwards of its junction with Hawthorn Bank, a distance of 223 metres or thereby.
(ii) Caroline Place from its junction with Birnam Wood Way southwards to a point 185 metres or thereby southwards of its junction with Birnam Wood Way, a distance of 185 metres or thereby.
(iii) Castle Road from its junction with Dunsinnan Road northwards then westwards to its junction with Birnam Wood Way, a distance of 338 metres or thereby.
(iv) Dunsinnan Road from its junction with Birnam Wood Way eastwards for its entire length, a distance of 658 metres or thereby.”

- (v) Fraser Avenue from its junction with Old Church Road northwards for its entire length, a distance of 146 metres or thereby.
 - (vi) Hawthorn Bank from its junction with Birnam Wood Way westwards for its entire length, a distance of 60 metres or thereby.
 - (vii) Old Church Road from its junction with Birnam Wood Way westwards to a point 140 metres or thereby westwards of its junction with Fraser Avenue, a distance of 475 metres or thereby.”
- 64 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **3. ABERNYTE** in its entirety and insert “NOT USED” at **3**.
- 65 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **6. BALBEGGIE (A94) MAIN STREET** in its entirety and insert “NOT USED” at **6**.
- 66 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **11. BRIDGE OF EARN** in its entirety and insert “NOT USED” at **11**.
- 67 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **15. DUNNING (B934) STATION ROAD** in its entirety and insert “NOT USED” at **15**.
- 68 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **17. FORTEVIOT (B935)** in its entirety and insert “NOT USED” at **17**.
- 69 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **19. GLENFARG** delete the existing and substitute with:-
“19. GLENFARG
(B996) Main Street
 From a point 69 meters or thereby south of the extended south boundary wall of Arngask Primary Scholl wall to a point 165 metres or thereby north of the extended south boundary wall of the Arngask Primary School, a distance of 193 metres or thereby.”
- 70 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **20. GRANDTULLY (A927)** in its entirety and insert “NOT USED” at **20**.
- 71 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **28. MEIGLE (B954)** in its entirety and insert “NOT USED” at **28**.
- 72 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** at **32. PERTH** delete the existing and substitute with:-
“32. PERTH
 (i) Abbot Street
 From its junction with Friar Street westwards for a distance of 119 metres or thereby.
 (ii) Barrack Street
 From its junction with Dunkeld Road southeastwards for a distance of 62 metes or thereby.
 (iii) Bute Drive
 From its extended northeast kerbline thereof of Stroma Court to a point 14 metres or thereby northeast of the extended northeast kerbline or thereby of Lingay Court, a distance of 330 metres or thereby.
 (iv) Dundee Road
 From a point 25 metres or thereby south of extended south kerbline of the School Brae to a point 164 metres or thereby north

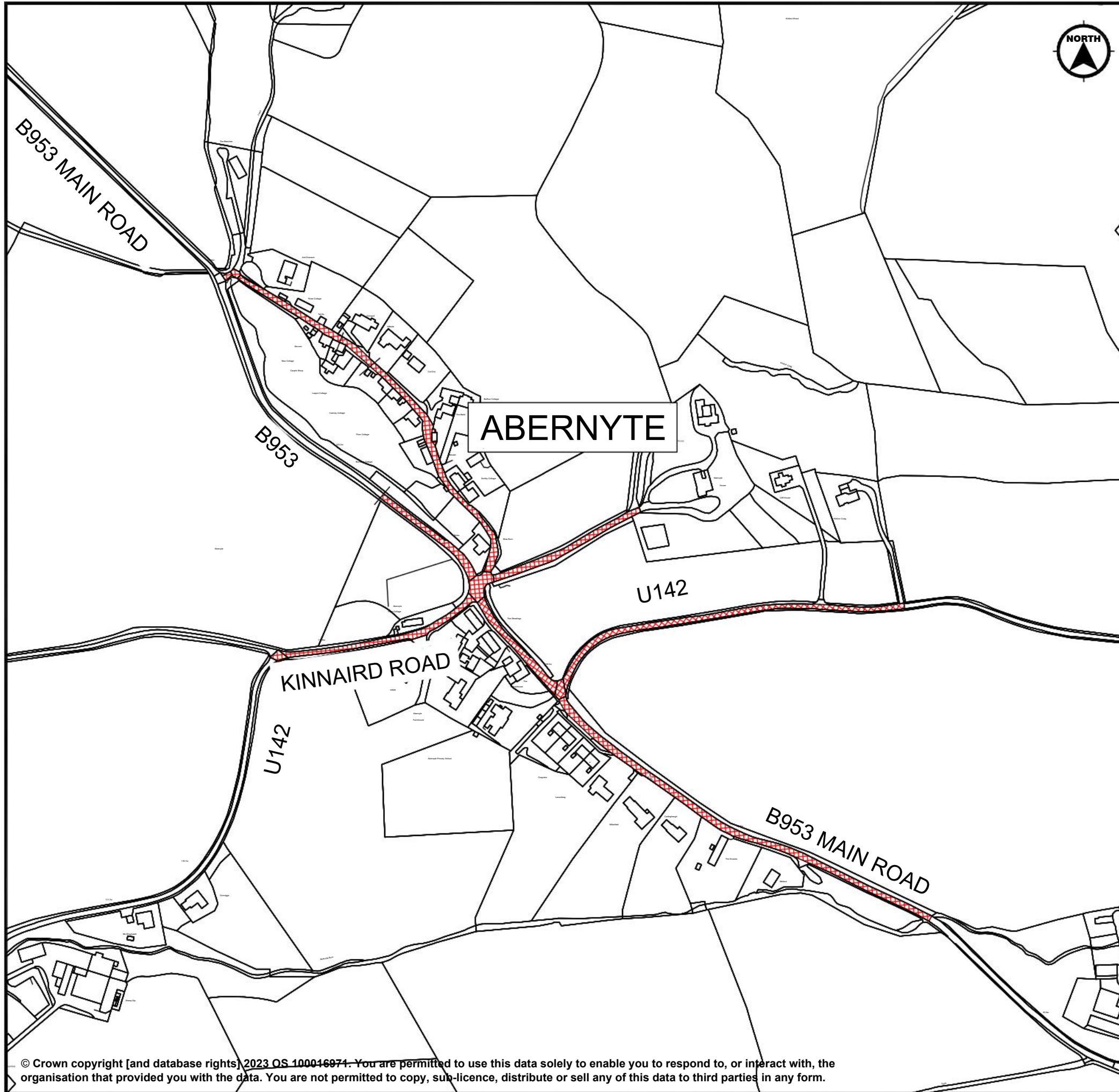
of the extended north kerbline of School Brae, a distance of 194 metres or thereby.

- (v) Dunkeld Road
From its junction with Low Street northwestwards for a distance of 110 metres or thereby.
- (vi) Glendevon Road
From its junction with Gleneagles Road westwards for a distance of 58 metres or thereby.
- (vii) Gleneagles Road
From a point 164 metres or thereby south of the extended south kerbline of Glendevon Road northwards to its termination, including the Cul de Sac.
- (viii) Glenearn Road
From its junction with Windsor Terrace southeastwards to a point 50 metres southeast of its junction with the extended south kerbline of St Magdelanes Road, a distance of 200 metres or thereby.
- (ix) Glenturret Terrace thereby for its entire length.
- (x) Lingay Court thereby for its entire length.
- (xi) Rona Court thereby for its entire length.
- (xii) St Magdelane's Road
From its junction with Glenearn Road southwestwards for a distance of 20 metres or thereby.
- (xiii) Stronsay Court thereby for its entire length.
- (xiv) Uist Place thereby for its entire length.
- (xv) Westray Court thereby for its entire length.
- (xvi) Young Street thereby for its entire length."

- 73 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **34. RATTRAY** in its entirety and insert "NOT USED" at **34**.
- 74 At **PART II** of the **SCHEDULE, LENGTHS OF ROAD IN PERTH AND KINROSS** delete **35. SCONE** in its entirety and insert "NOT USED" at **35**.

COUNCIL REASONS

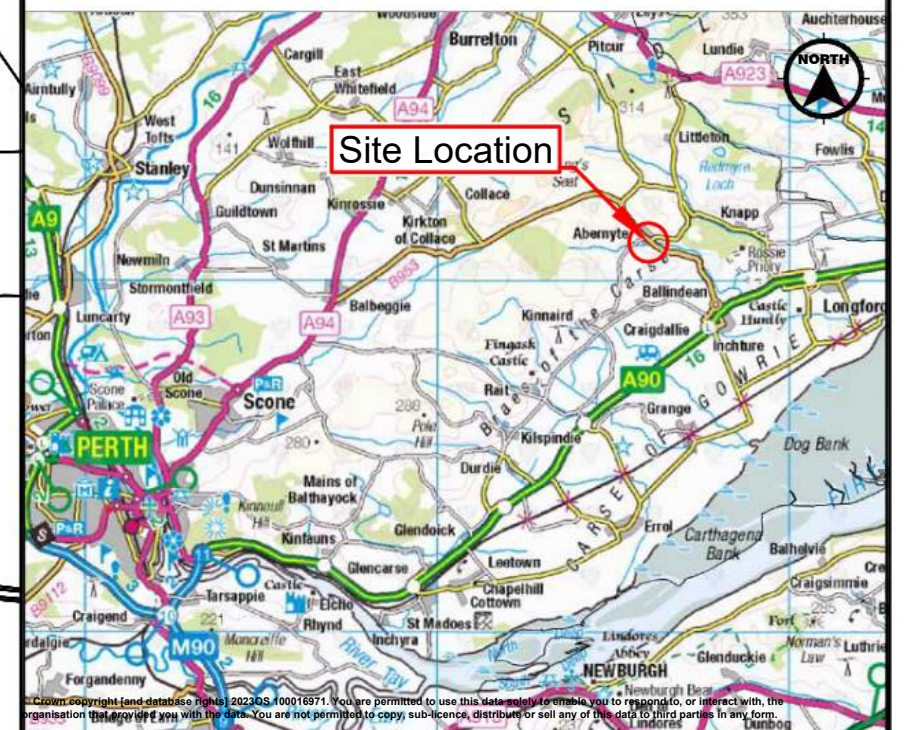
The Council introduced the temporary 20mph speed limit as part of the Spaces for People project in these areas and following consultation wish to make them permanent.



LEGEND:



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



PERTH & KINROSS COUNCIL

Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 1

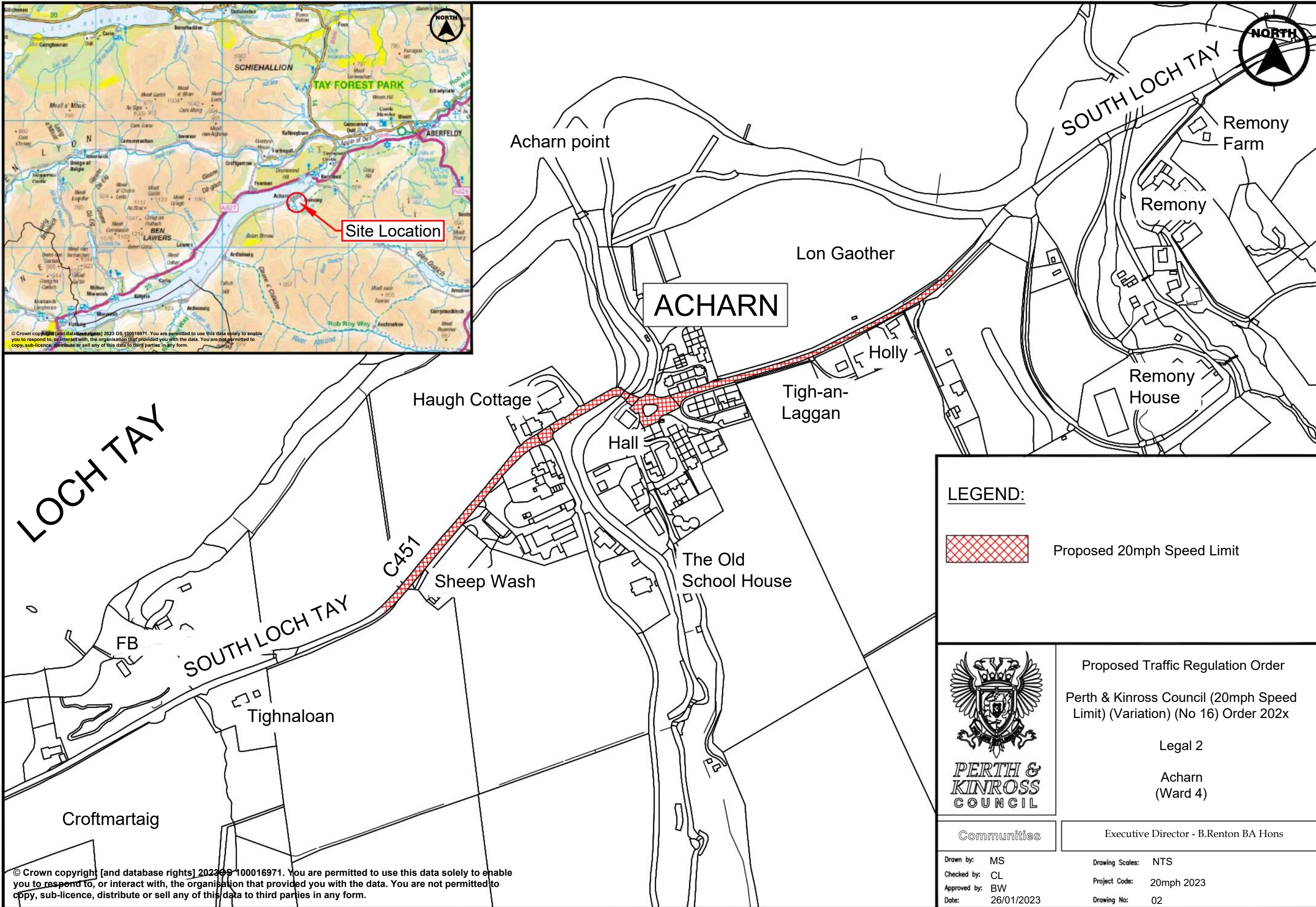
Abernyte
(Ward 1)

Communities


Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: MW
Approved by: BW
Date: 30/01/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 01



LEGEND:

 Proposed 20mph Speed Limit



Proposed Traffic Regulation Order
 Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x
 Legal 2
 Acharn (Ward 4)

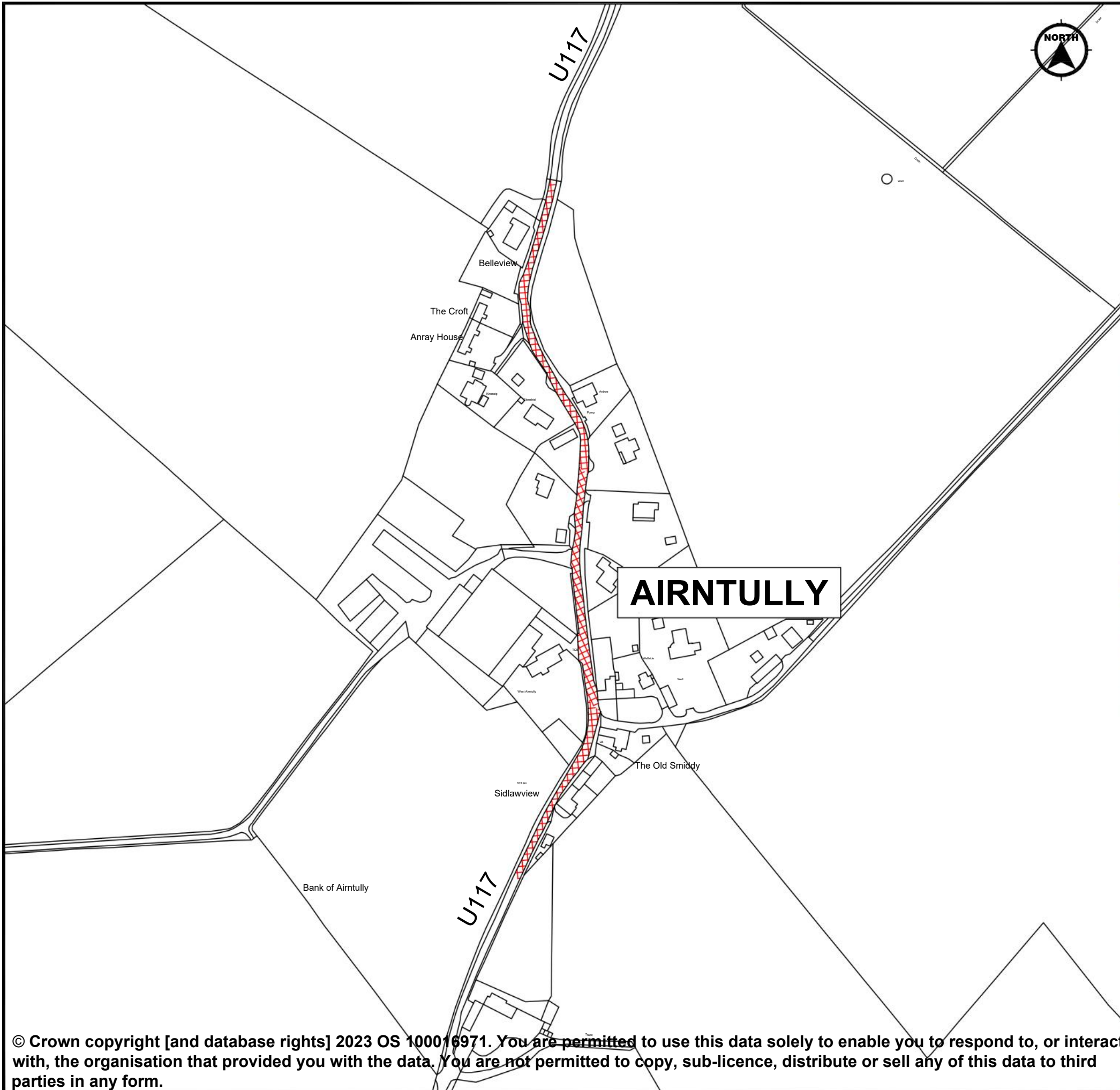
Communities

Executive Director - B.Renton BA Hons


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 Checked by: CL
 Approved by: BW
 Date: 26/01/2023

Drawing Scales: NTS
 Project Code: 20mph 2023
 Drawing No: 02

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 Proposed 20mph Speed Limit



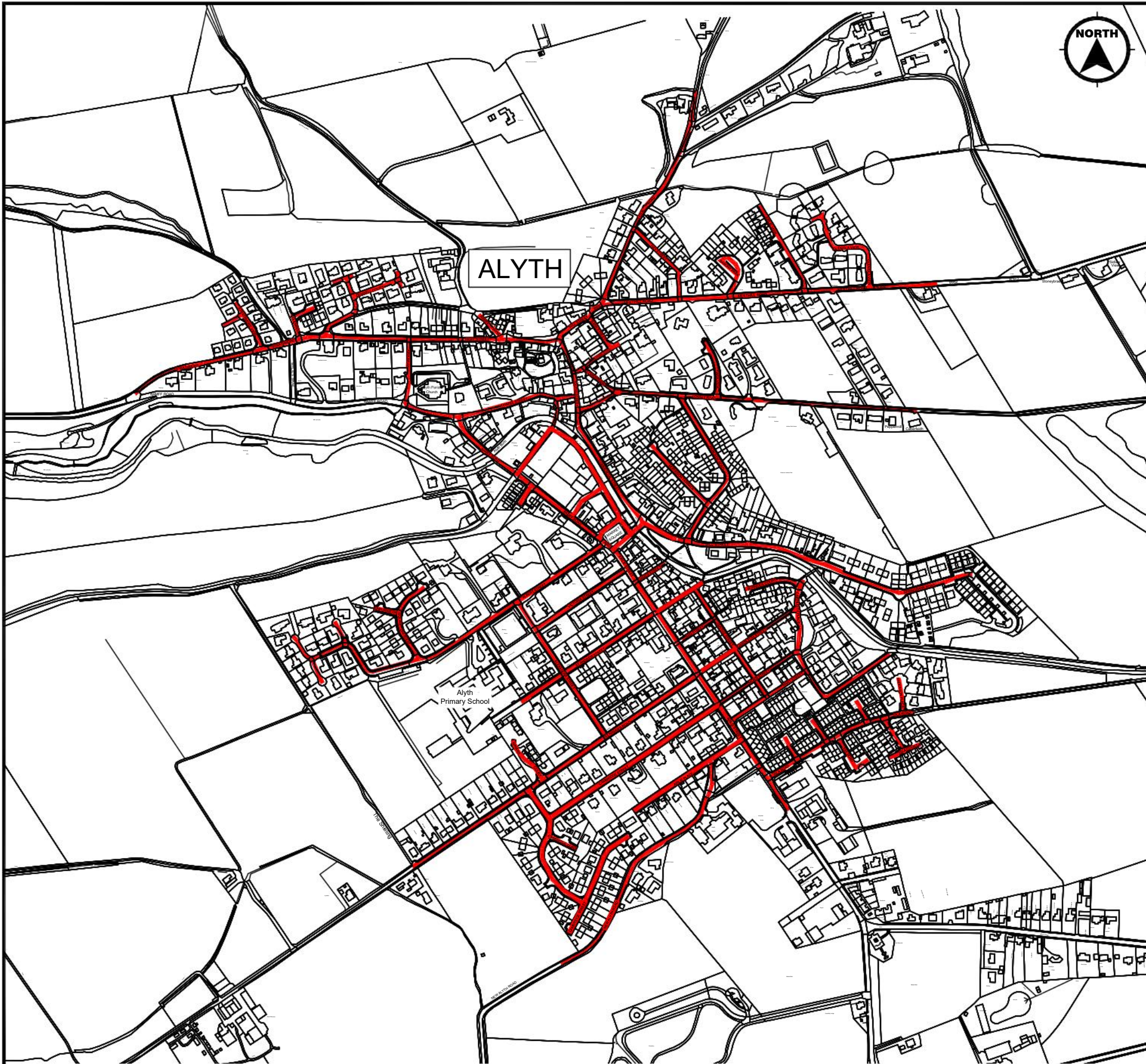
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AMENDMENTS

 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x</p> <p>Legal 3</p> <p>Airtully (Ward 5)</p>
	<p>Executive Director - B.Renton BA Hons</p>

<p>Communities</p>	<p>Executive Director - B.Renton BA Hons</p>
<p>Drawn by: MS</p> <p>Checked by: MW</p> <p>Approved by: BW</p> <p>Date: 06/02/2023</p>	<p>Drawing Scales: NTS</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 03</p>

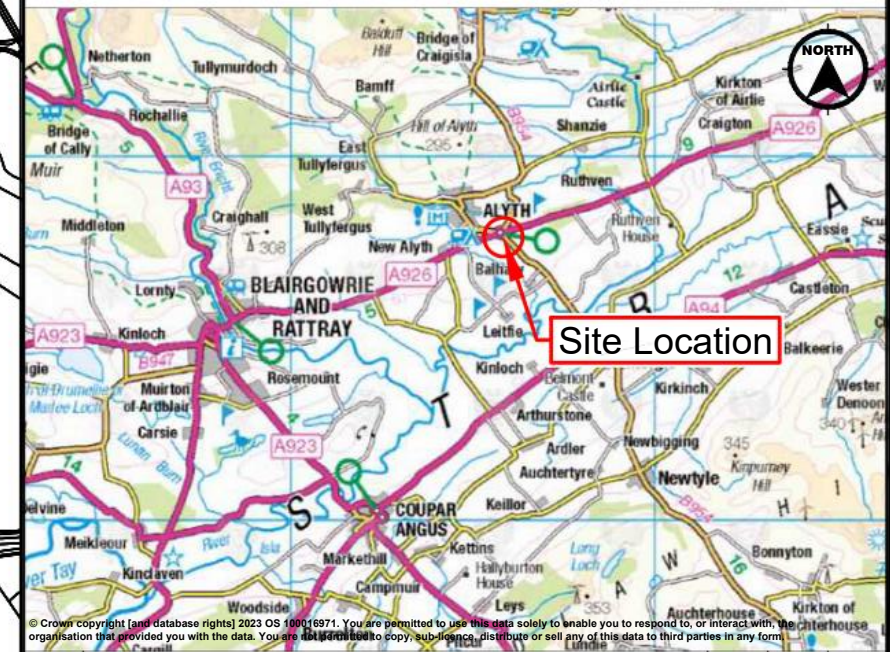
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Proposed 20mph Speed Limit



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AMENDMENTS



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 4

Alyth (Ward 2)

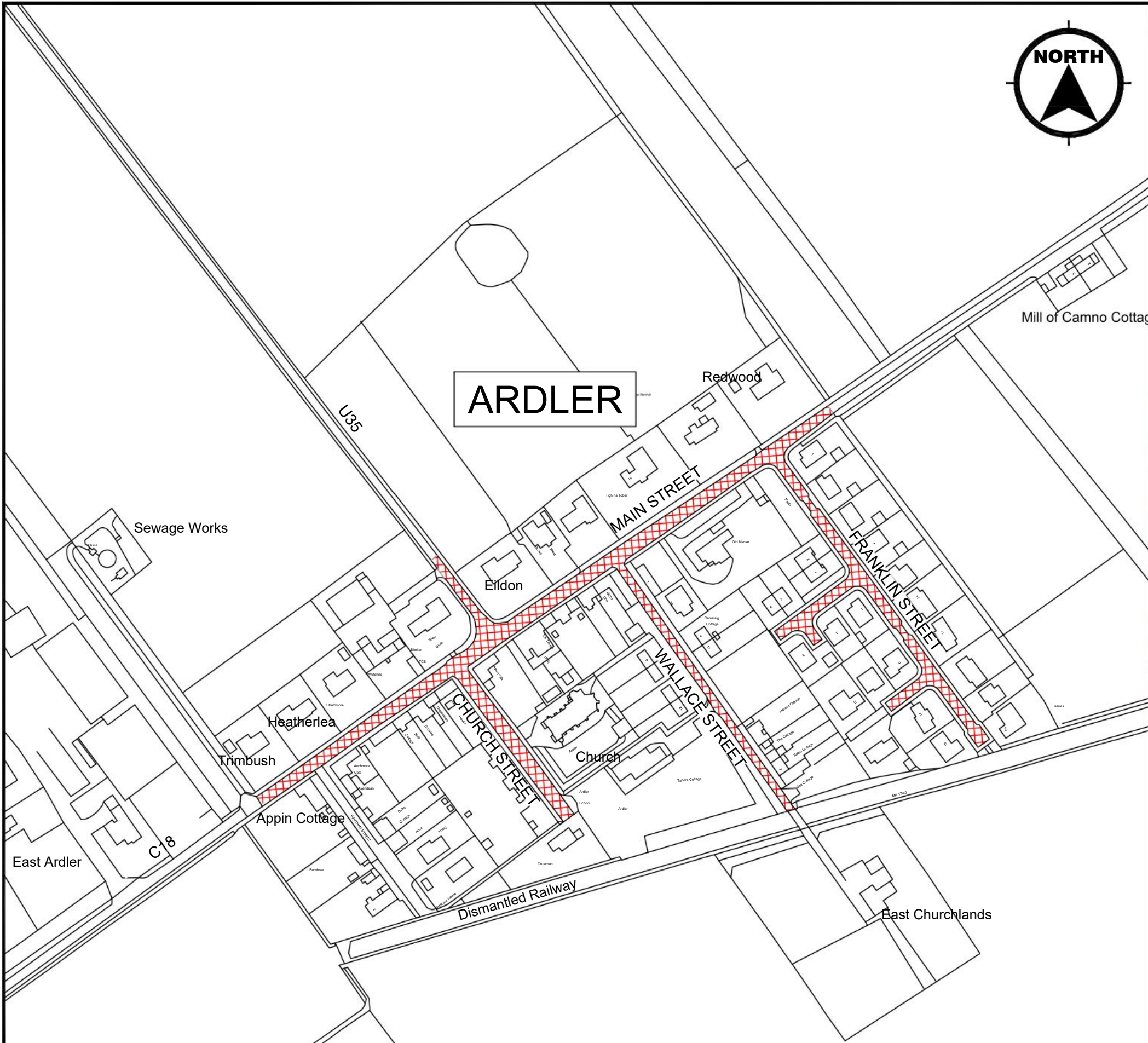
Communities

Executive Director - B.Renton BA Hons

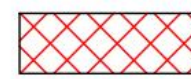
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Drawing No: 04

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 Proposed 20mph Speed Limit



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AMENDMENTS				



Proposed Traffic Regulation Order
 Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x
 Legal 5
 Ardler (Ward 2)

Communities Executive Director - B.Renton BA Hons

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Checked by: MW	Project Code: 20mph 2023
Approved by: BW	Drawing No: 05
Date: 31/01/2023	

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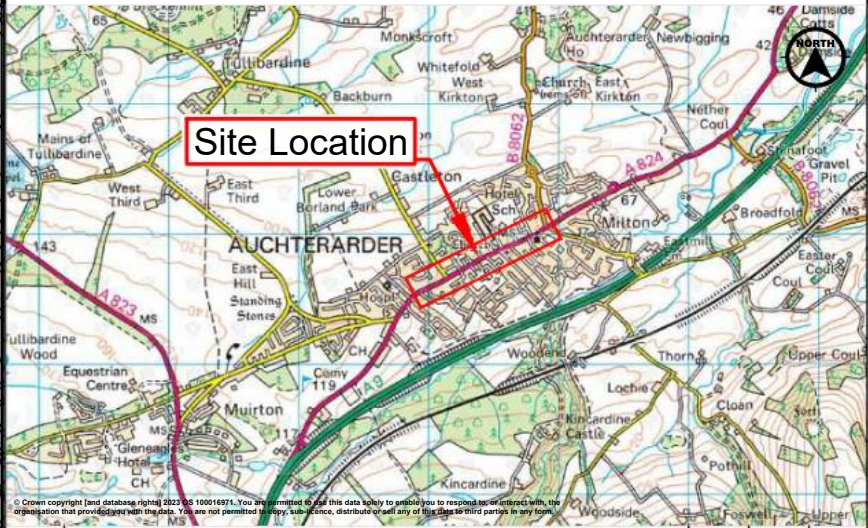
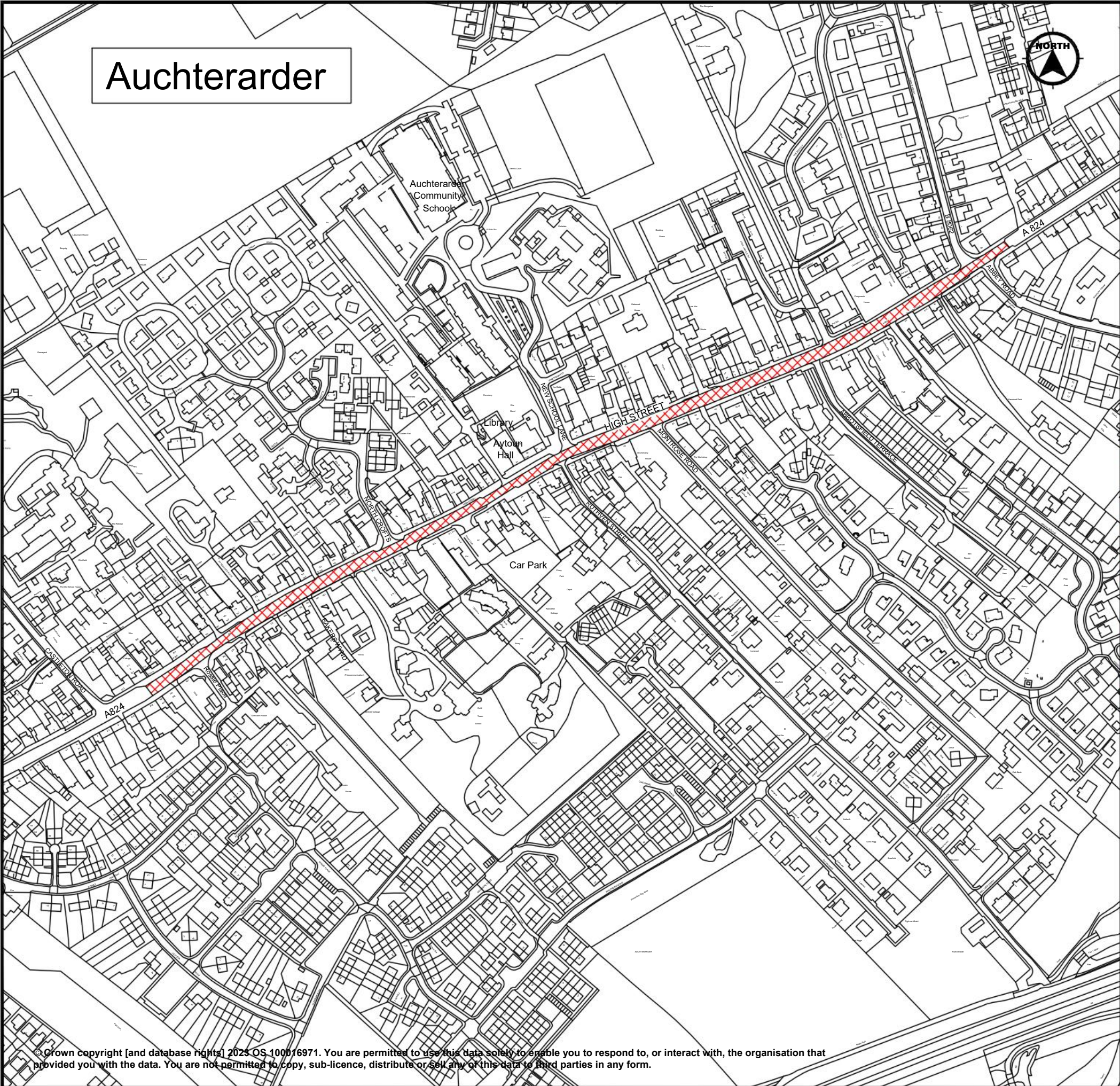
Auchterarder



LEGEND:



Proposed 20mph Speed Limit



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AMENDMENTS				



Proposed Traffic Regulation Order
 Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x
 Legal 6
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 (Ward 7)

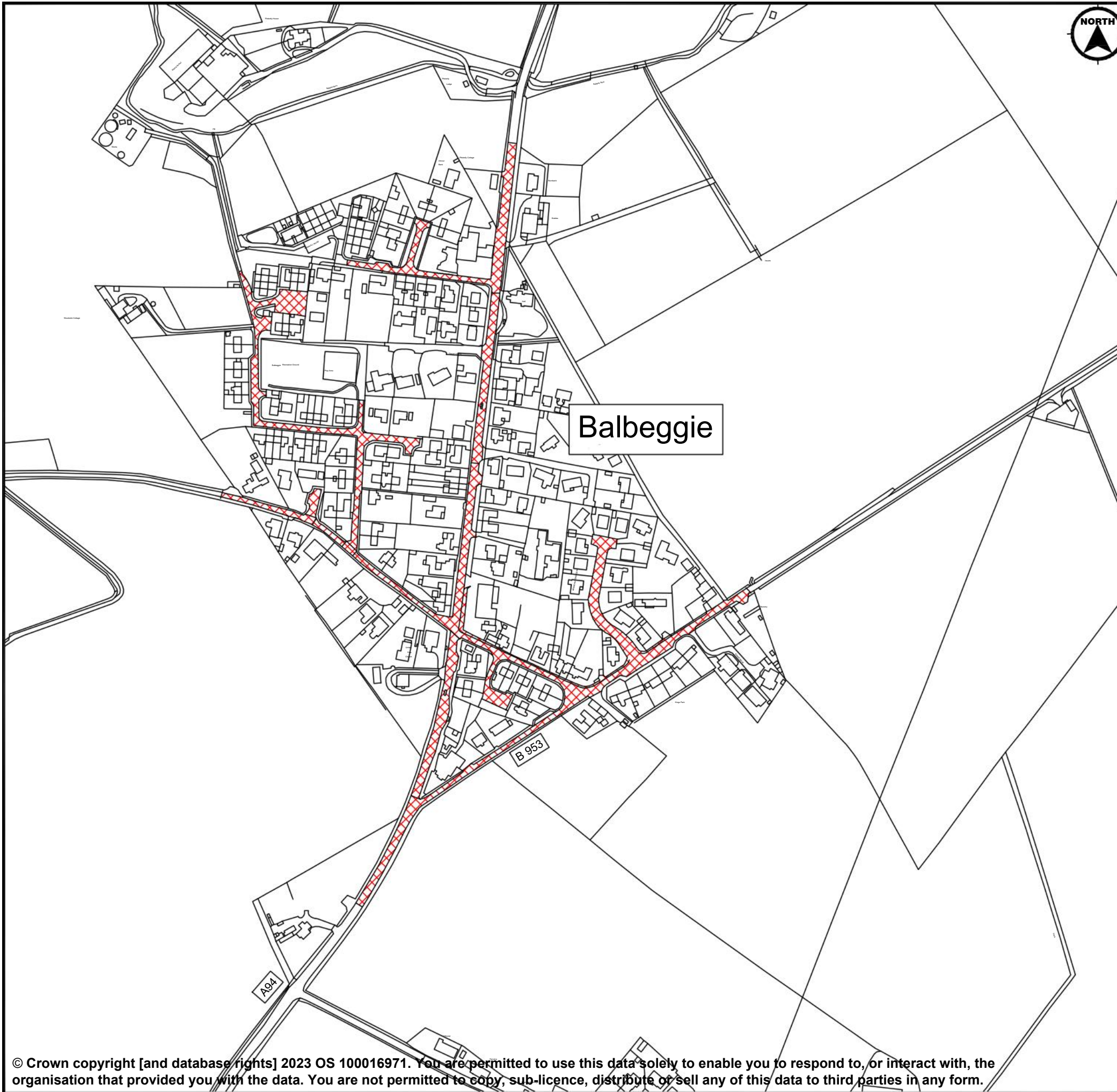
Communities

Executive Director - B.Renton BA Hons

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 Date: 31/01/2023

Drawing Scales: NTS
 Project Code: 20mph 2023
 Drawing No: 06

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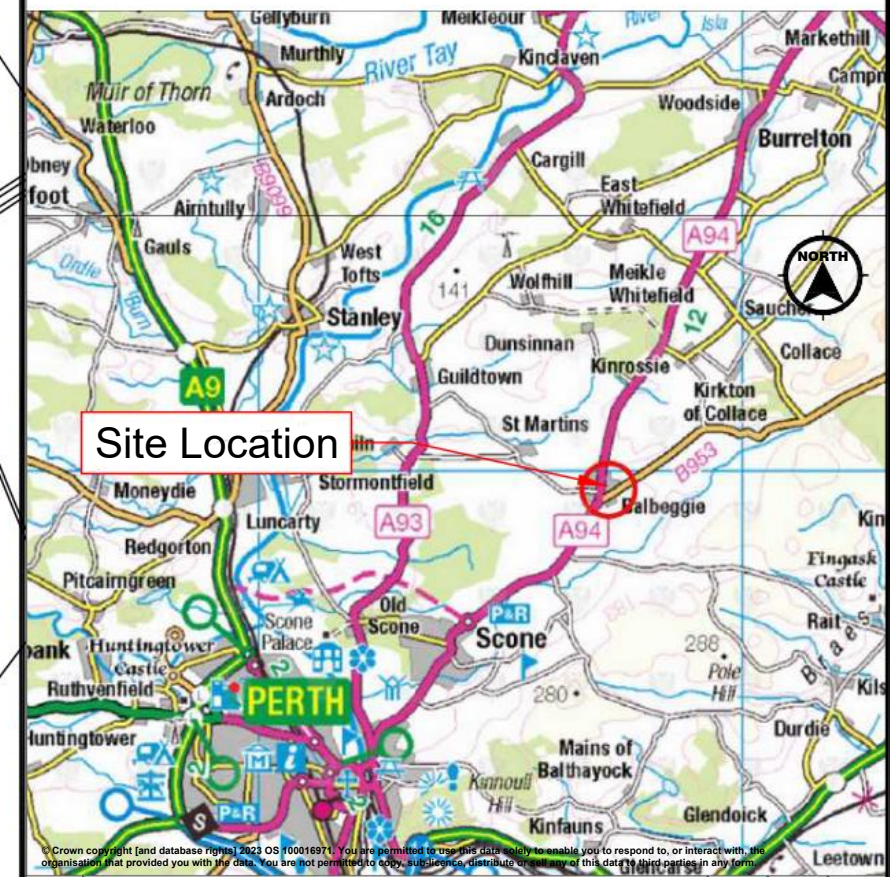
Balbeggie



LEGEND:



Proposed 20mph Speed Limit



Site Location

Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 7

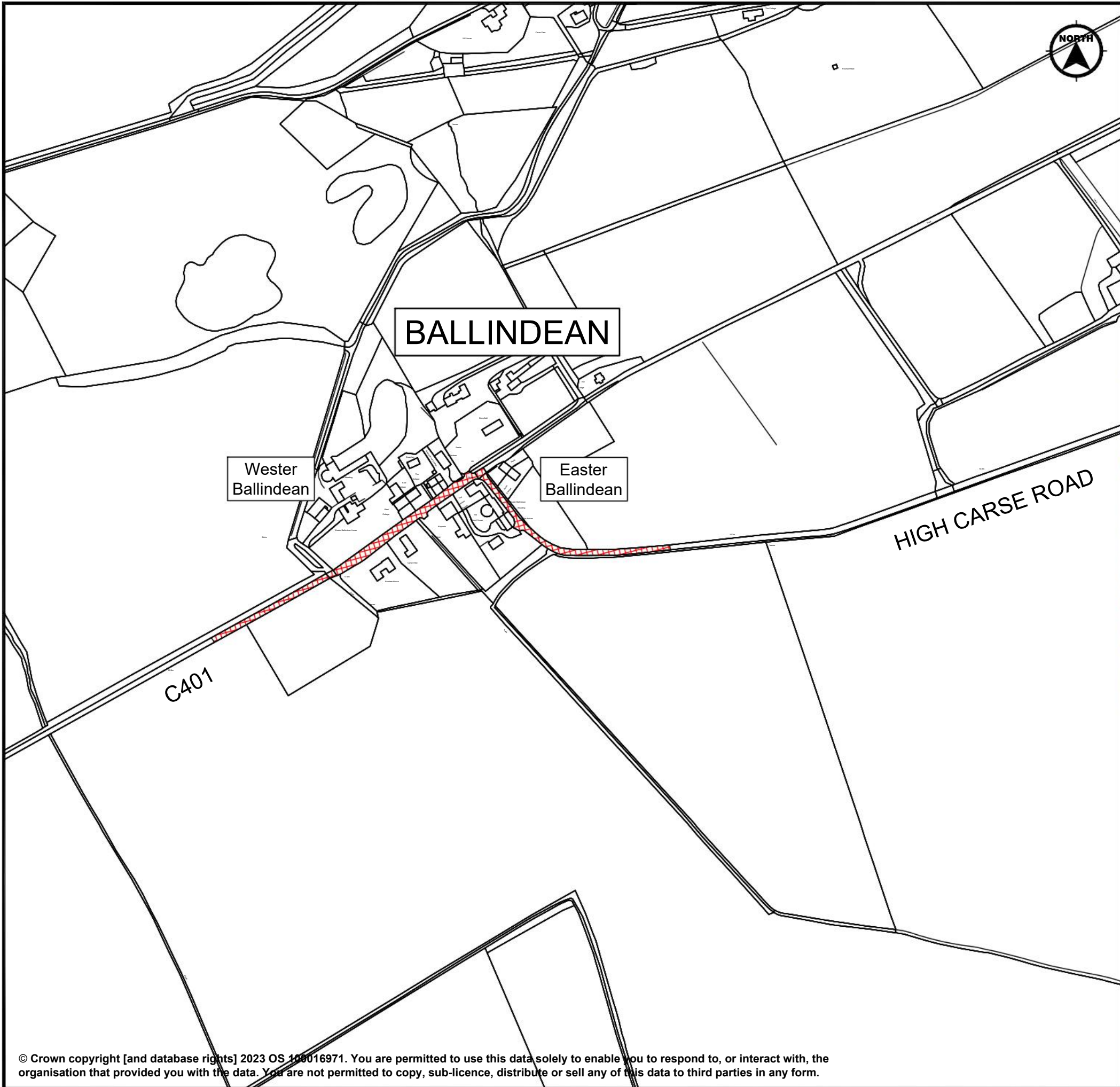
Balbeggie
(Ward 2)

Communities

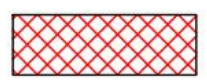
Executive Director - B.Renton BA Hons

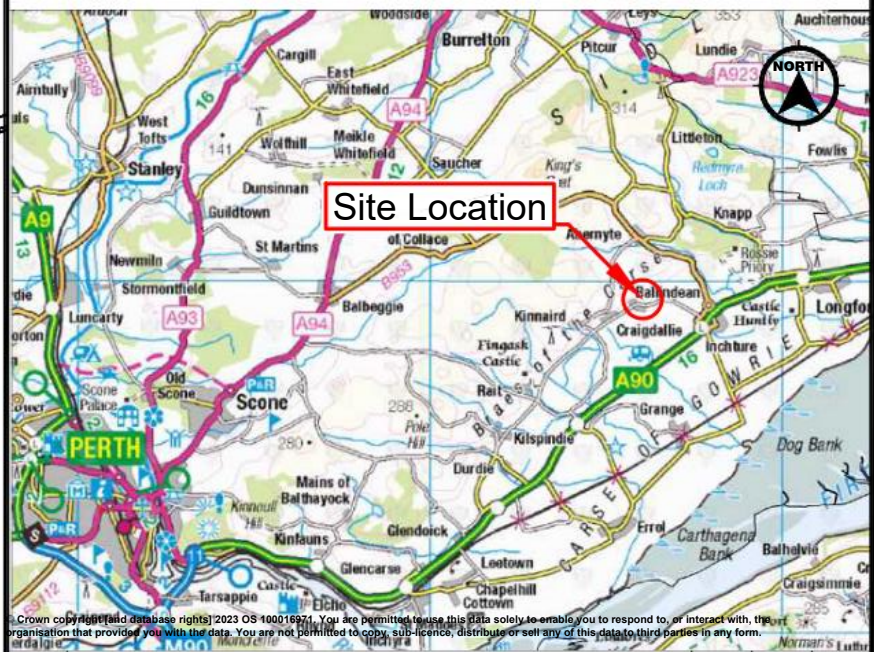
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Approved by: BW
Date: 02/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 07



LEGEND:

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 8

Ballindean
(Ward 1)

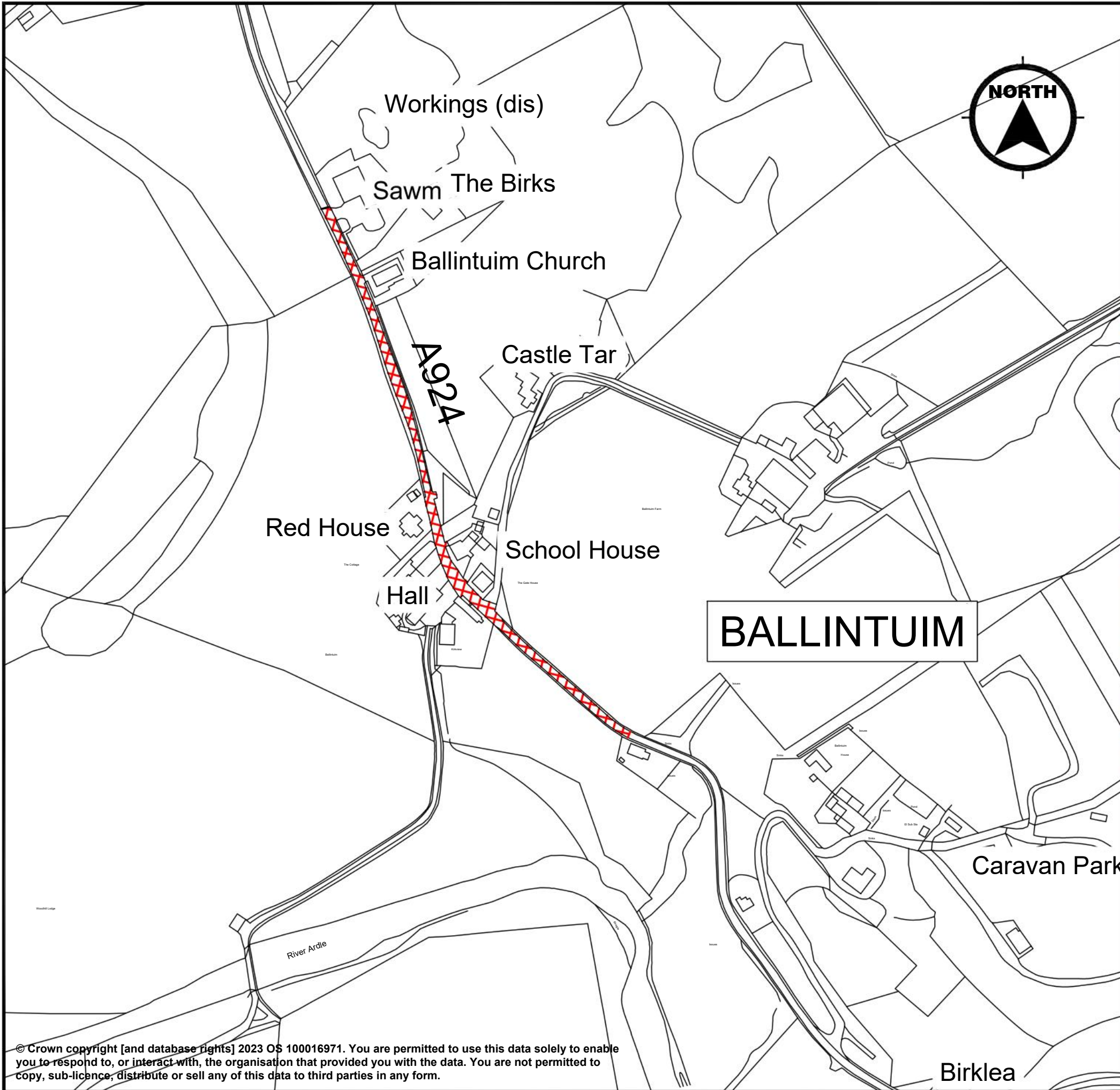
Communities

Executive Director - B.Renton BA Hons


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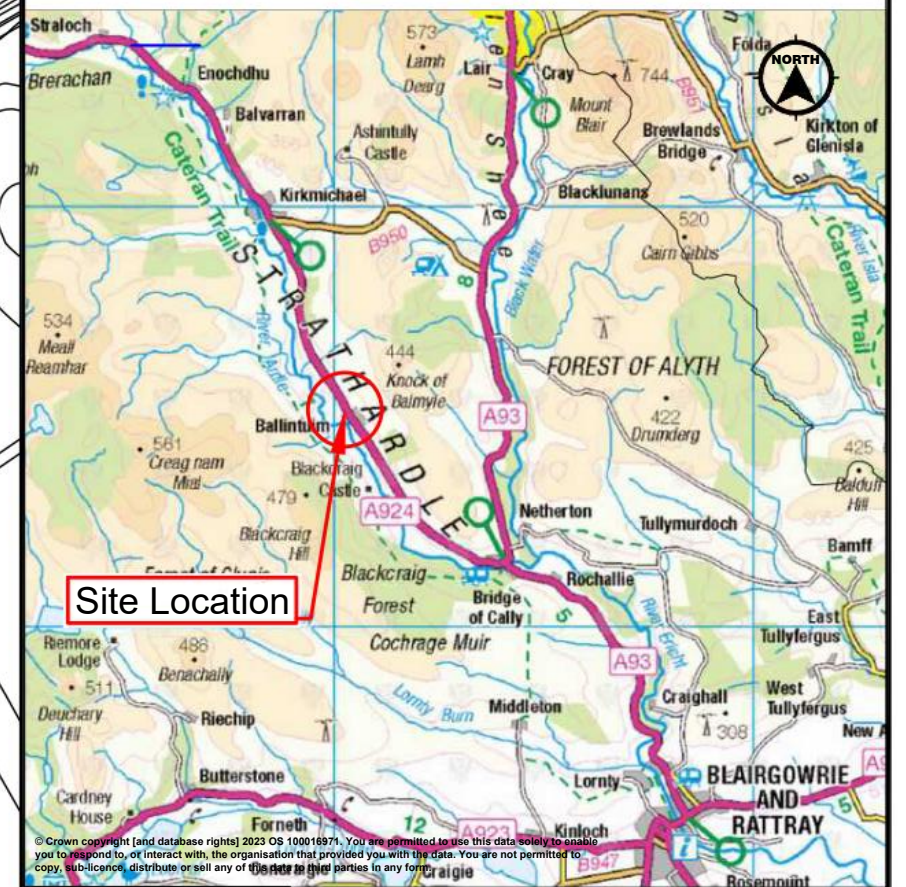
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Project Code: 20mph 2023
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 Proposed 20mph Speed Limit



BALLINTUIM



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 9
Ballintuim (Ward 3)

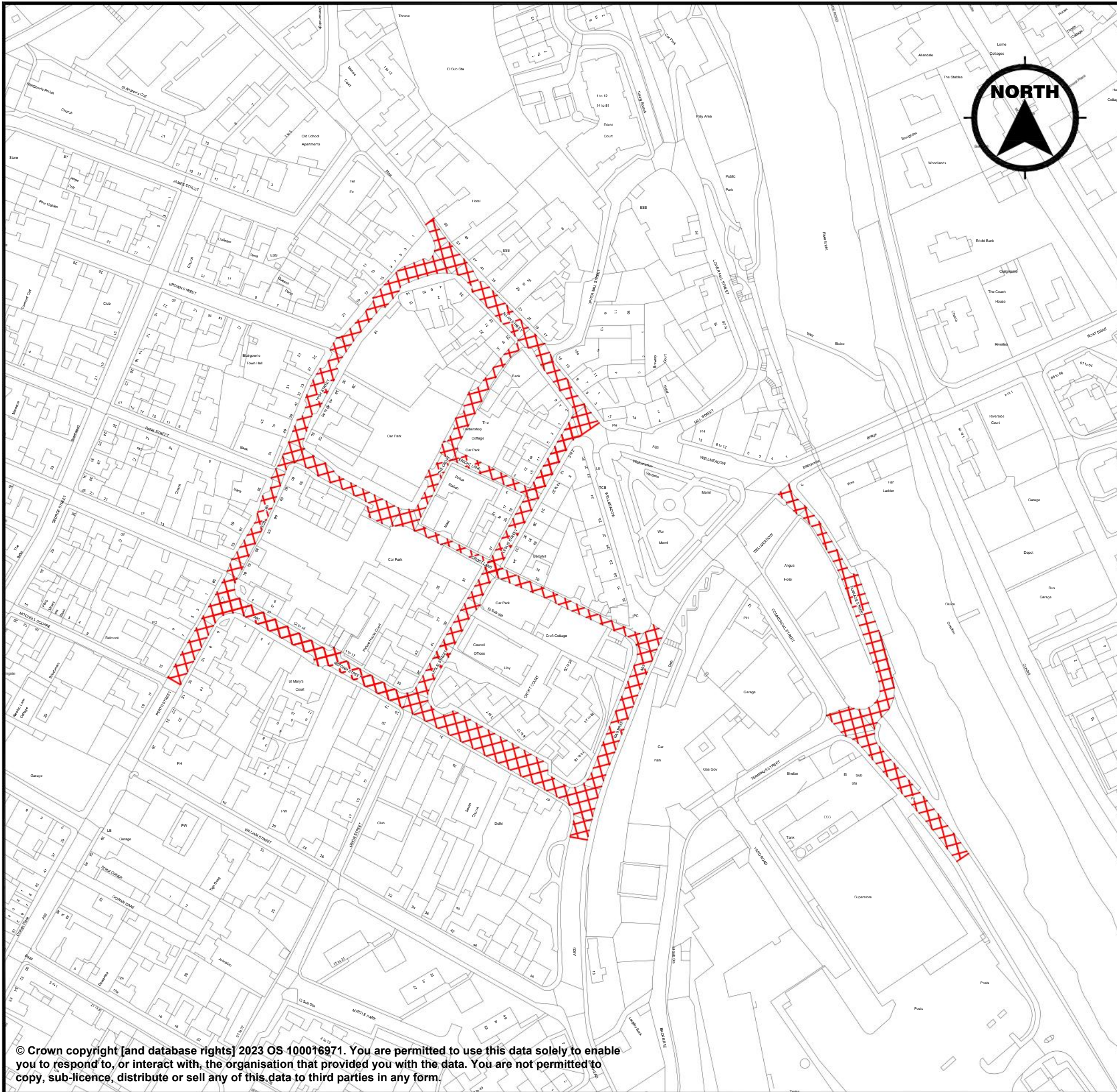
Communities

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Checked by: CL
Approved by: BW
Date: 02/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 09

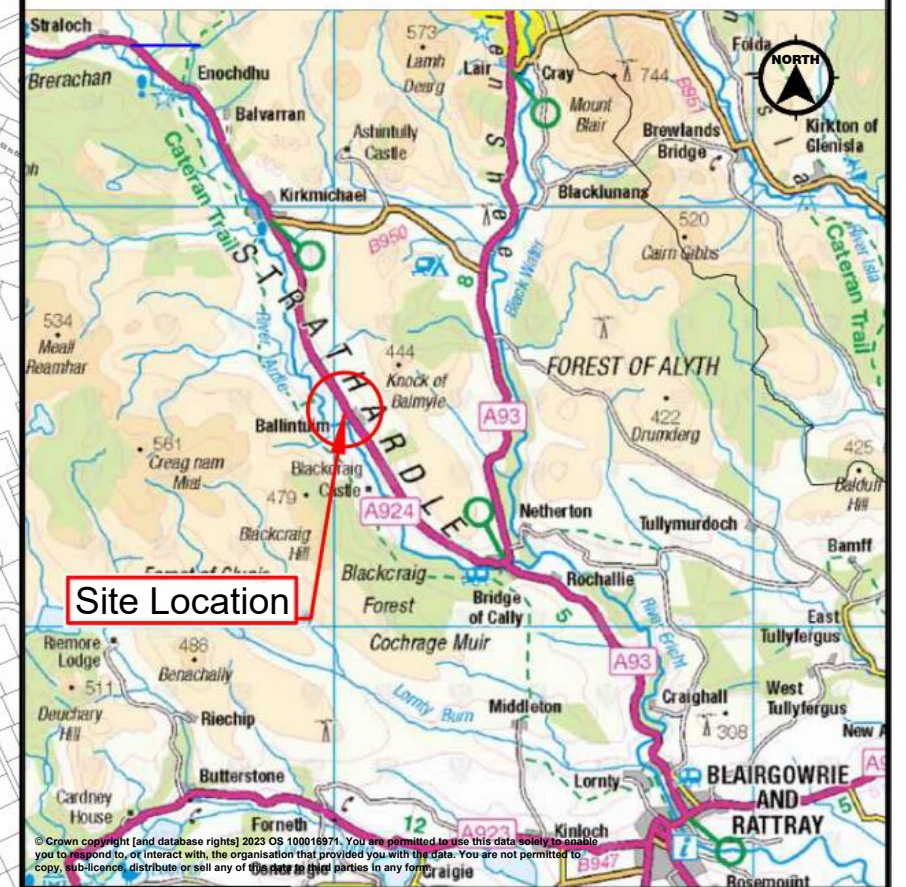
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Proposed 20mph Speed Limit



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 10

Blairgowrie
(Ward 3)

Communities

Executive Director - B.Renton BA Hons

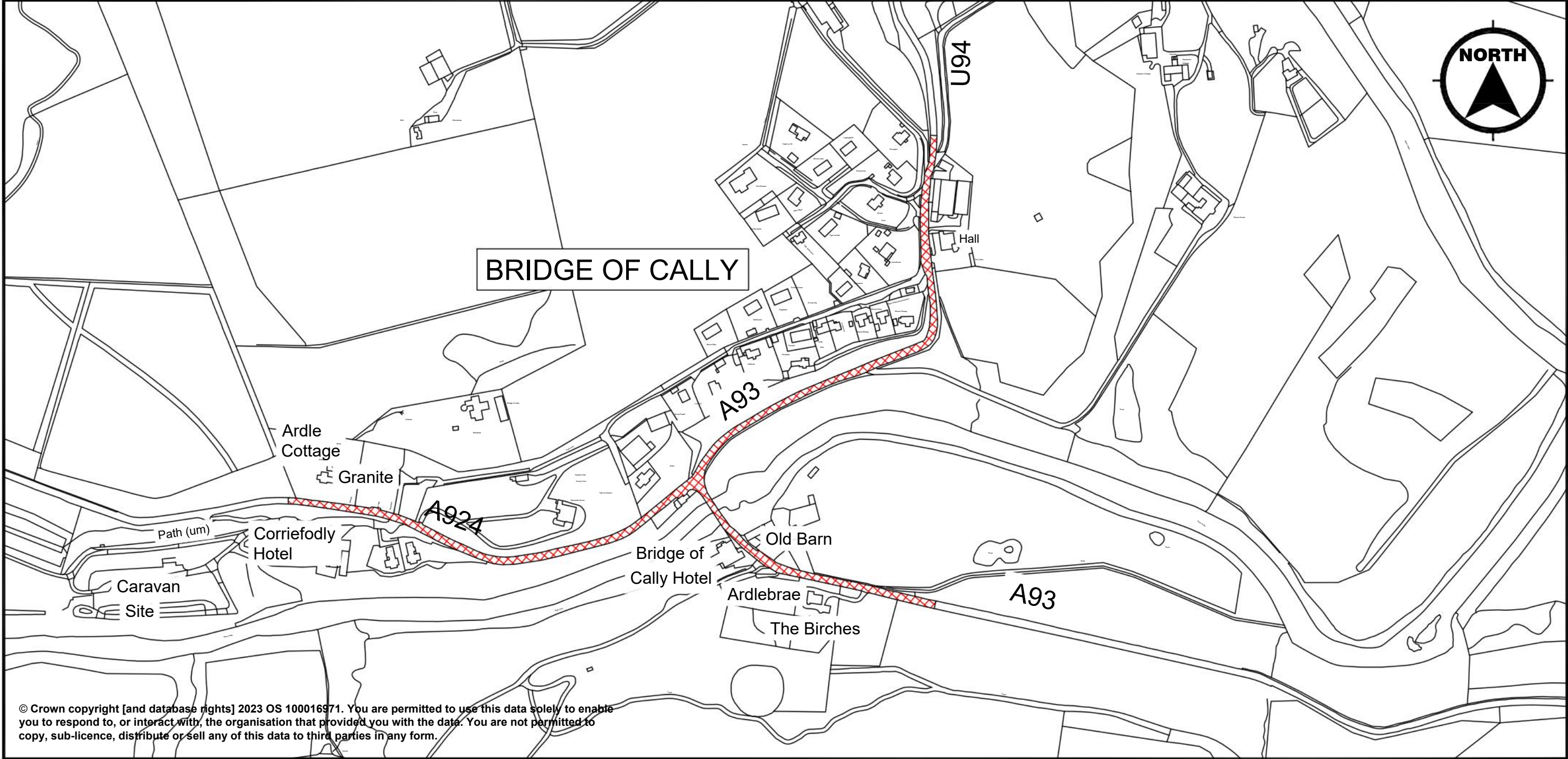
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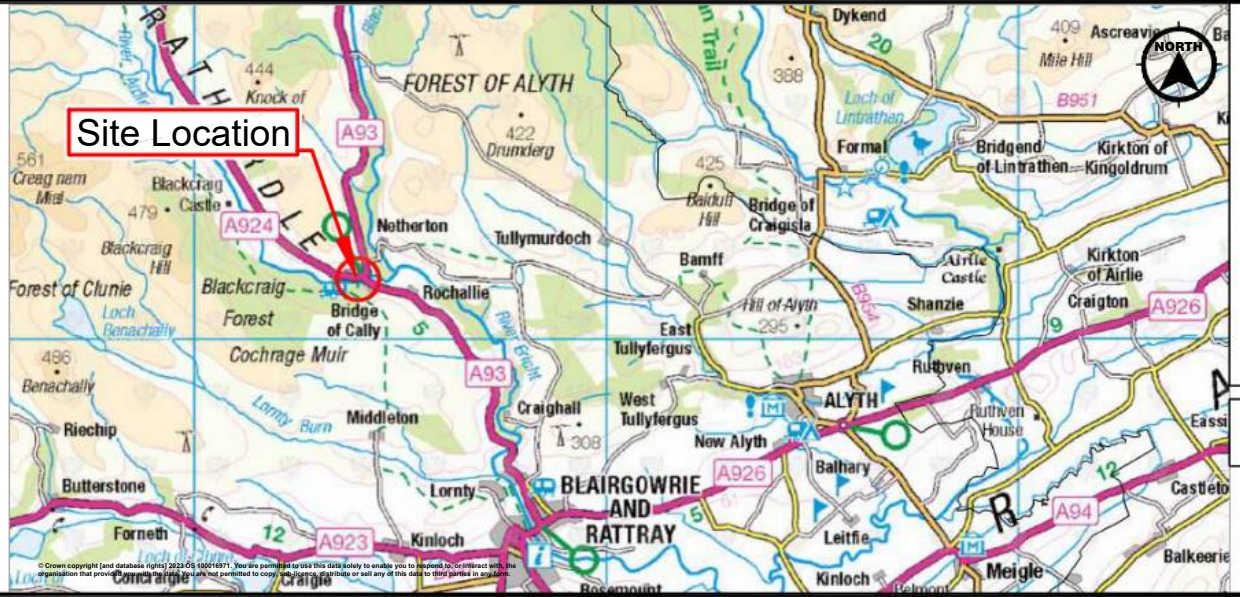
BRIDGE OF CALLY



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LEGEND:

 Proposed 20mph Speed Limit



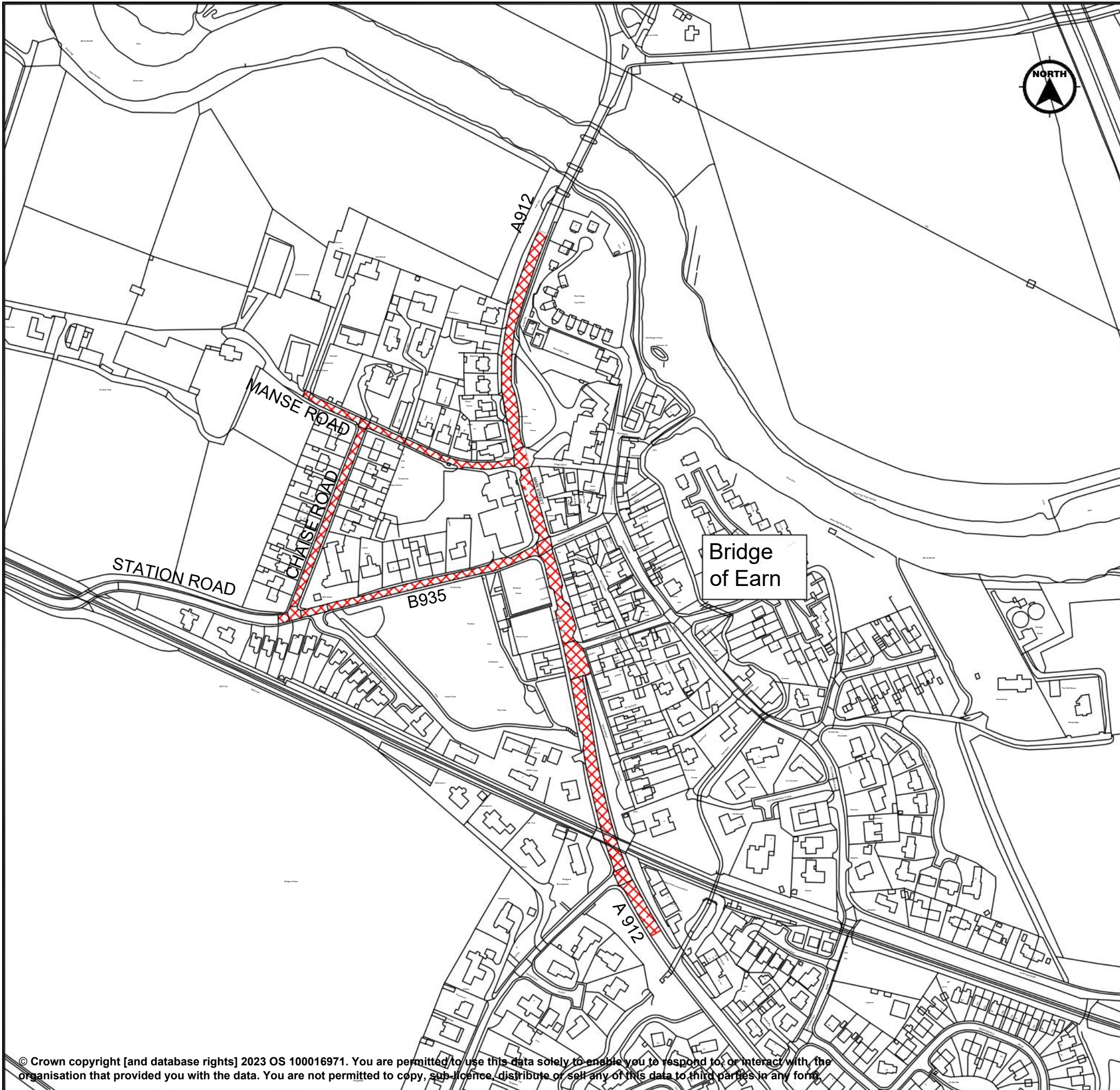
Communities

Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 11
Bridge of Cally (Ward 3)

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Checked by: CL
Approved by: BW
Date: 02/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 11



LEGEND:



Proposed 20mph Speed Limit



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AMENDMENTS



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 12

Bridge of Earn
(Ward 9)

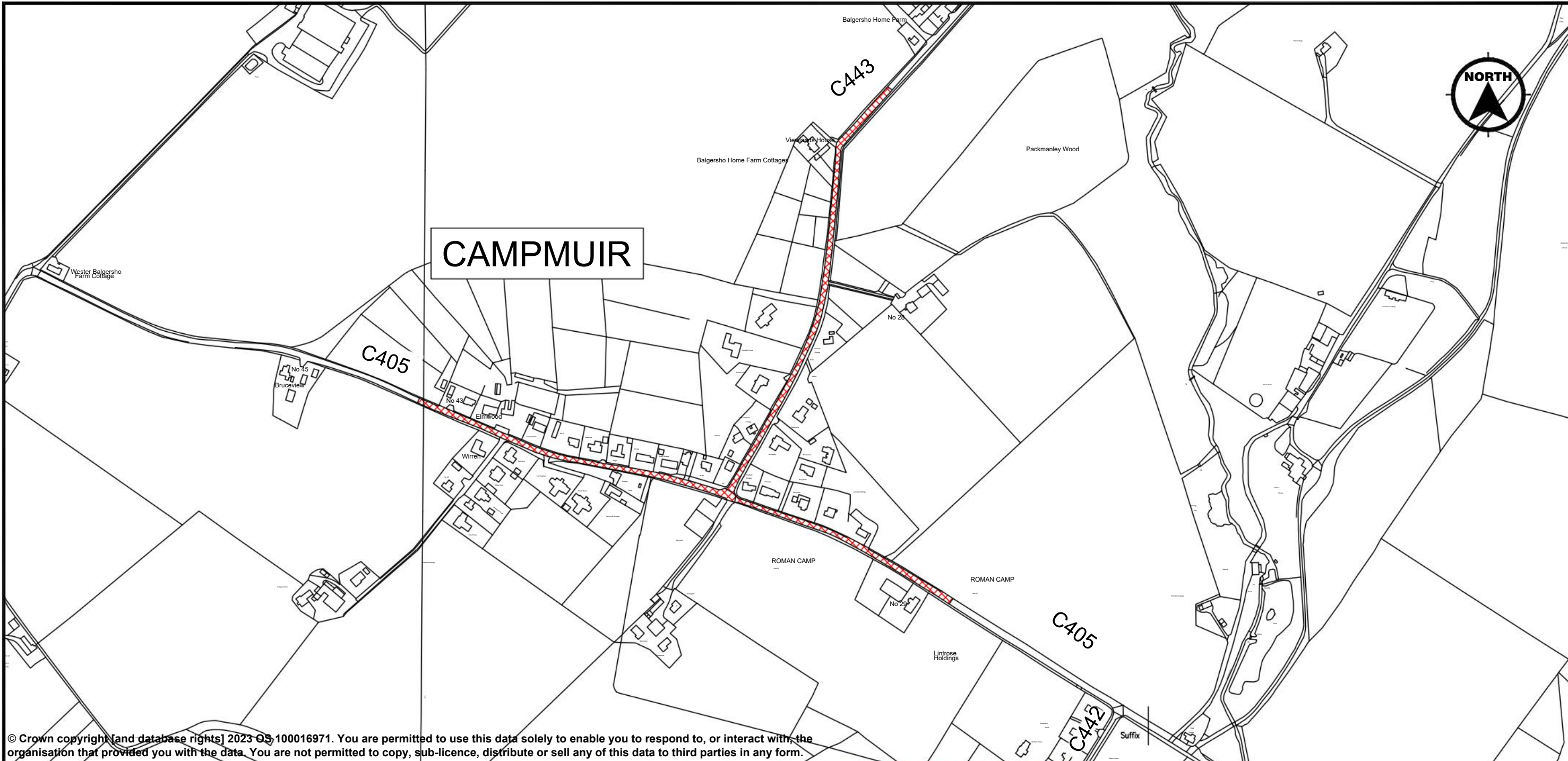
Communities

Executive Director - B.Renton BA Hons

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Checked by: CL
Approved by: BW
Date: 22/02/2023


Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 12

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LEGEND:

 Proposed 20mph Speed Limit




PERTH & KINROSS COUNCIL

Communities

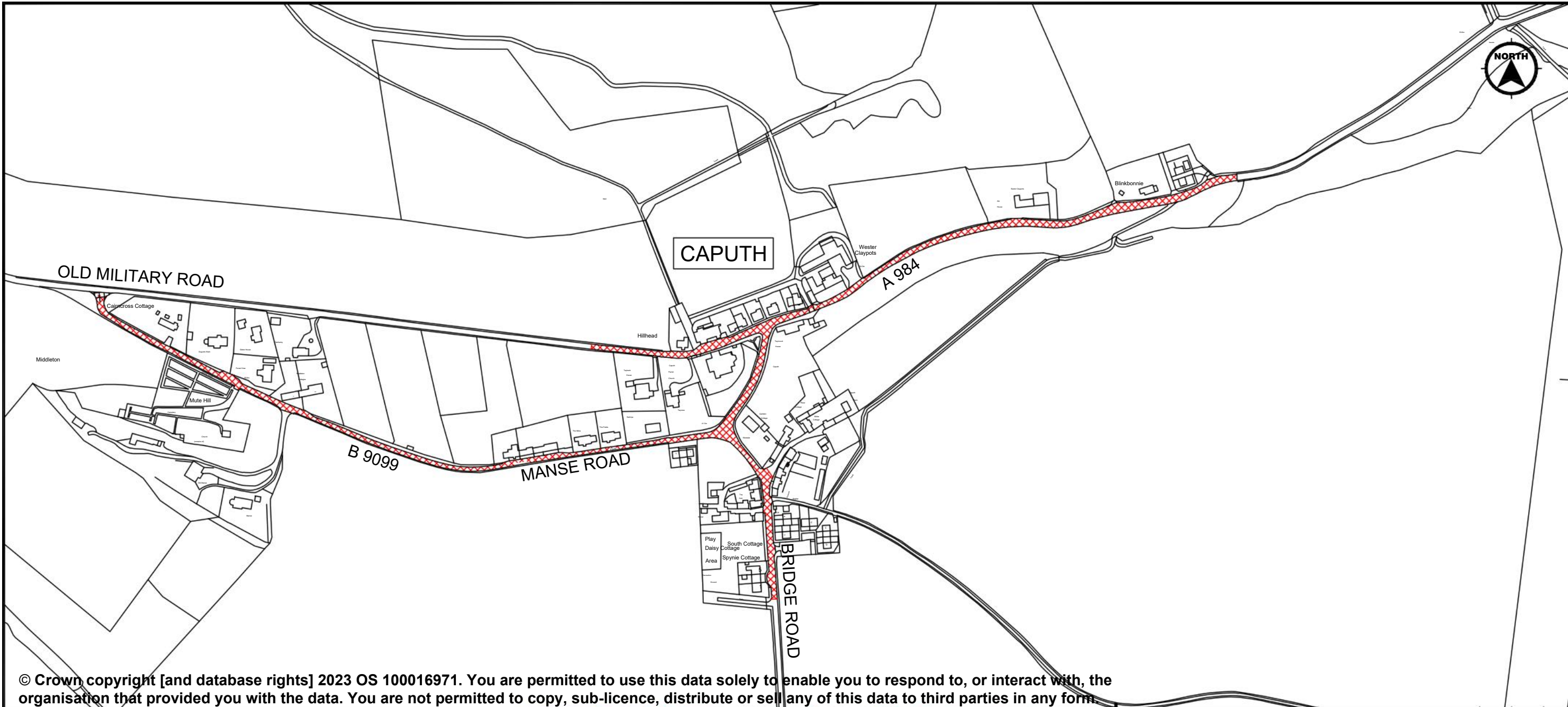
Proposed Traffic Regulation Order
 Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 13
 Campmuir (Ward 2)

Executive Director - B.Renton BA Hons

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 Approved by: BW
 Date: 02/02/2023

Drawing Scales: NTS
 Project Code: 20mph 2023
 Drawing No: 13

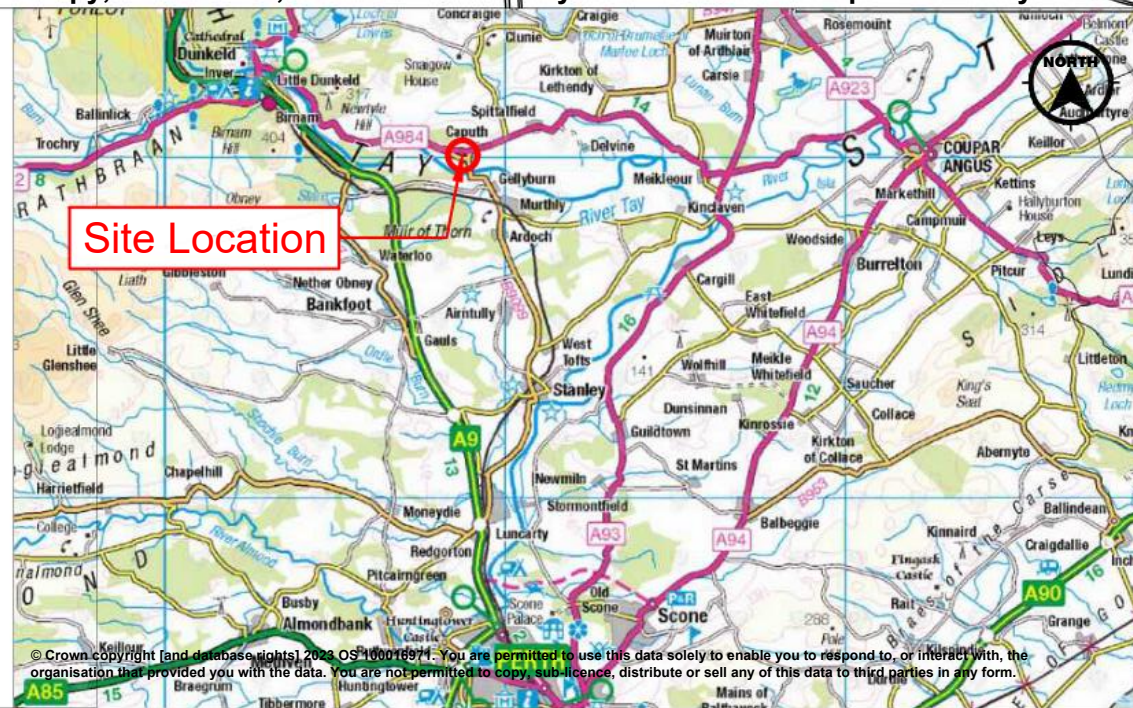



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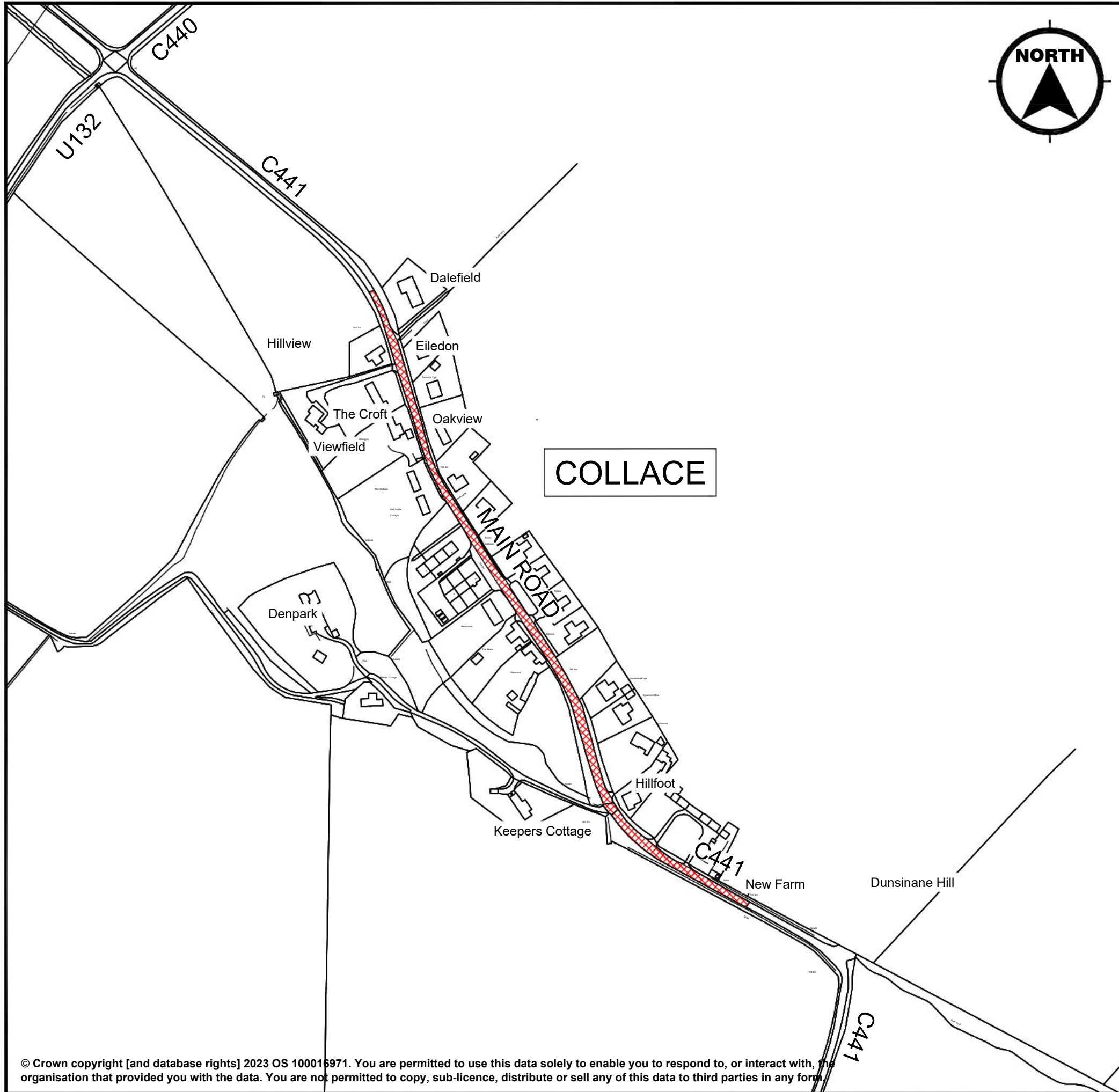
LEGEND:



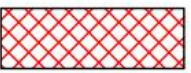
Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL				
Proposed Traffic Regulation Order Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x Legal 14 Caputh (Ward 5)				
Communities Executive Director - B.Renton BA Hons				
Drawn by:	MS	Drawing Scales:	NTS	
Checked by:	MW	Project Code:	20mph 2023	
Approved by:	BW	Drawing No:	14	
Date:	05/02/2023			



LEGEND:



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 15
Collace
(Ward 2)

Communities

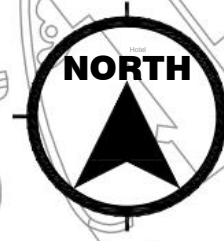
Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: MW
Approved by: BW
Date: 05/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 15

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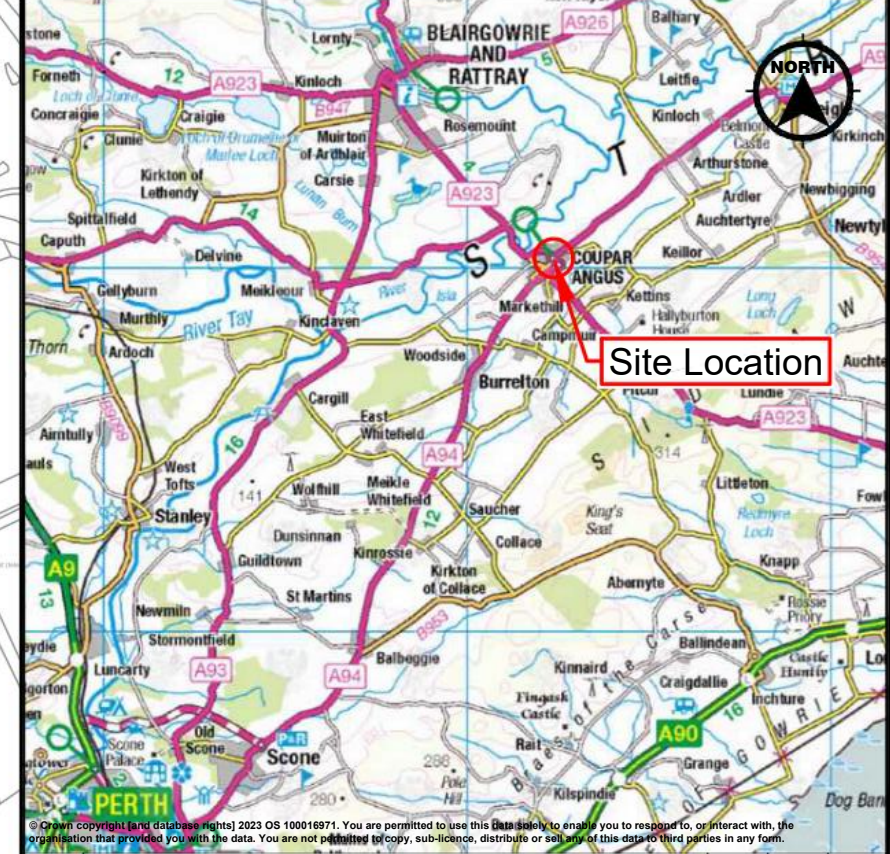
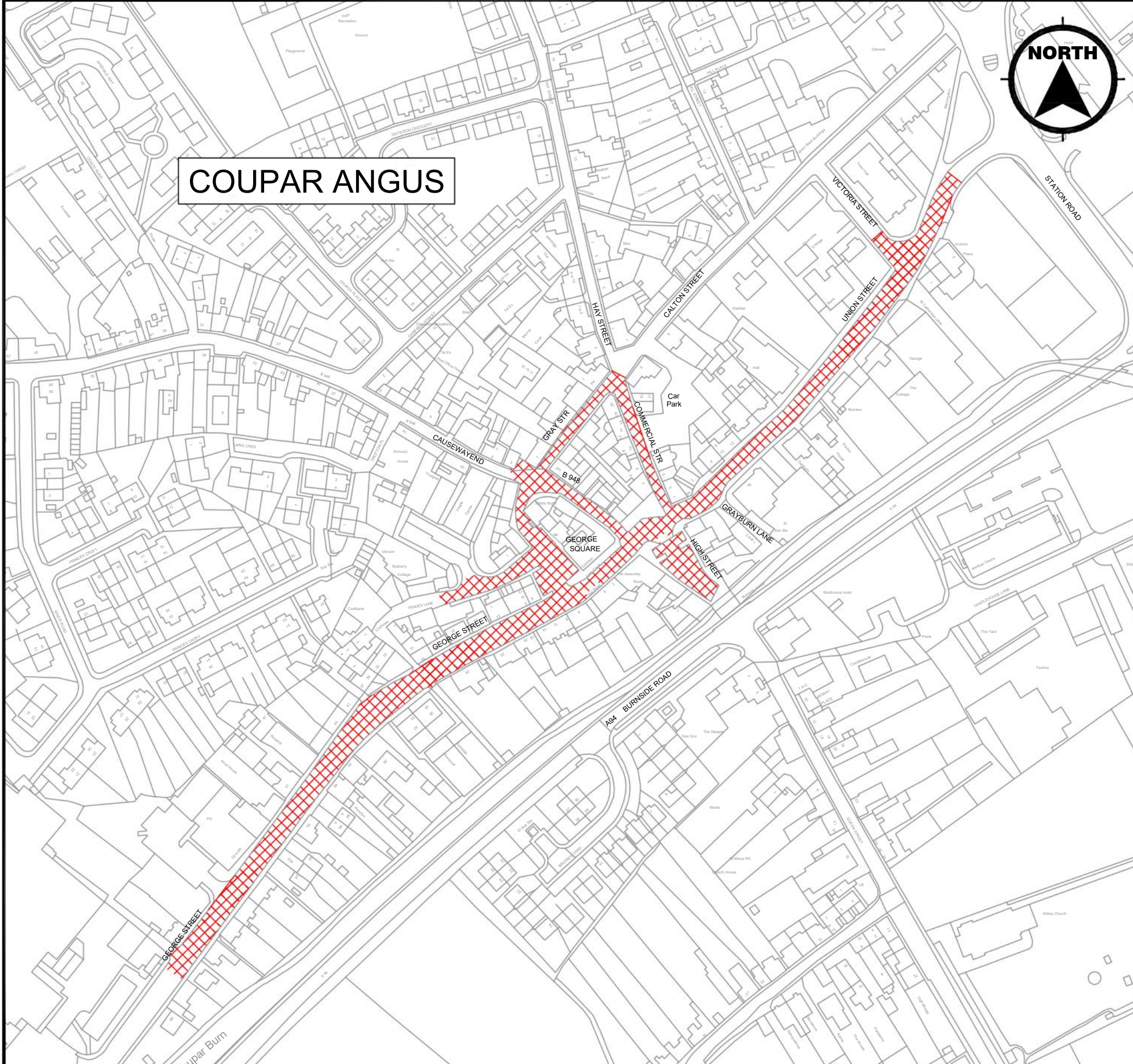
COUPAR ANGUS




LEGEND:

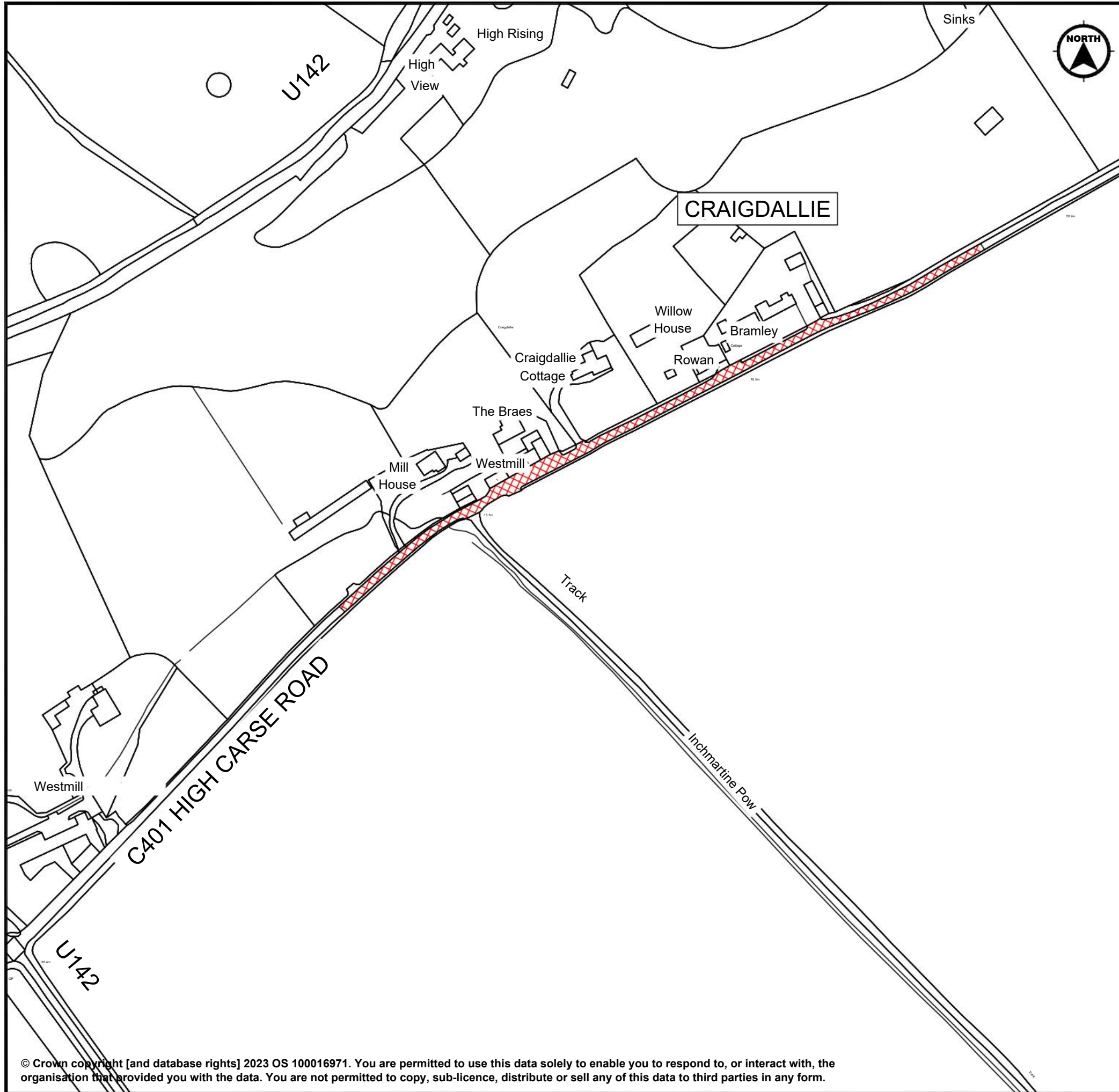


Proposed 20mph Speed Limit



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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 Proposed Traffic Regulation Order Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x Legal 16 Coupar Angus (Ward 2)				
Communities		Executive Director - B.Renton BA Hons		
Drawn by: MS	Checked by: MW	Approved by: BW	Date: 31/01/2023	Drawing Scales: NTS Project Code: 20mph 2023 Drawing No: 16



LEGEND:



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 17

Craigdallie
(Ward 1)

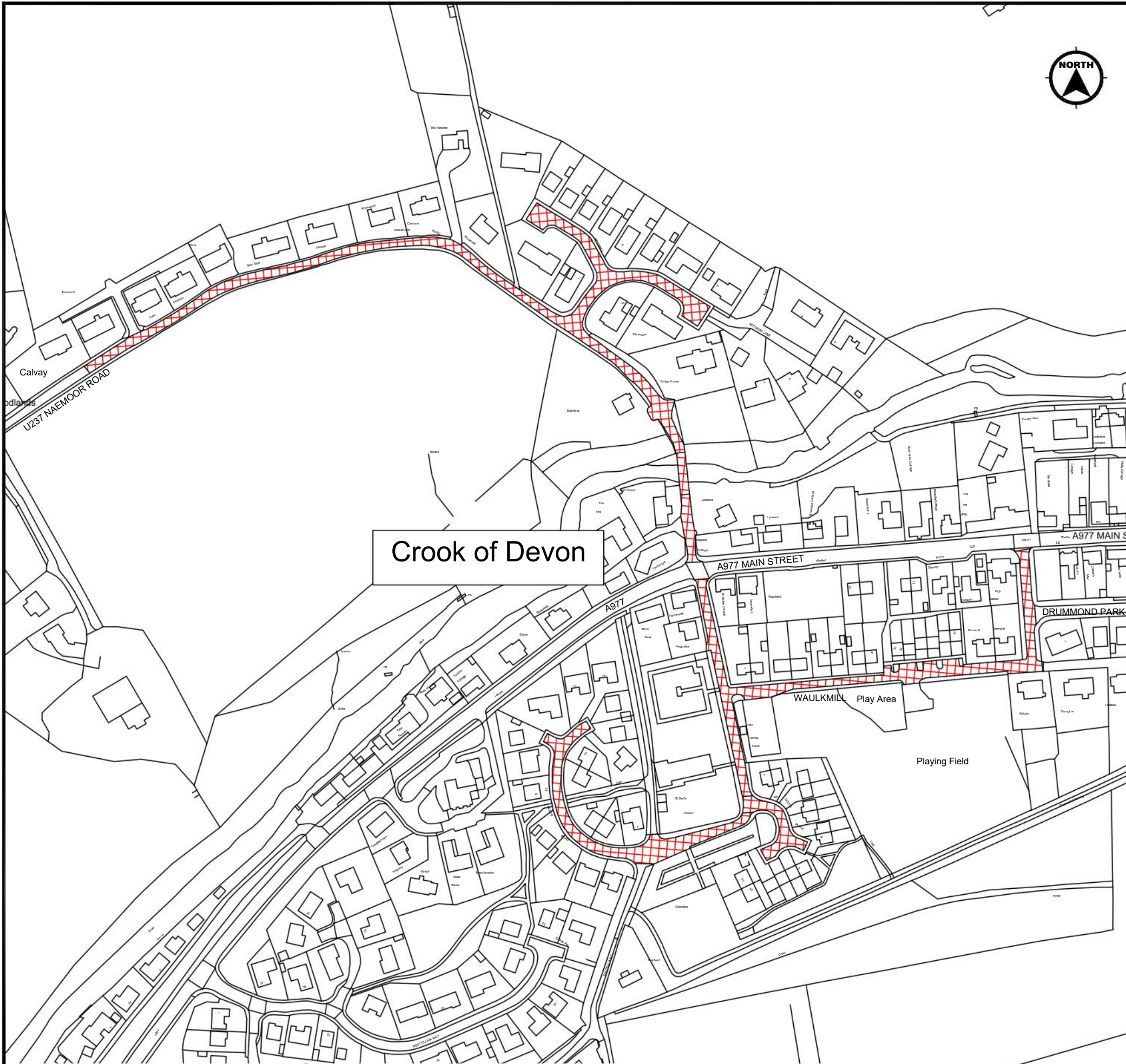
Communities

Executive Director - B.Renton BA Hons

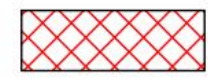
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Approved by: DM
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Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 17

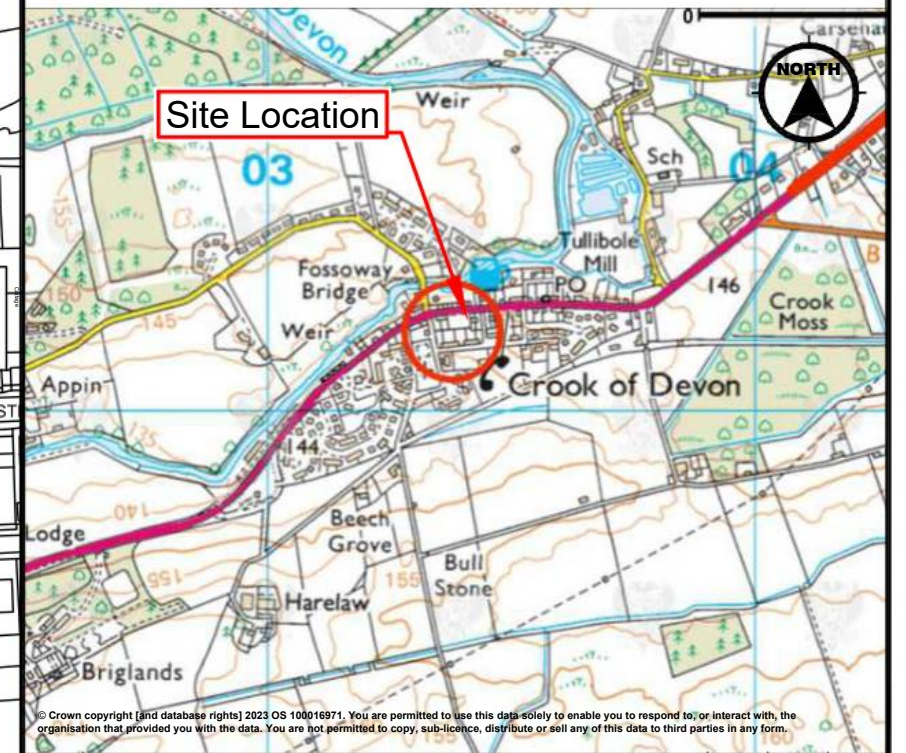
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LEGEND:



Proposed 20mph Speed Limit



Crook of Devon

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 18

Crook of Devon
(Ward 8)

Communities

Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: CL
Approved by: BW
Date: 1502/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 18

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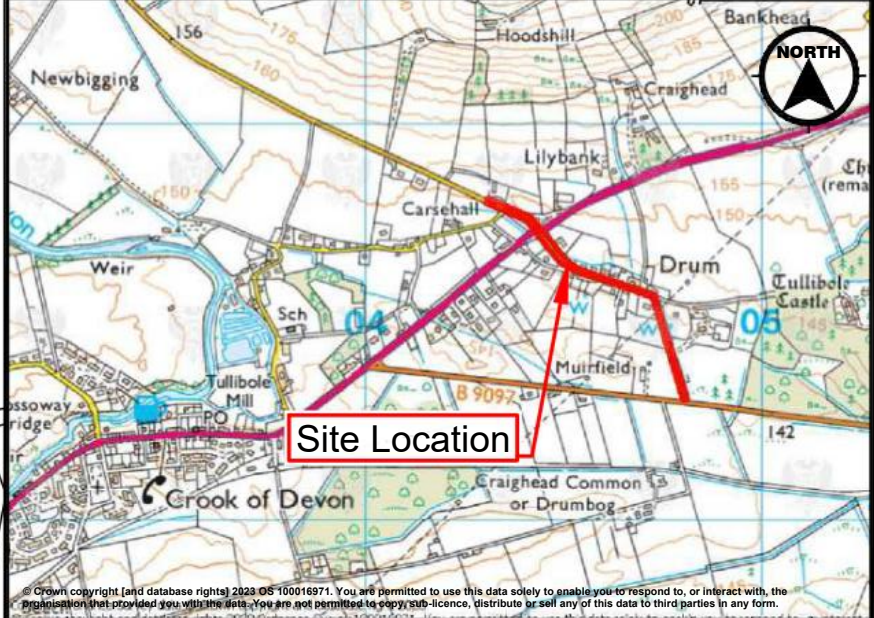
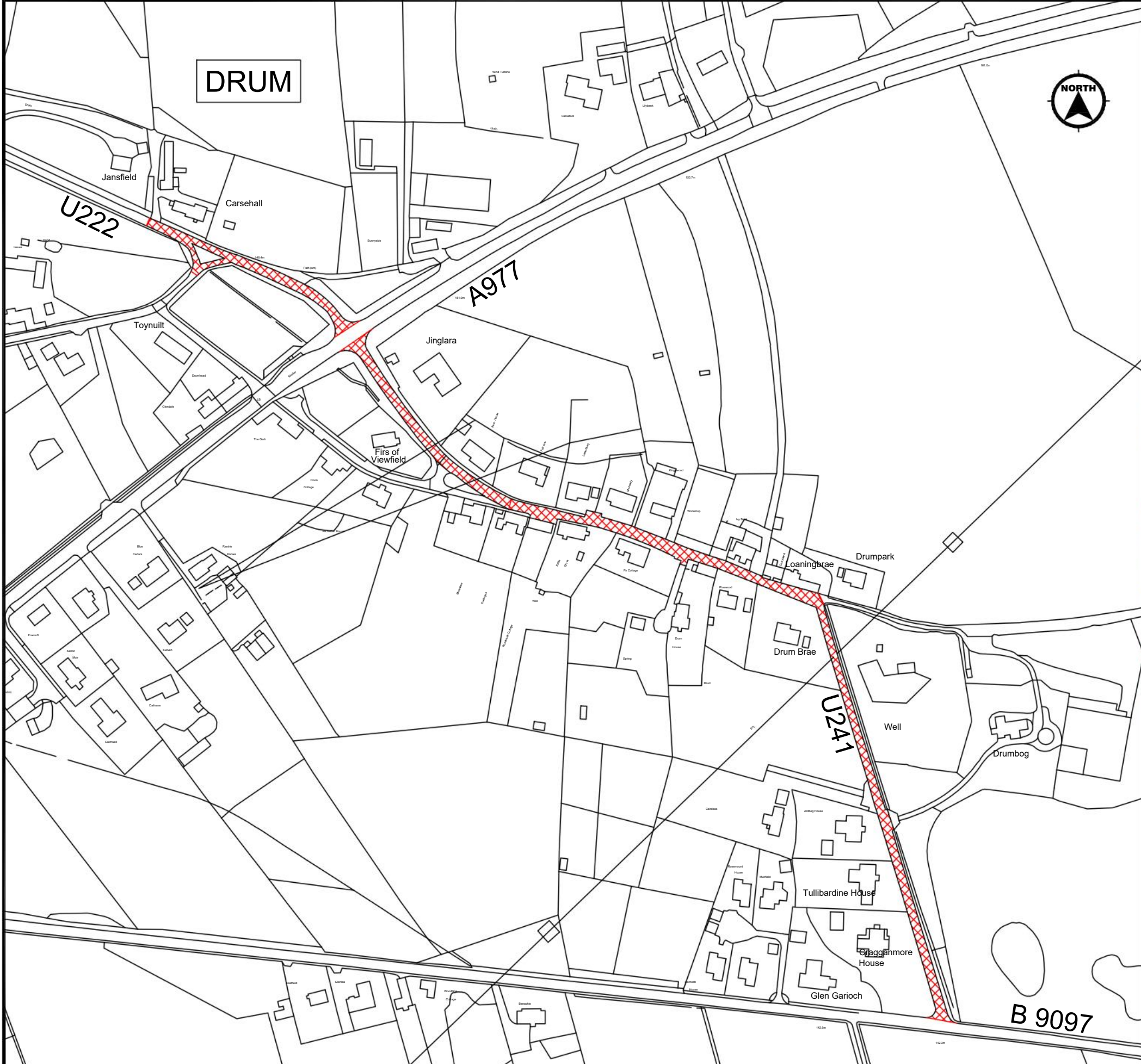
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LEGEND:



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 19
Drum
(Ward 8)

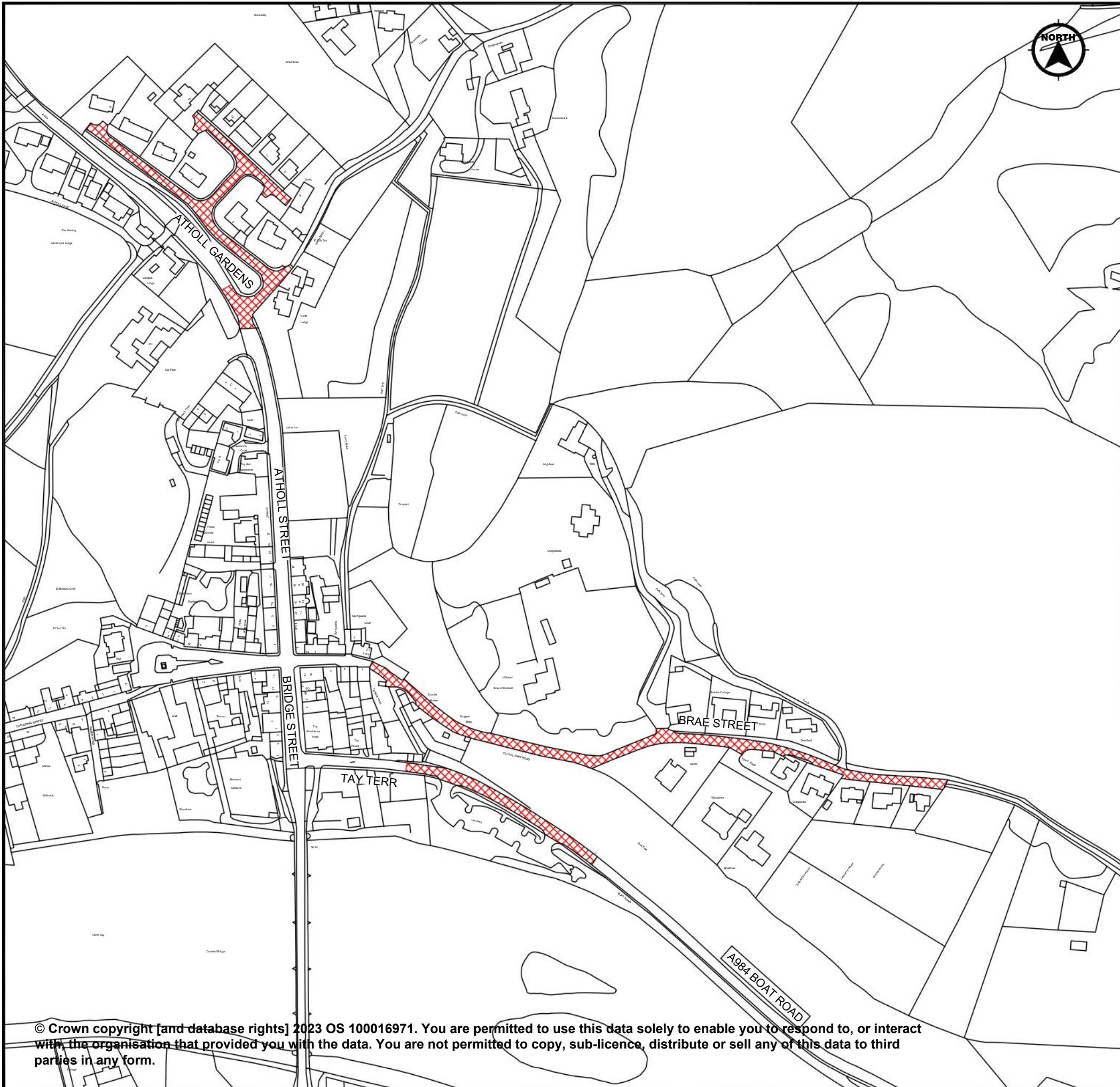
Communities

Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: MW
Approved by: BW
Date: 15/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 19

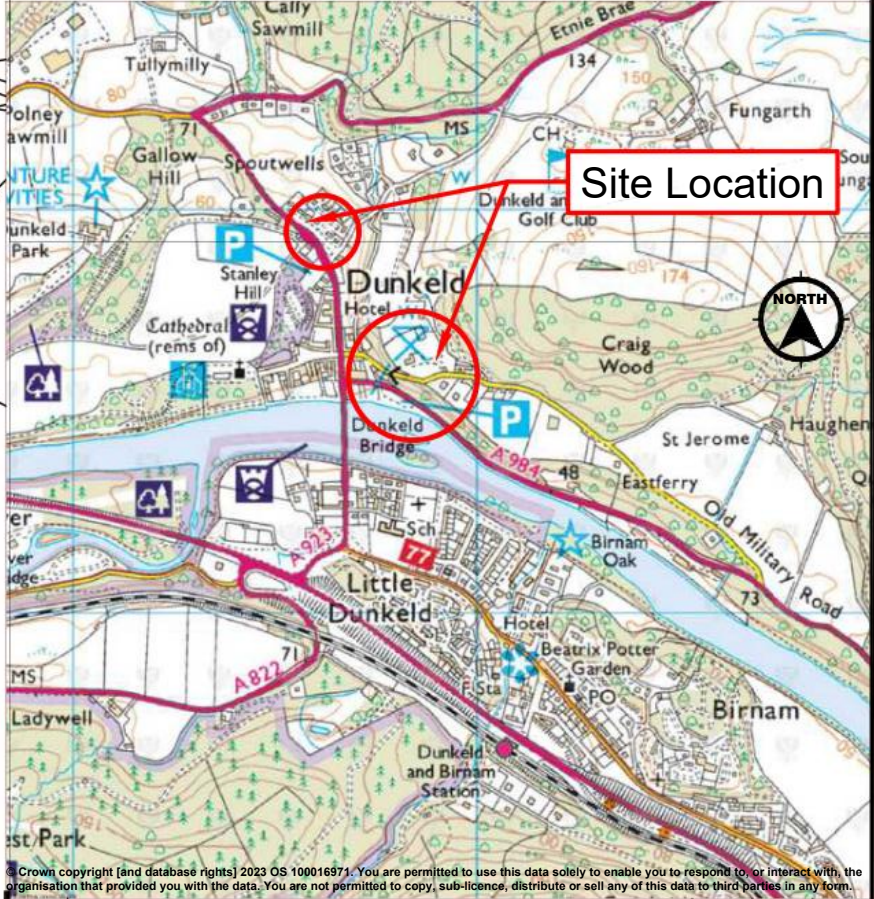
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LEGEND:



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 20

Dunkeld (Ward 5)

Communities

Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: MW
Approved by: BW
Date: 06/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 20

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LEGEND:



Proposed 20mph Speed Limit

Glenelg

Chesley Cottage

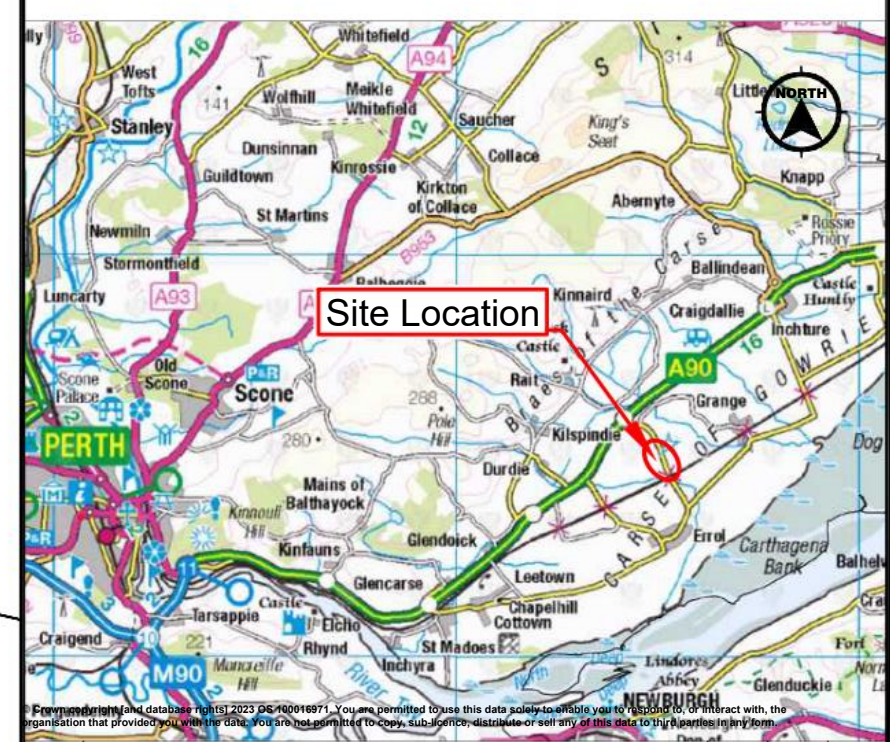
**ERROL
STATION**

Pow of Errol

Westfield

STATION ROAD

U151



Site Location

Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Communities

Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed
Limit) (Variation) (No 16) Order 202x

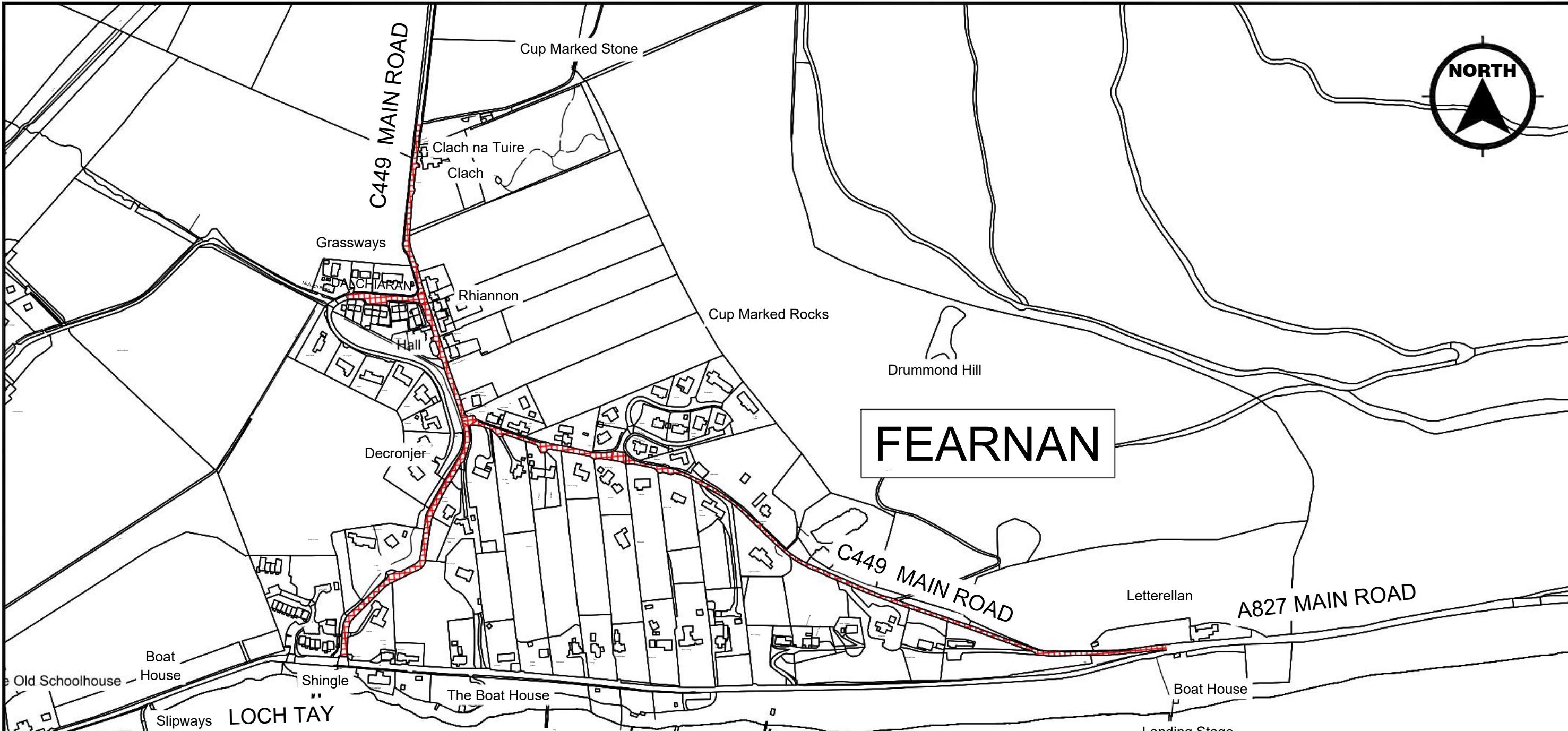
Legal 21

Errol Station
(Ward 1)

Executive Director - B.Renton BA Hons


Drawn by: MS
Checked by: MW
Approved by: BW
Date: 06/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 21



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LEGEND:

 Proposed 20mph Speed Limit



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 22

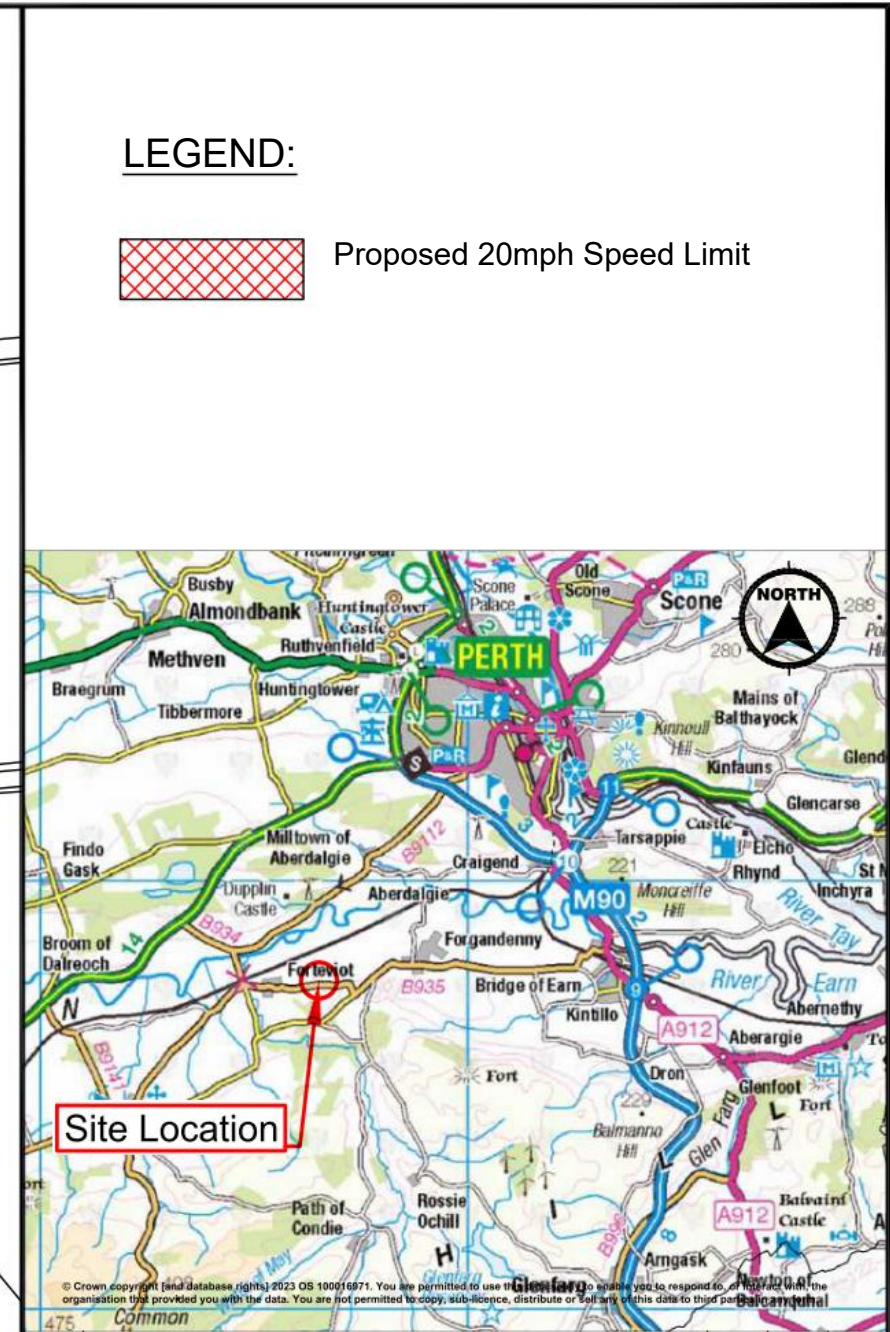
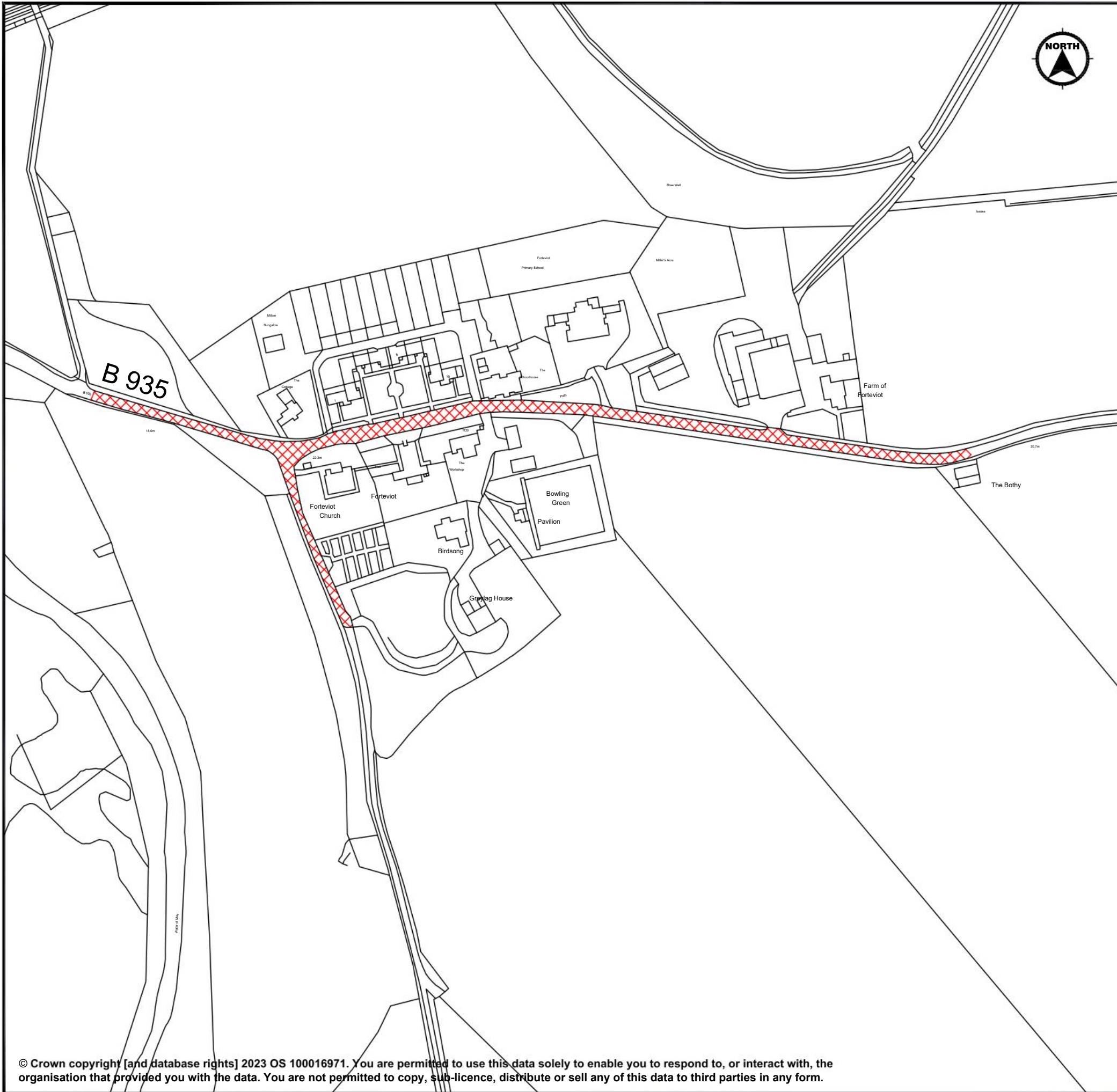
Fearnan
(Ward 4)

Communities

Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: CL
Approved by: BW
Date: 16/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 22

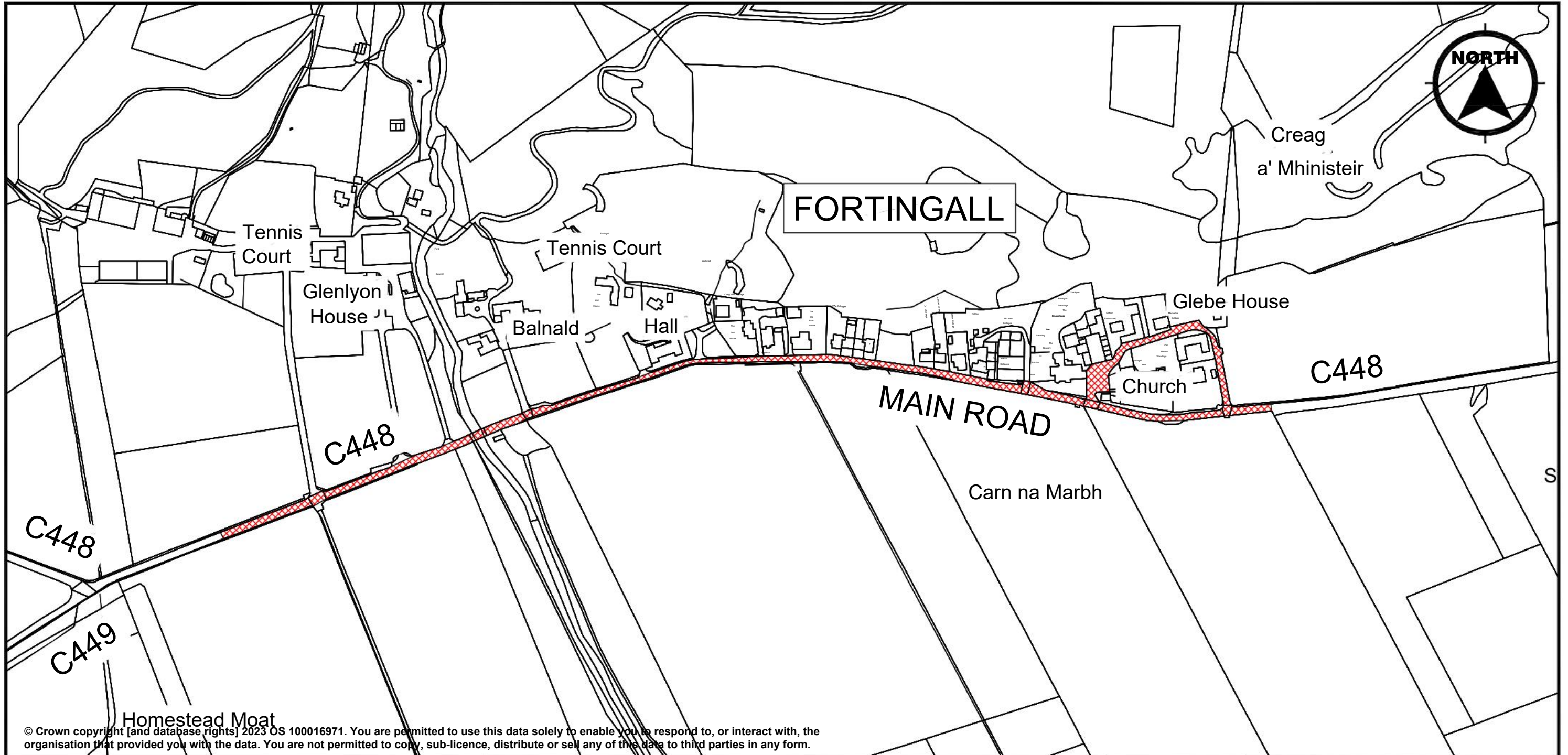


Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS

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	<p align="center">Executive Director - B.Renton BA Hons</p>
<p>Housing & Environment</p>	
<p>Drawn by: MS Checked by: MW Approved by: BW Date: 09/02/2023</p>	<p>Drawing Scales: NTS Project Code: 20mph 2023 Drawing No: 23</p>

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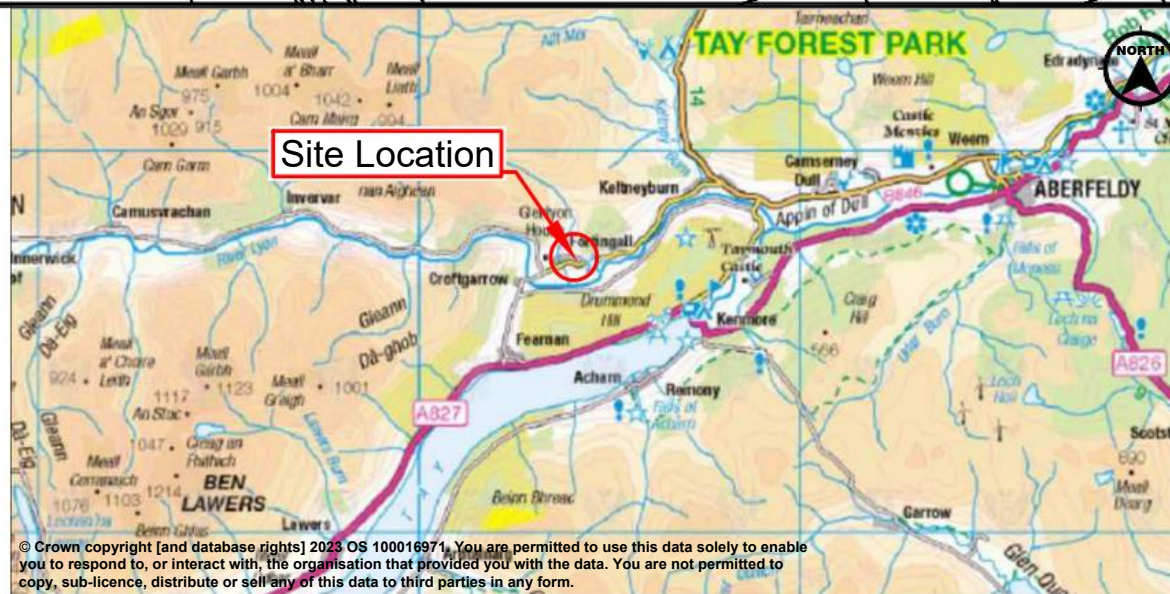


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Proposed 20mph Speed Limit



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Communities

Drawn by: MS
 Checked by: CL
 Approved by: BW
 Date: 09/02/2023

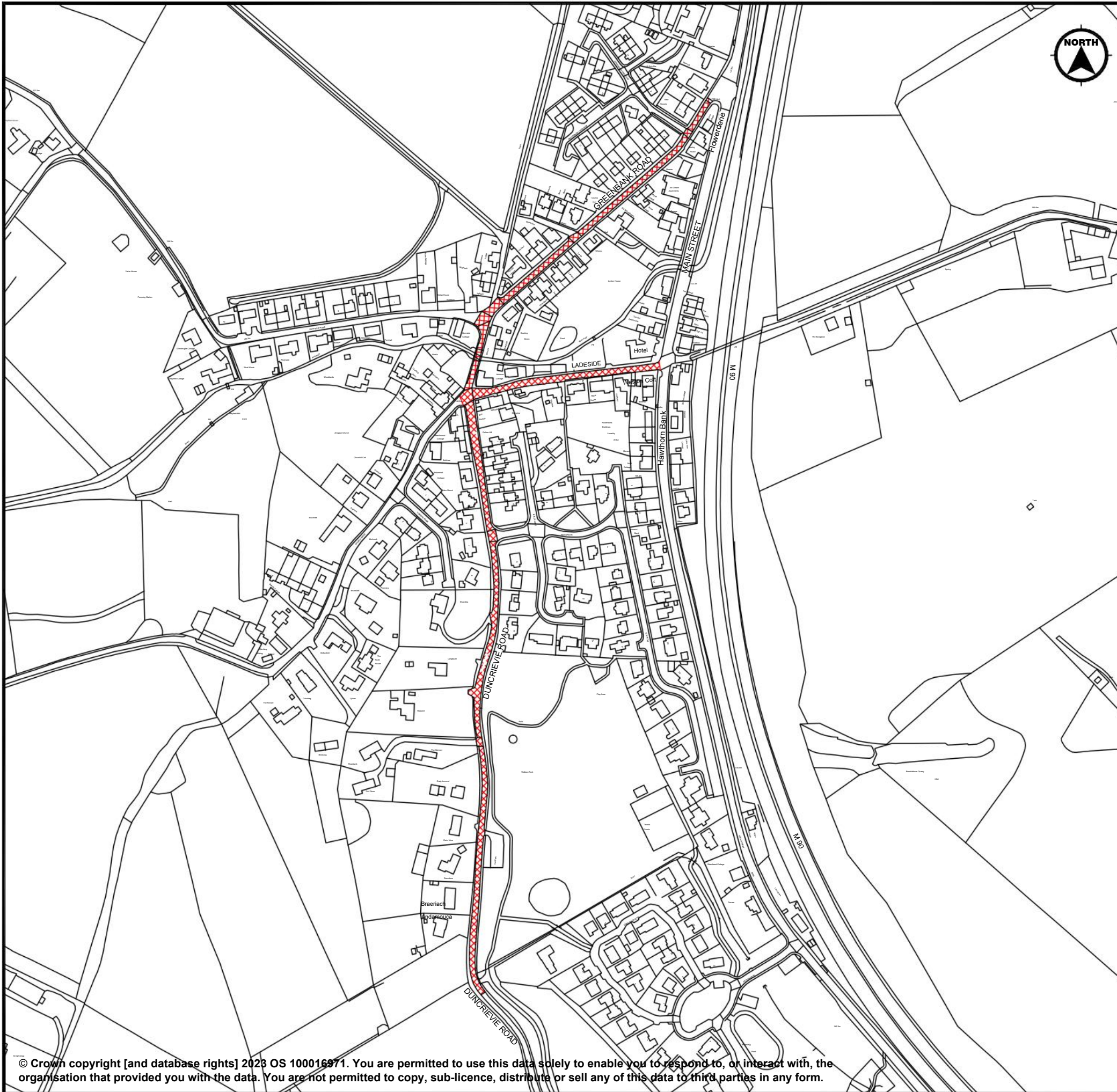
Proposed Traffic Regulation Order
 Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 24

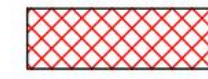
Fortingall
 (Ward 4)

Executive Director - B.Renton BA Hons

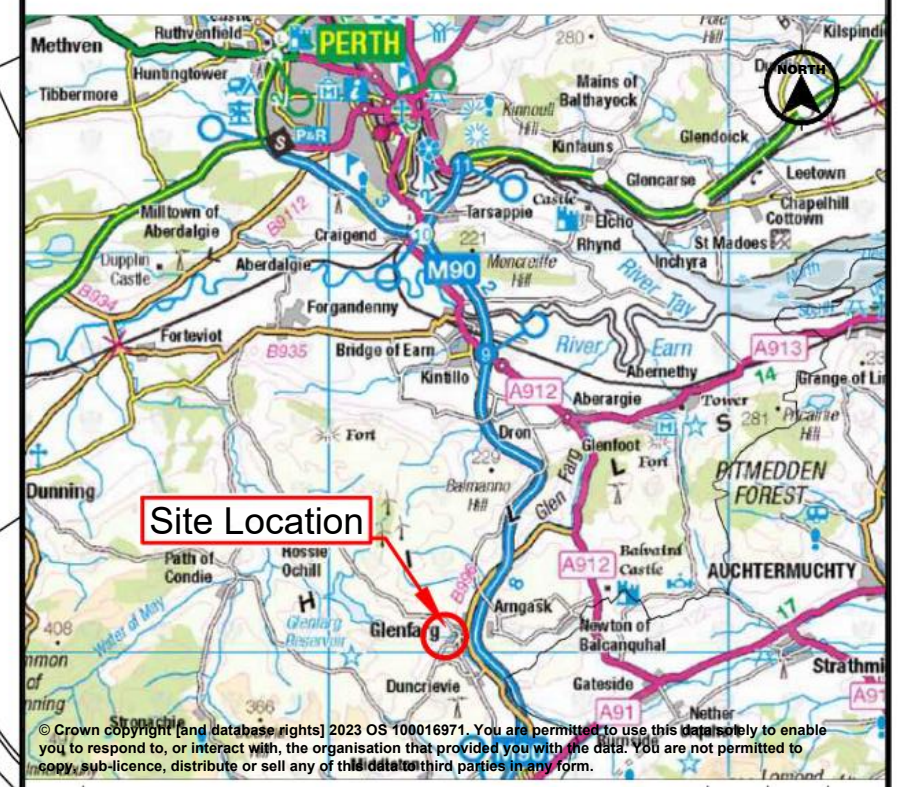
Drawing Scales: NTS
 Project Code: 20mph 2023
 Drawing No: 024



LEGEND:



Proposed 20mph Speed Limit



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Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 25

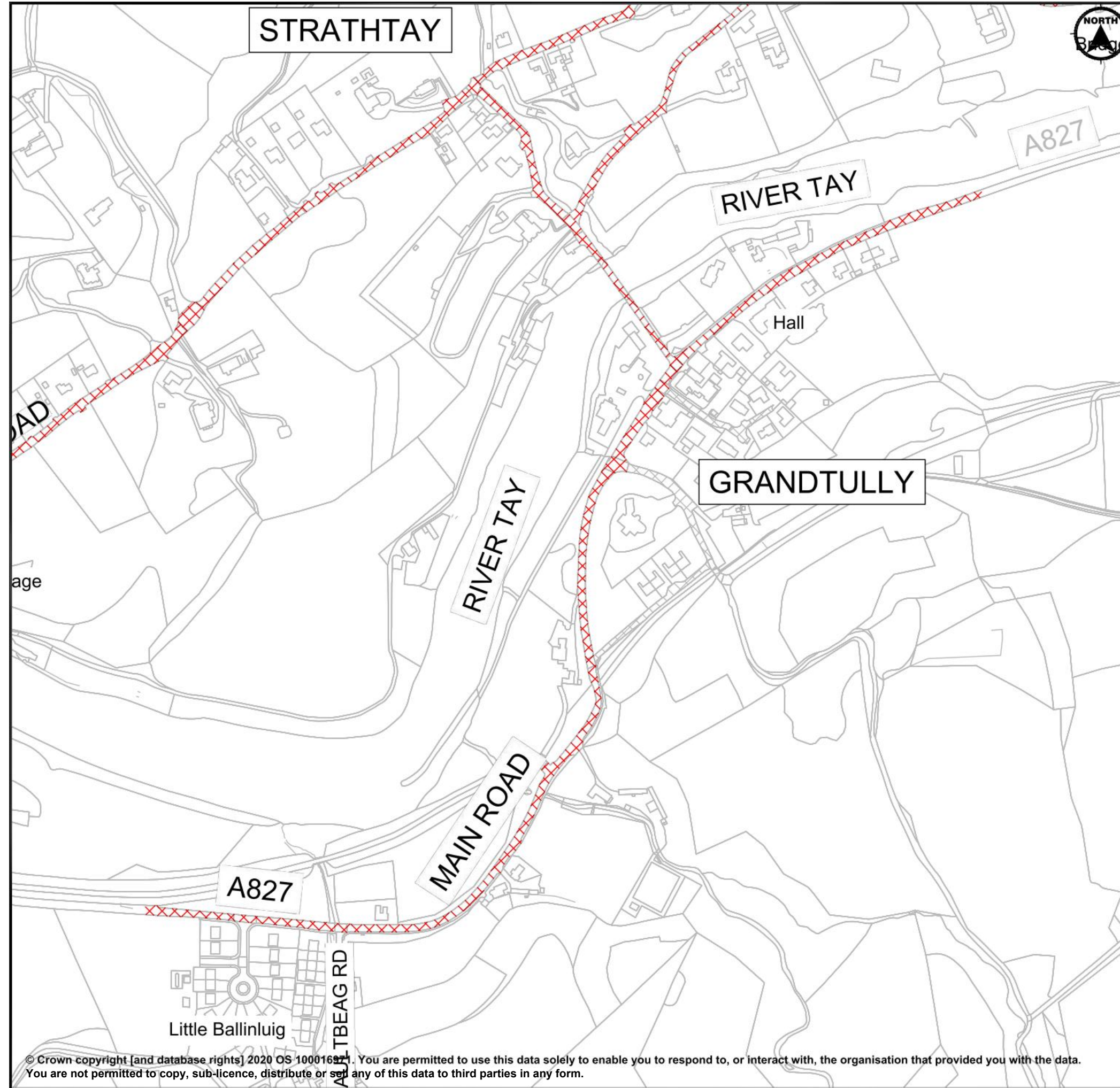
Glenfarg
(Ward 8)

Communities

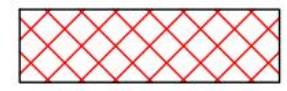
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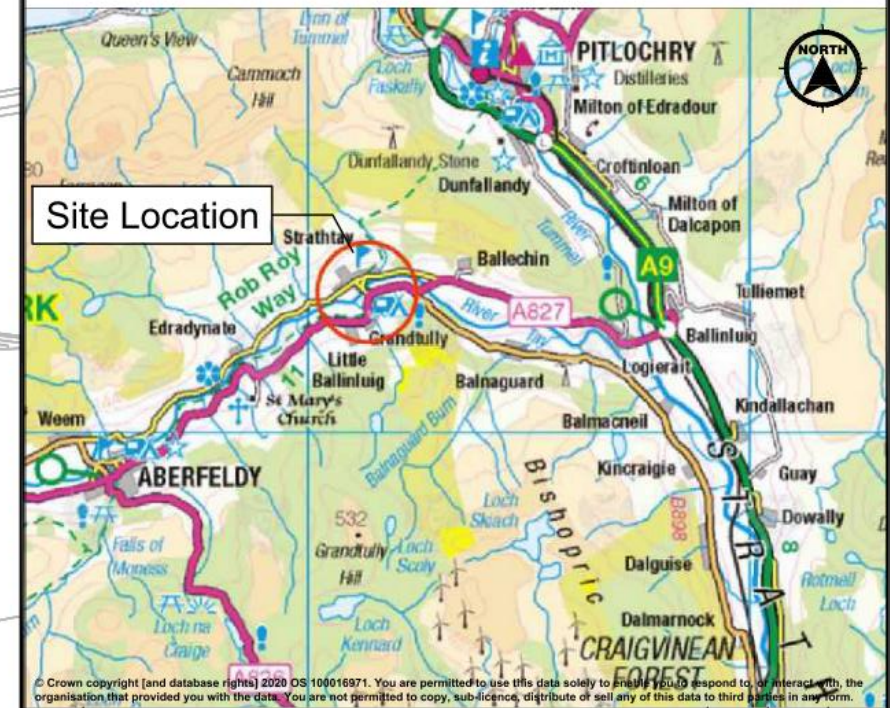
Drawn by: MS
Checked by: CL
Approved by: BW
Date: 15/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 25



Legend

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
 Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X

Legal 26
 Grandtully (Ward 4)

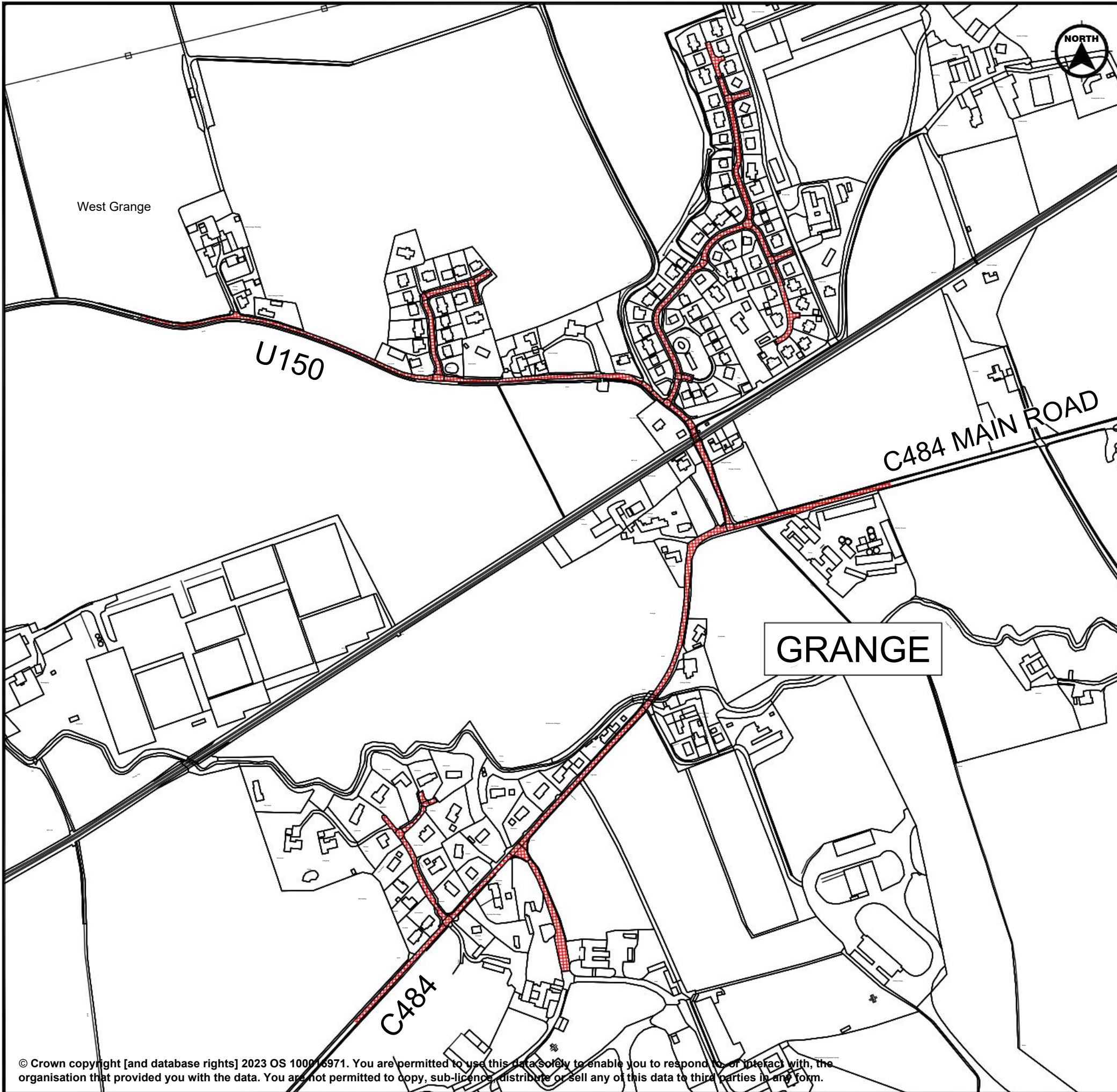
Communities

Executive Director - B.Renton BA Hons


Drawn by: S.Stewart
 Checked by:
 Approved by:
 Date: 01/02/2023

Drawing Scales: NTS@A3
 Project Code: 20 mph 2023
 Drawing No: 54

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LEGEND:

 Proposed 20mph Speed Limit

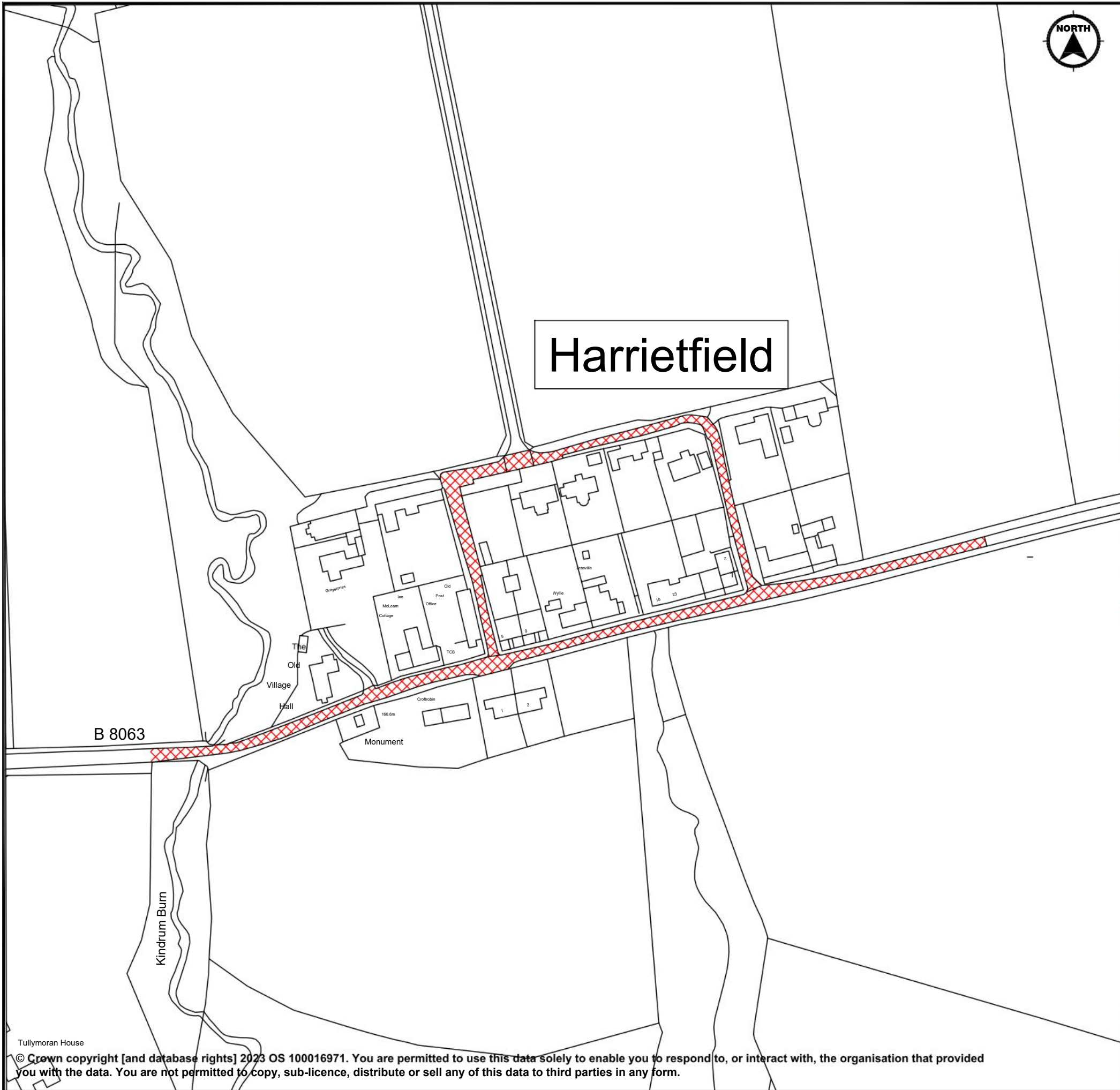


Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS

 <p>PERTH & KINROSS COUNCIL</p>	<p>Proposed Traffic Regulation Order</p> <p>Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x</p> <p>Legal 27</p> <p>Grange (Ward 1)</p>
	<p>Executive Director - B.Renton BA Hons</p>
<p>Communities</p>	
<p>Drawn by: MS</p> <p>Checked by: CL</p> <p>Approved by: BW</p> <p>Date: 15/02/2023</p>	<p>Drawing Scales: NTS</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 27</p>

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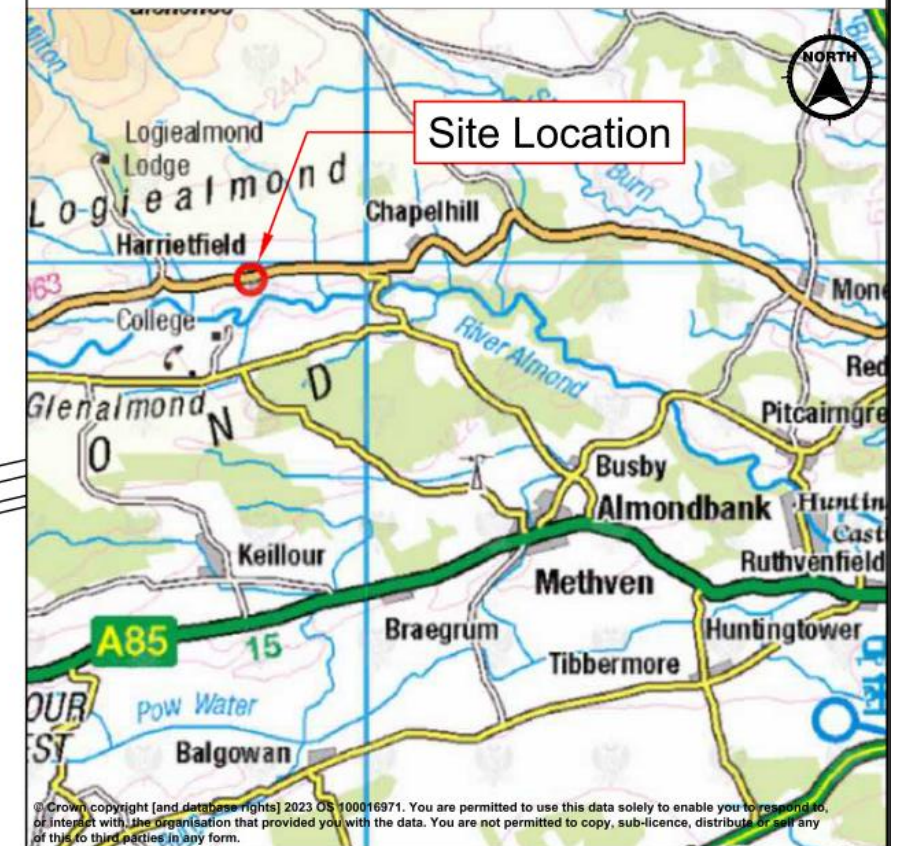


LEGEND:



Proposed 20mph Speed Limit

Harrietfield



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AMENDMENTS				



PERTH & KINROSS COUNCIL

Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 28

Harrietfield
(Ward 5)

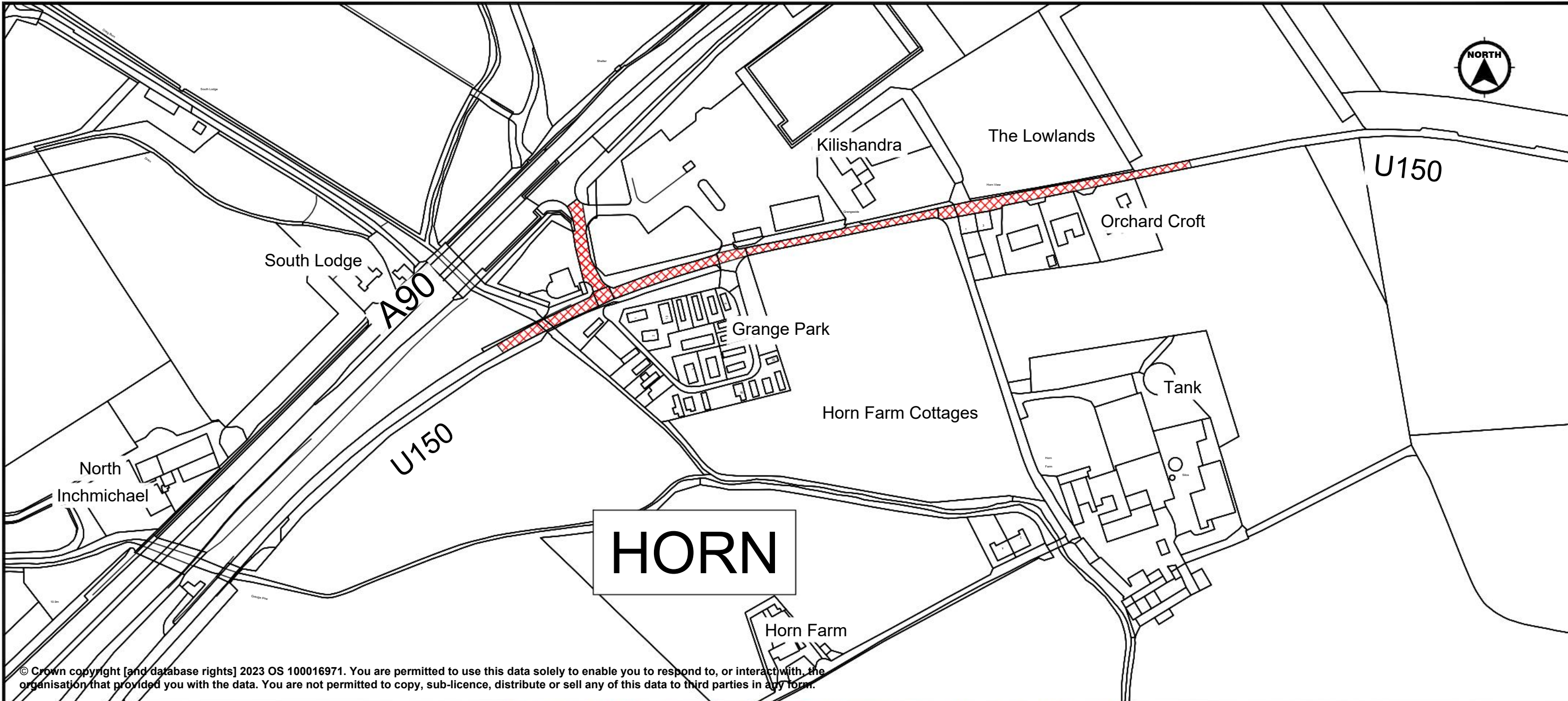
Communities

Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: MW
Approved by: BW
Date: 13/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 28


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HORN

LEGEND:

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



PERTH & KINROSS COUNCIL

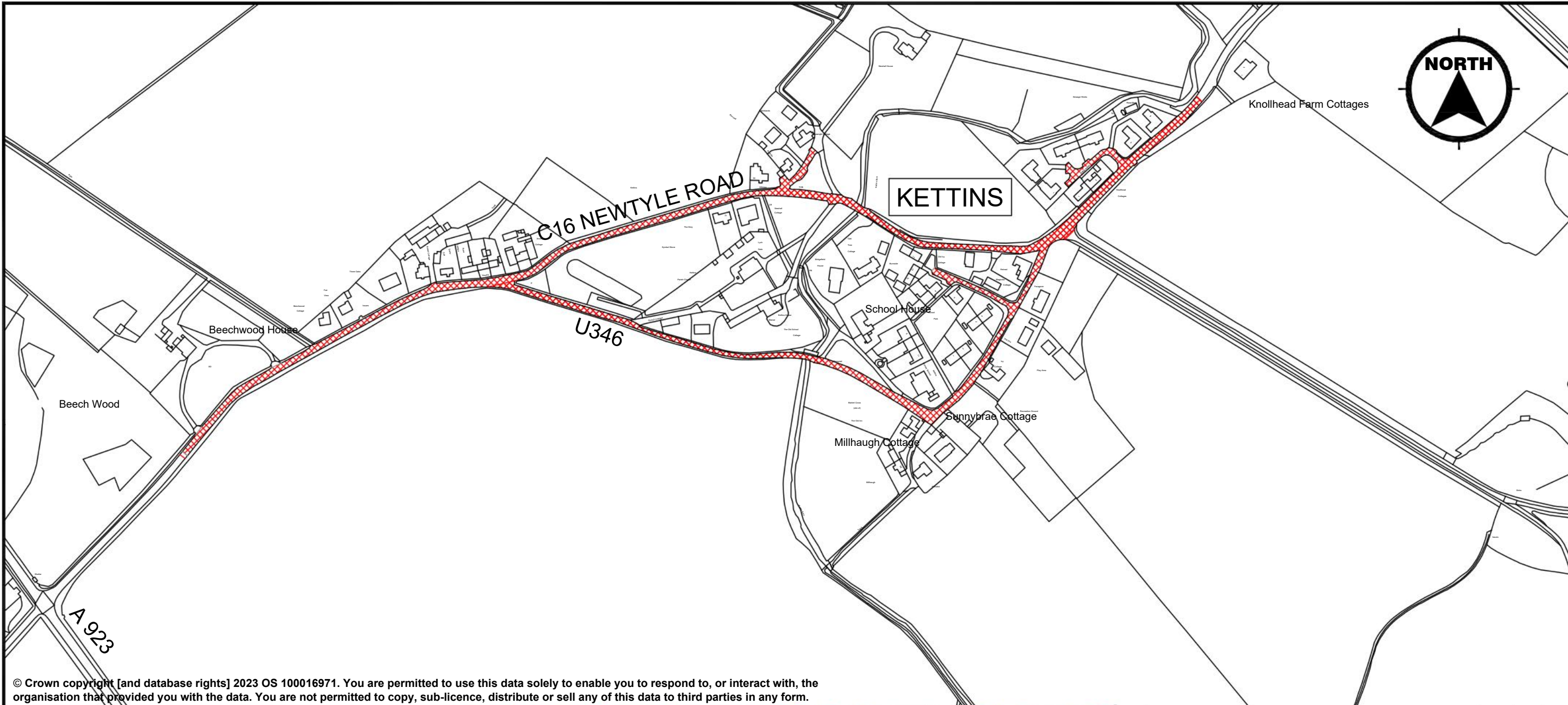
Communities

Proposed Traffic Regulation Order
 Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x
 Legal 29
 Horn (Ward 1)

Executive Director - B.Renton BA Hons

Drawn by: MS
 Checked by: MW
 Approved by: BW
 Date: 06/02/2023

Drawing Scales: NTS
 Project Code: 20mph 2023
 Drawing No: 29



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LEGEND:

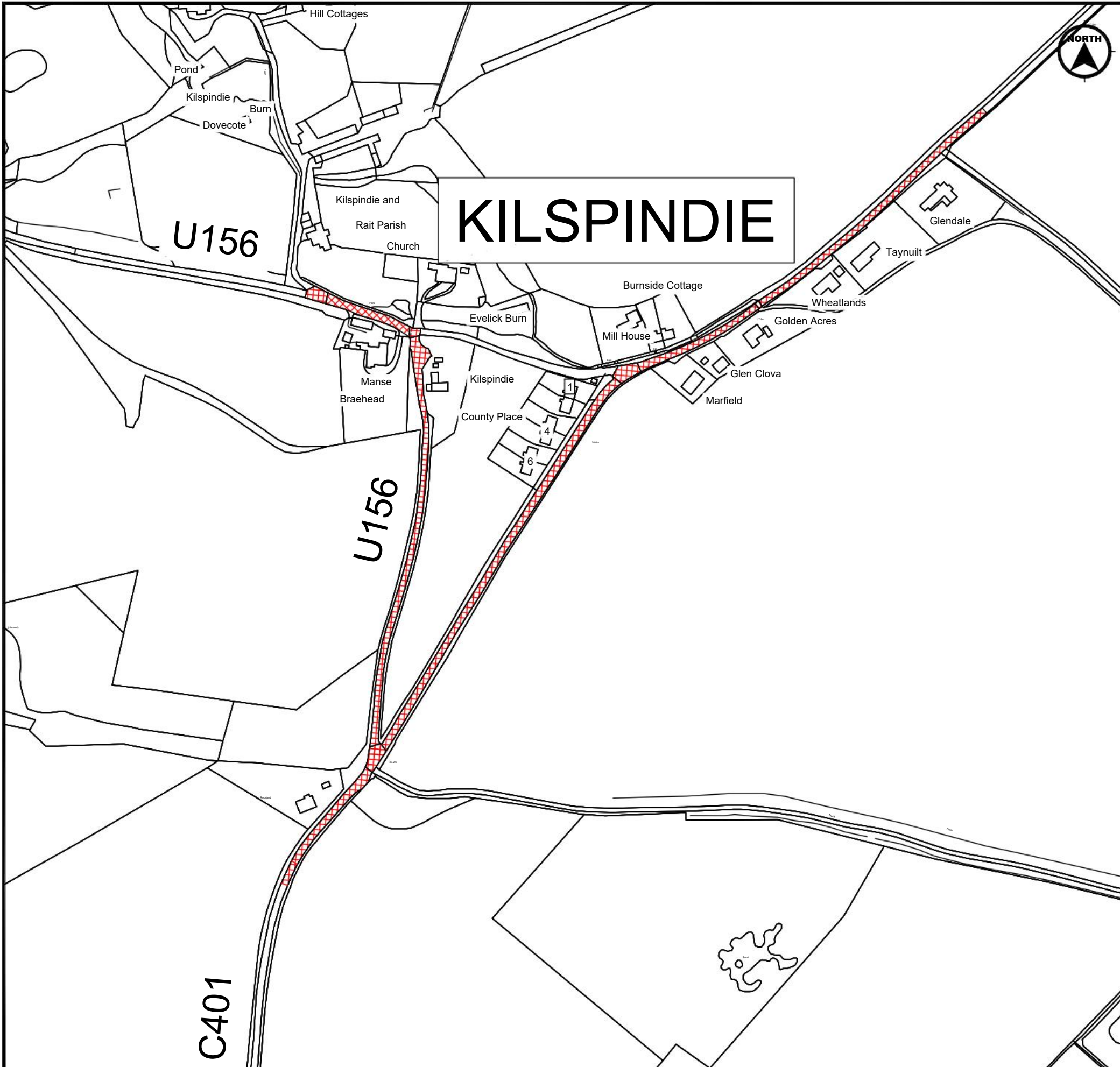


Proposed 20mph Speed Limit



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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL				
Proposed Traffic Regulation Order Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x Legal 30 Kettins (Ward 2)				
Executive Director - B.Renton BA Hons				
Communities				
Drawn by: MS Checked by: MW Approved by: BW Date: 14/02/2023	Drawing Scales: NTS Project Code: 20mph 2023 Drawing No: 30			



LEGEND:



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x

Legal 31

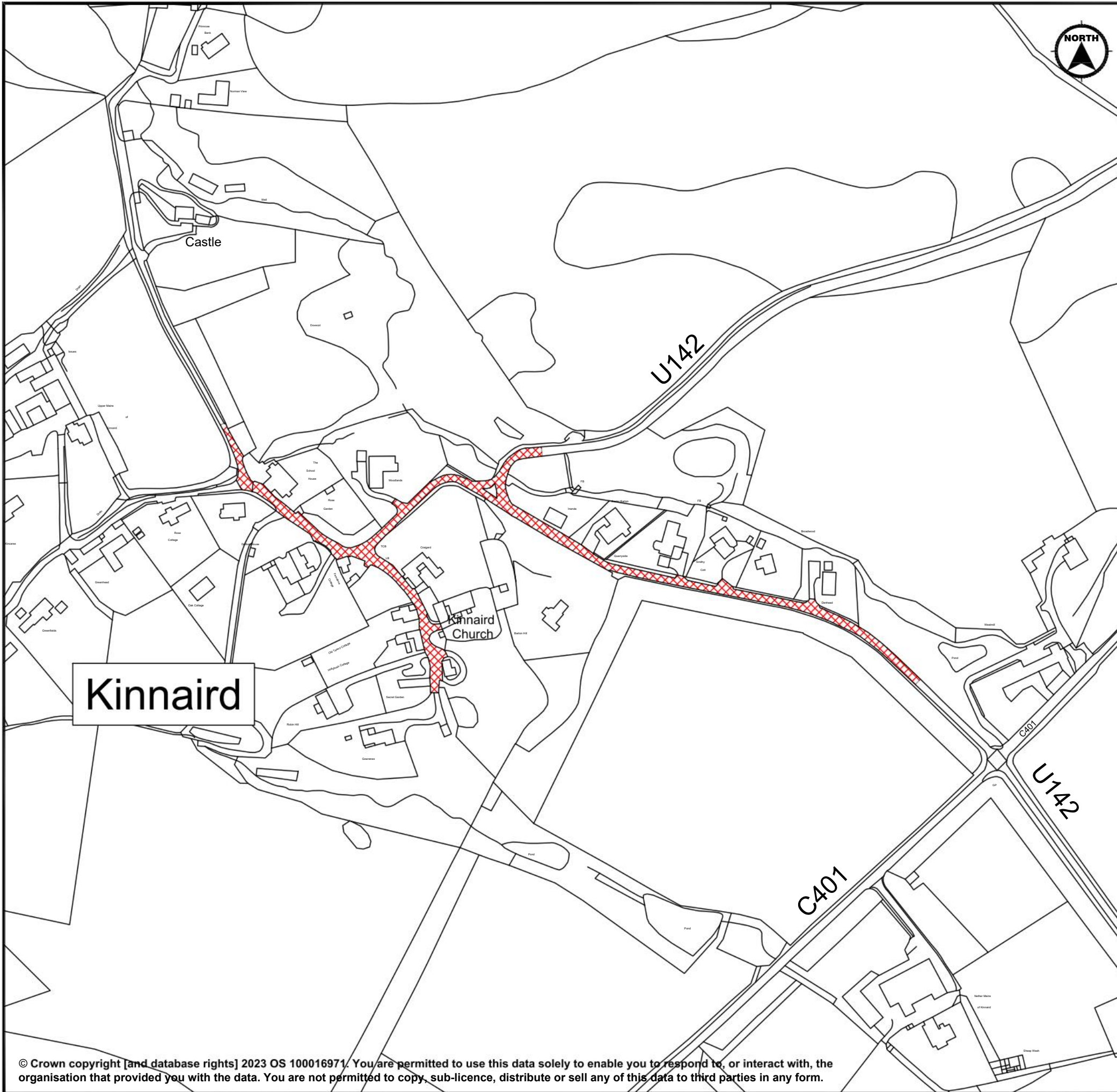
Kilspindie (Ward 1)

Communities

Executive Director - B.Renton BA Hons

Drawn by: MS
Checked by: CL
Approved by: DM
Date: 13/02/2023

Drawing Scales: NTS
Project Code: 20mph_2023_Legal
Drawing No: 31




LEGEND:




Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 Proposed Traffic Regulation Order Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x Legal 32 Kinnaird Ward 1				
Communities		Executive Director - B.Renton BA Hons		
Drawn by:	S.Stewart	Drawing Scales:	NTS	
Checked by:		Project Code:	20mph_2023_Legal	
Approved by:		Drawing No:	32	
Date:				

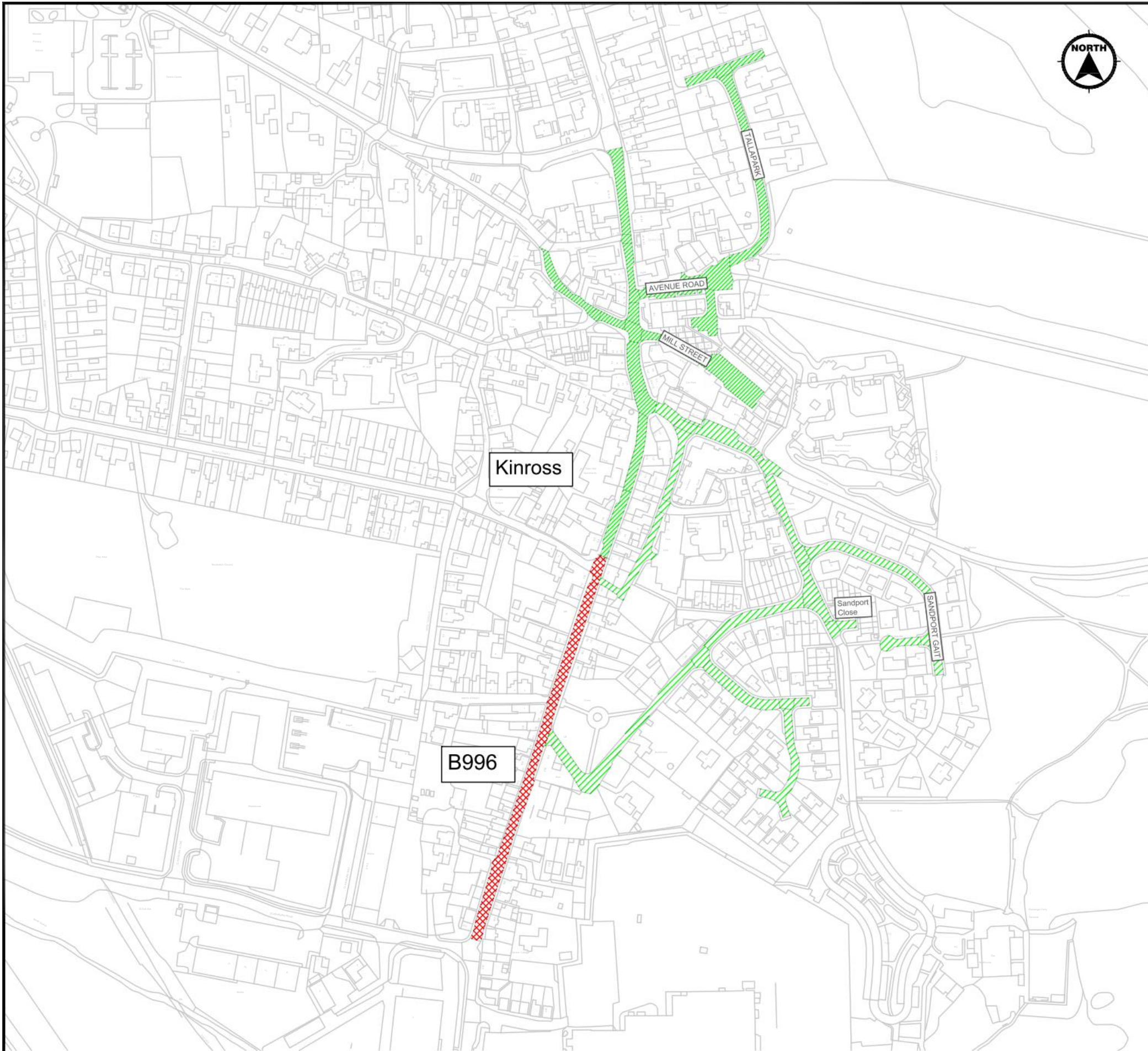
AMENDMENTS


 Proposed Traffic Regulation Order
 Perth & Kinross Council
 (20mph Speed Limit)
 (Variation) (No 16) Order 202x

 Legal 32
 Kinnaird
 Ward 1

Communities	Executive Director - B.Renton BA Hons		
Drawn by:	S.Stewart	Drawing Scales:	NTS
Checked by:		Project Code:	20mph_2023_Legal
Approved by:		Drawing No:	32
Date:			

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Legend



Existing 20mph Speed Limit to be made permanent




Existing 20mph Speed Limit



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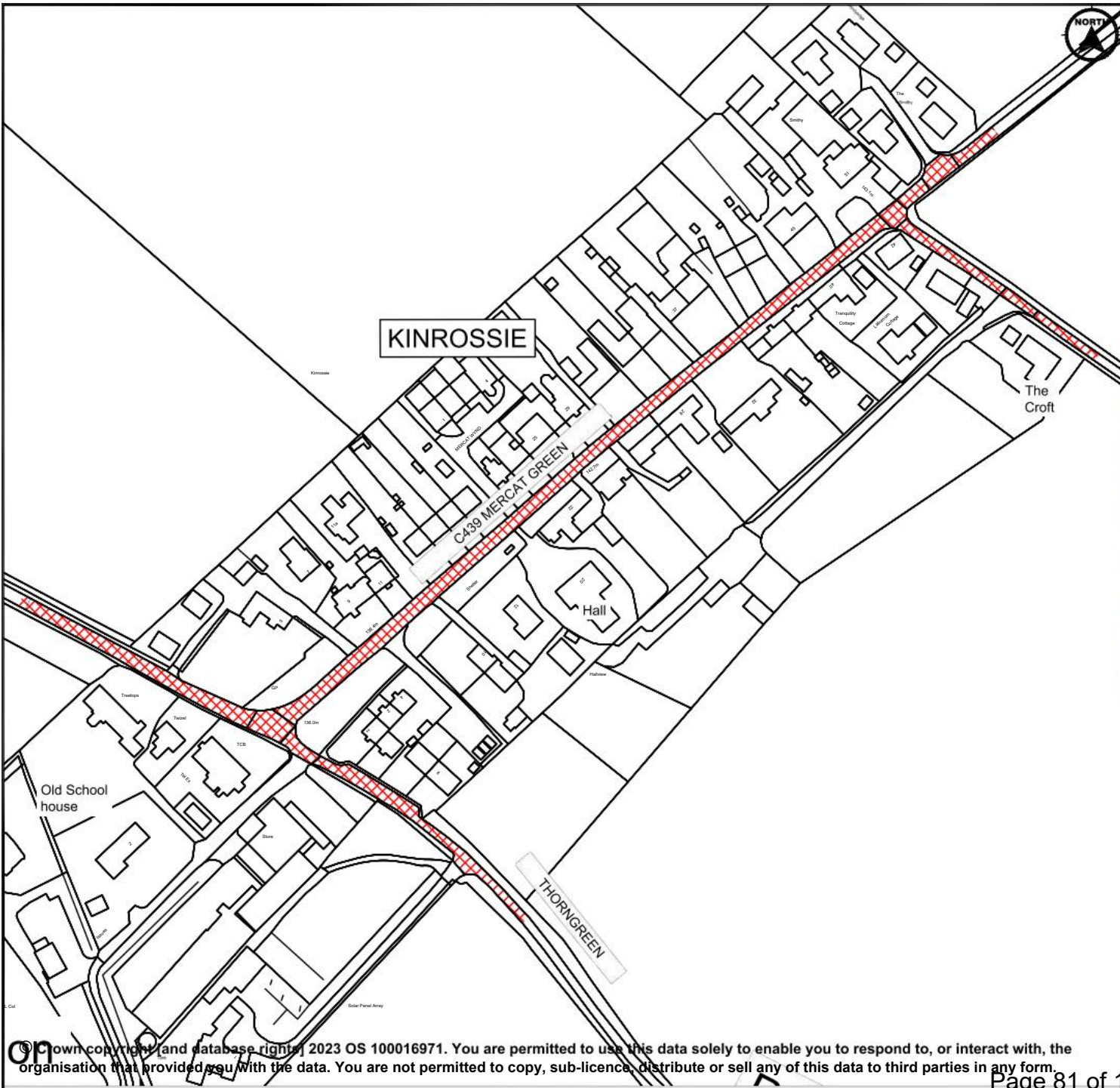
Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS


 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X</p> <p>Legal 33 Kinross (Ward 3)</p>
	<p>Executive Director - B.Renton BA Hons</p>

<p>Communities</p> <p>Drawn by: S.Stewart</p> <p>Checked by:</p> <p>Approved by:</p> <p>Date: 09/02/2023</p>	<p>Drawing Scales: NTS</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 33</p>
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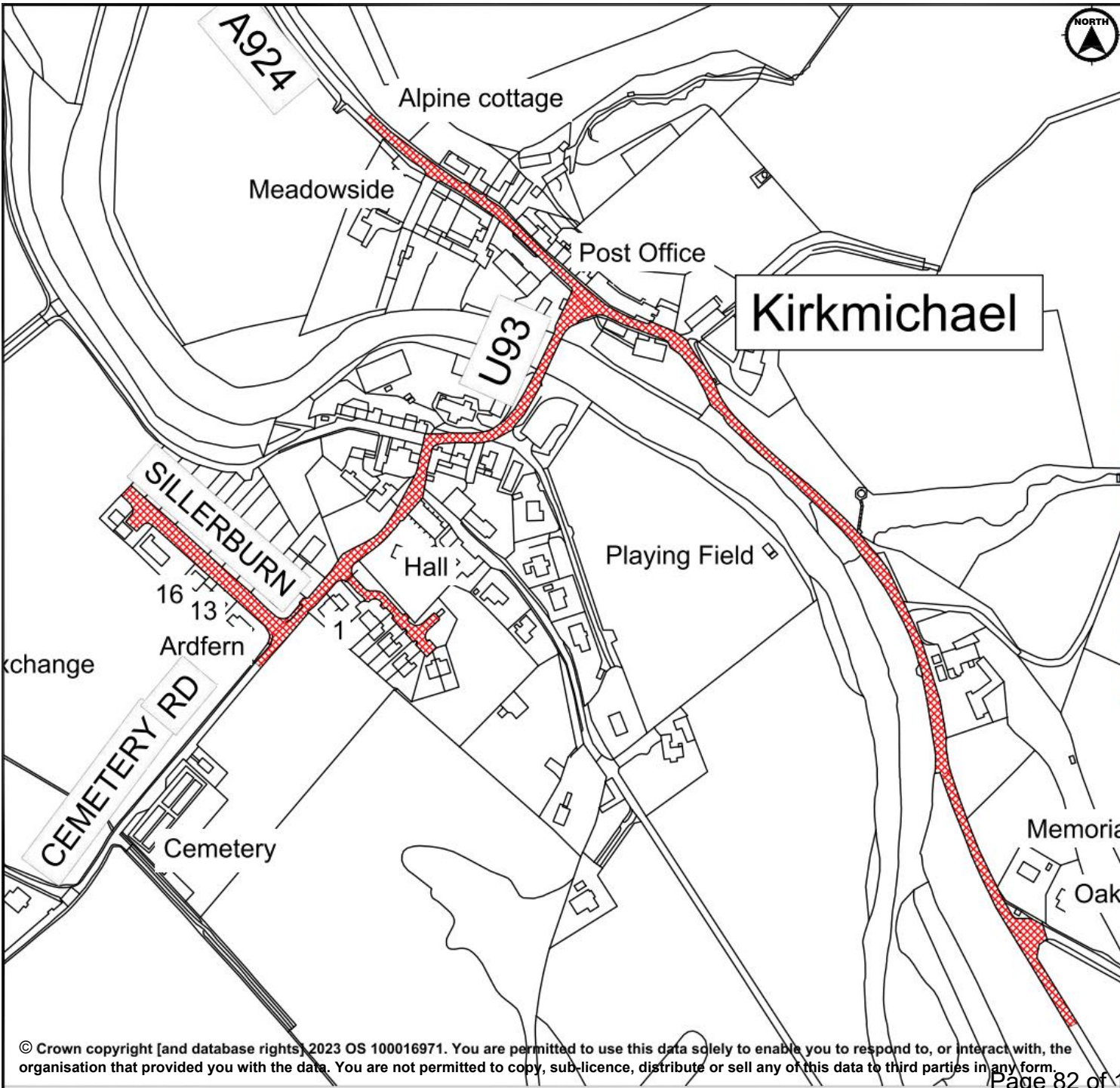
Legend

 Proposed 20mph Speed Limit




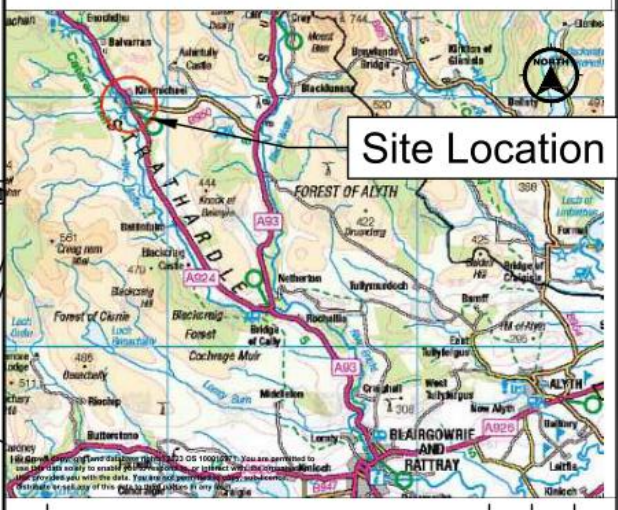
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X</p> <p>Legal 34 Kinrossie (Ward 2)</p>
	<p>Executive Director - B.Renton BA Hons</p>
<p>Communities</p>	<p>Executive Director - B.Renton BA Hons</p>
<p>Drawn by: S.Stewart</p> <p>Checked by:</p> <p>Approved by:</p>	<p>Drawing Scales: NTS</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 34</p>




Legend

 Proposed 20mph Speed Limit



Site Location

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
				
Proposed Traffic Regulation Order Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X Legal 35 Kirkmichael (Ward 3)				
PERTH & KINROSS COUNCIL				
Communities Executive Director - B.Renton BA Hons				
Drawn by: S.Stewart Checked by: Approved by:				
Drawing Scales: Project Code: 20mph 2023 Drawing No: 35				

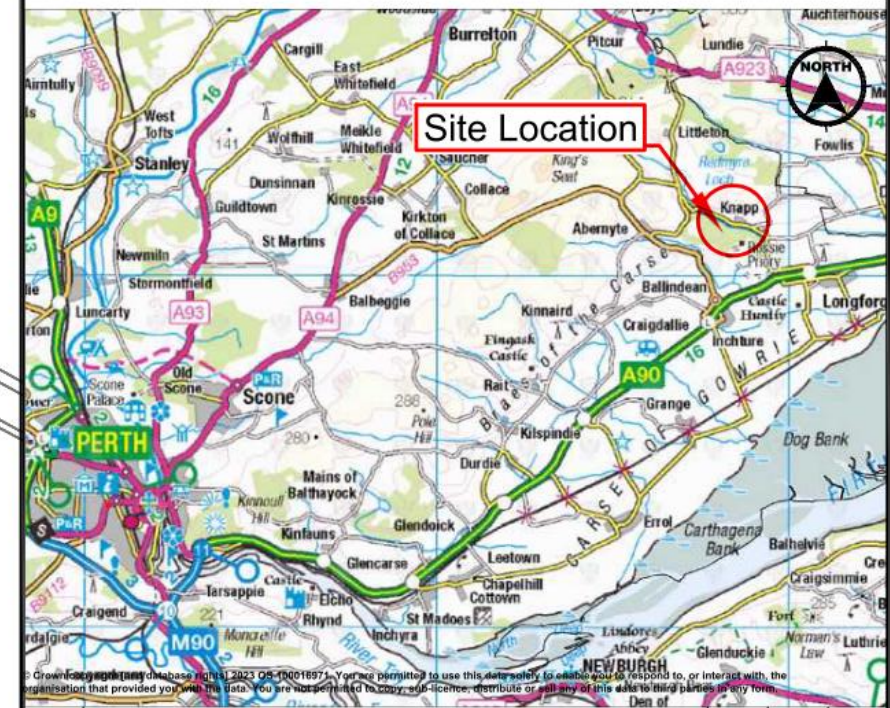
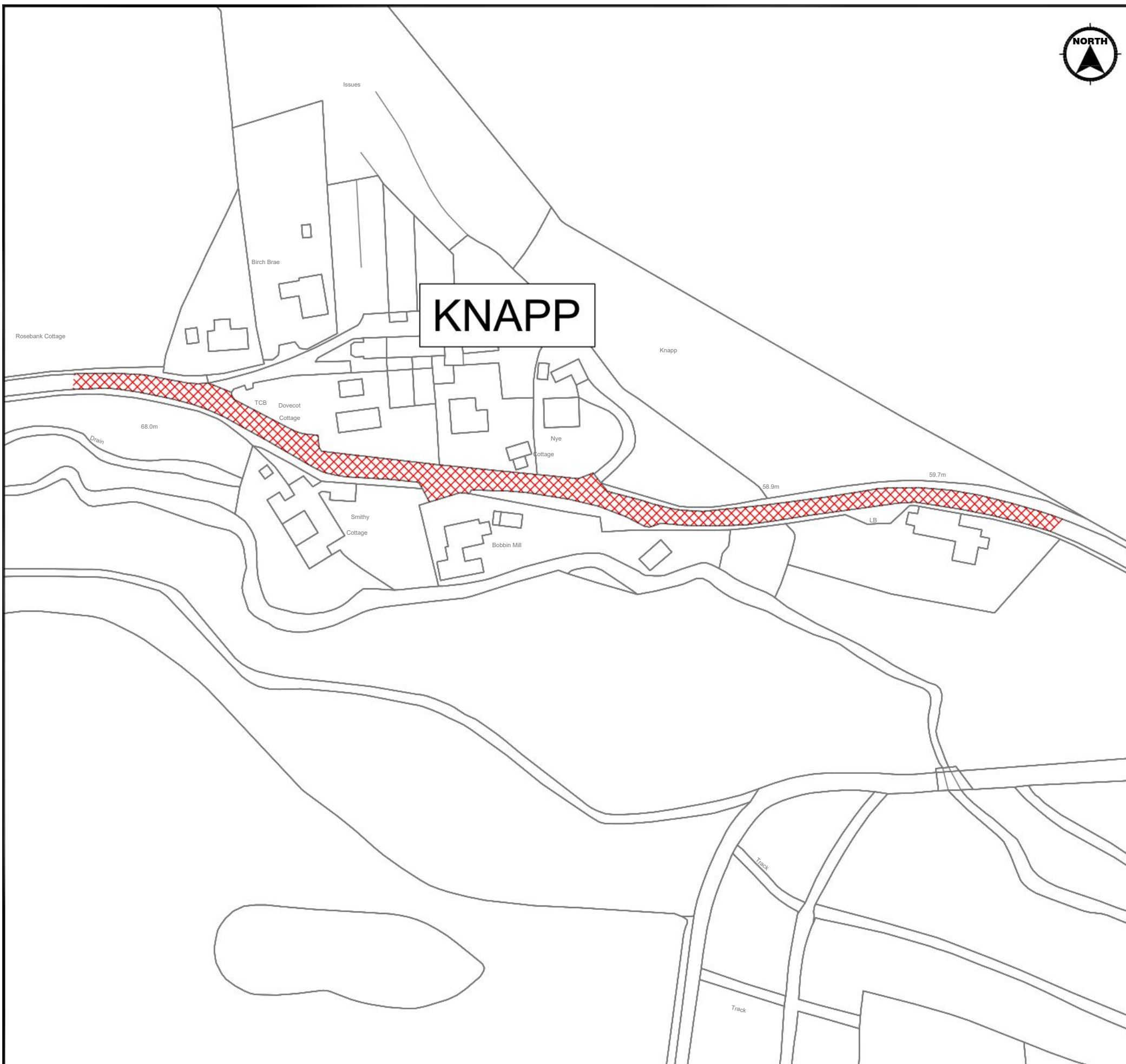


LEGEND:



Proposed 20mph Speed Limit

KNAPP



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
 Knapp, Perth (Ward 1)
 Legal 36
 Perth & Kinross Council
 (20mph Speed Limit)
 (Variation) (No 16) Order 202x

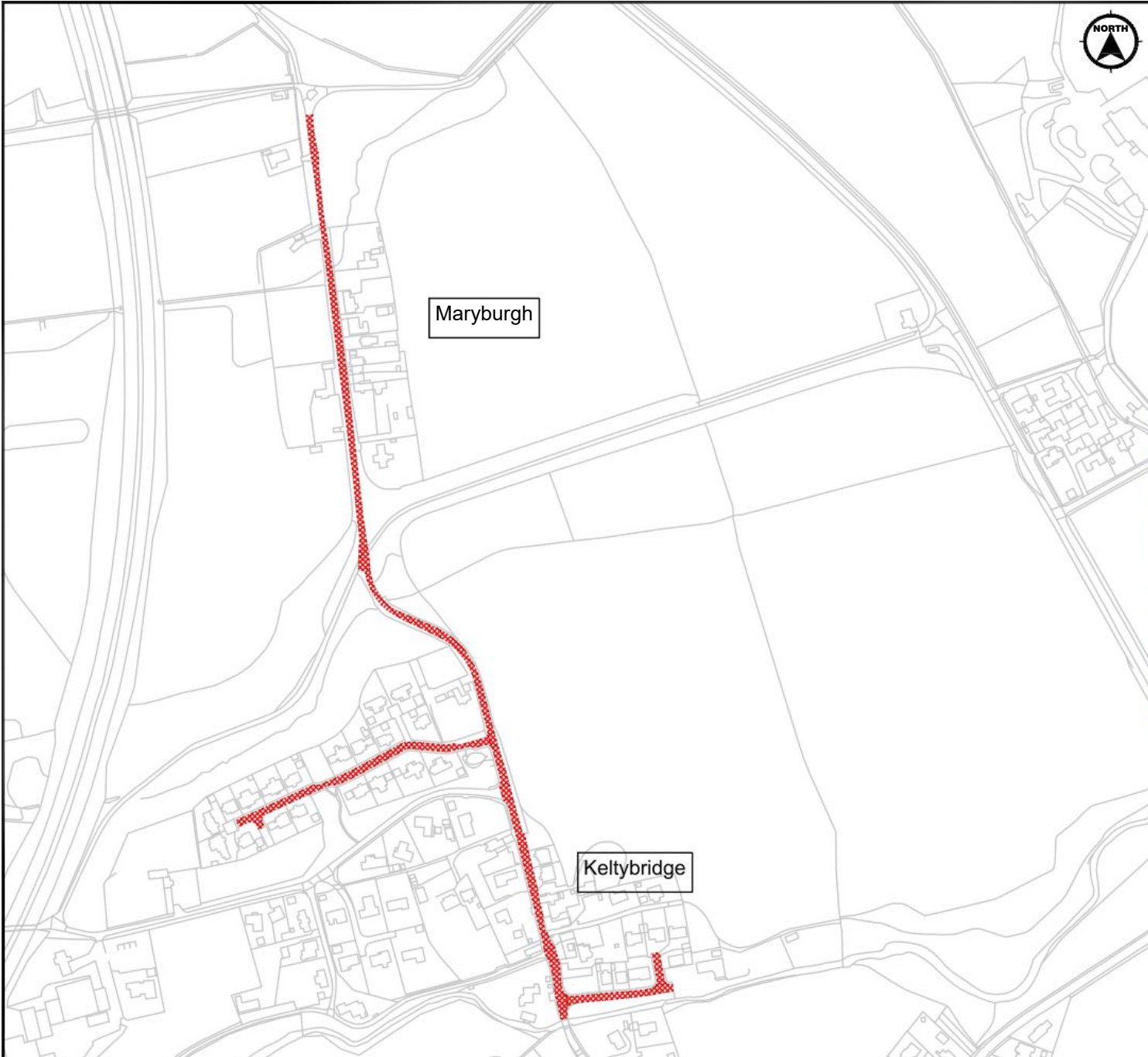
Communities

Executive Director - B.Renton BA Hons

Drawn by: S.Stewart
 Checked by: MO
 Approved by: DM
 Date: 09/02/2023

Drawing Scales: NTS
 Project Code: 20mph_2023_Legal
 Drawing No: 36

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Key:



Existing 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



PERTH & KINROSS COUNCIL

Proposed Traffic Regulation Order
Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X

Legal 37
Maryburgh & Keltybridge (Ward 8)

Communities


Executive Director - B.Renton BA Hons

Drawn by: S.Stewart
Checked by:
Approved by: 09/02/2023

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 37




Legend

 Proposed 20mph Speed Limit

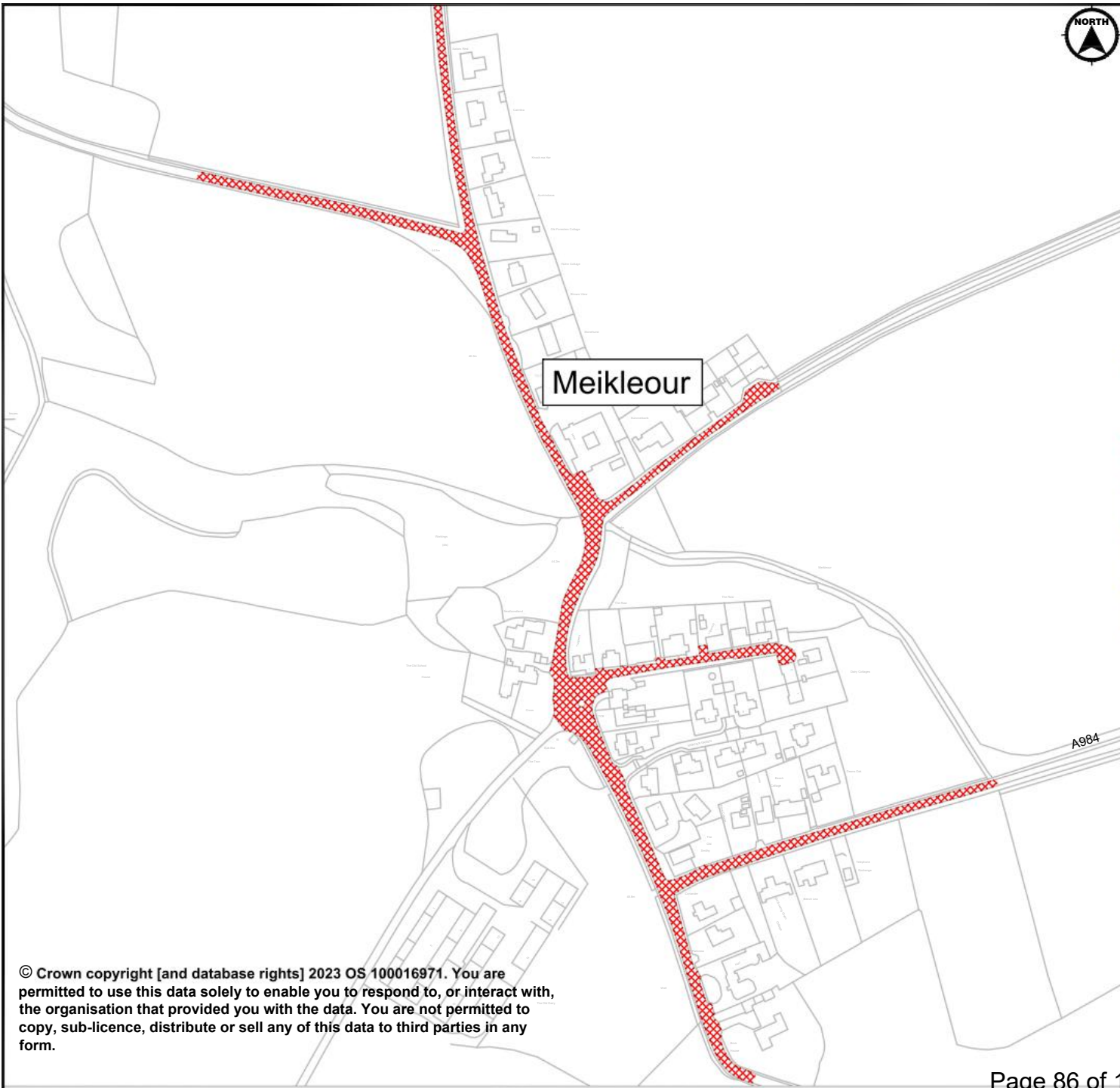


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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X</p> <p>Legal 38</p> <p>Meigle (Ward 2)</p>
	<p>Executive Director - B.Renton BA Hons</p>

<p>Communities</p>	<p>Executive Director - B.Renton BA Hons</p>
<p>Drawn by: S.Stewart</p> <p>Checked by:</p> <p>Approved by:</p>	<p>Drawing Scales: NTS</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 38</p>




LEGEND

 Proposed 20mph speed limit



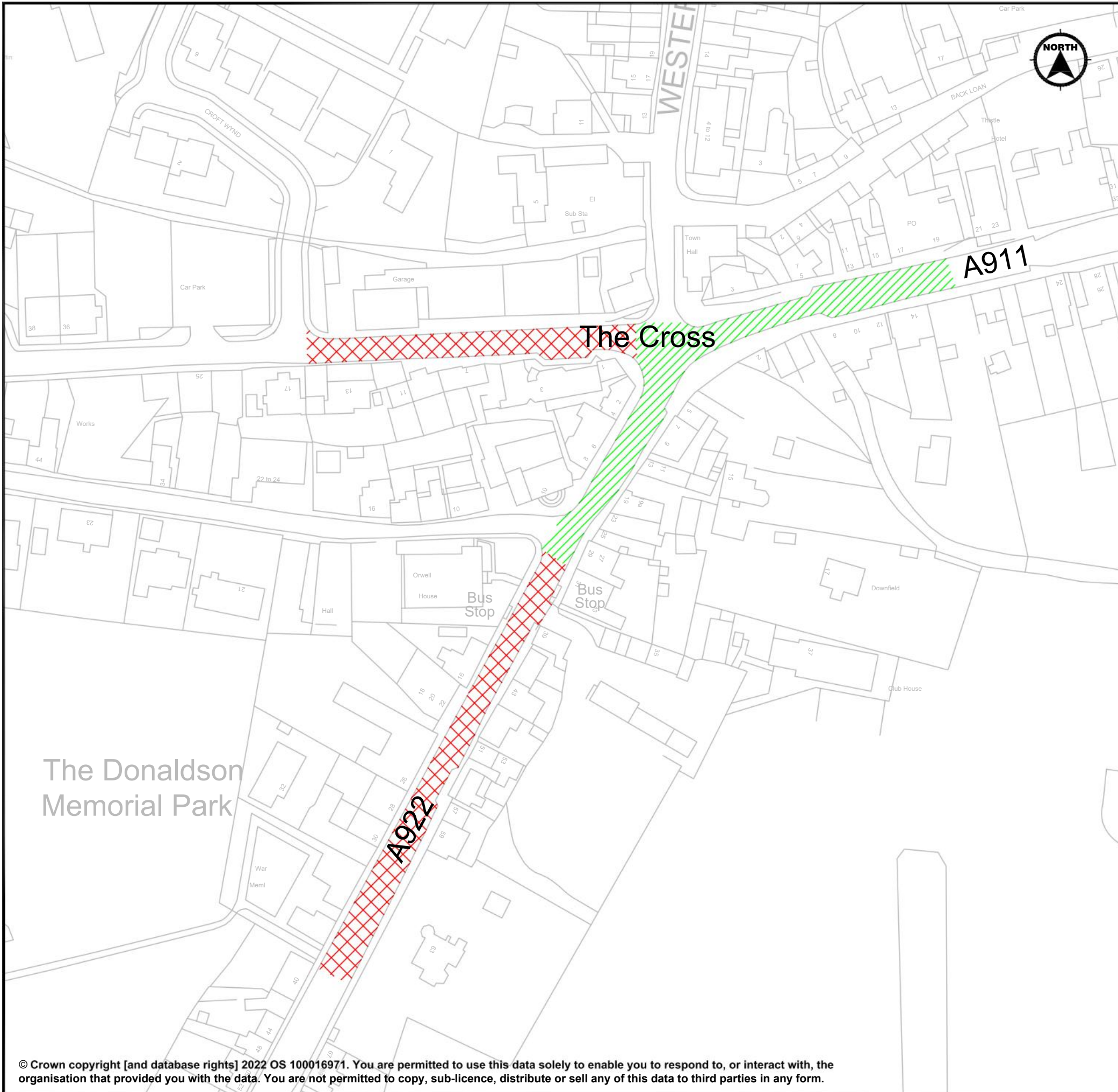
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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				


 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X</p> <p>Legal 39</p> <p>Meikleour (Ward 5)</p>
	<p>Communities</p> <p>Executive Director - B.Renton BA Hons</p>


<p>Drawn by: S.Stewart</p> <p>Checked by:</p> <p>Approved by:</p>	<p>Drawing Scales: NTS@A4</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 51</p>
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Legend


 Proposed 20mph Speed Limit

 Existing 20mph Speed



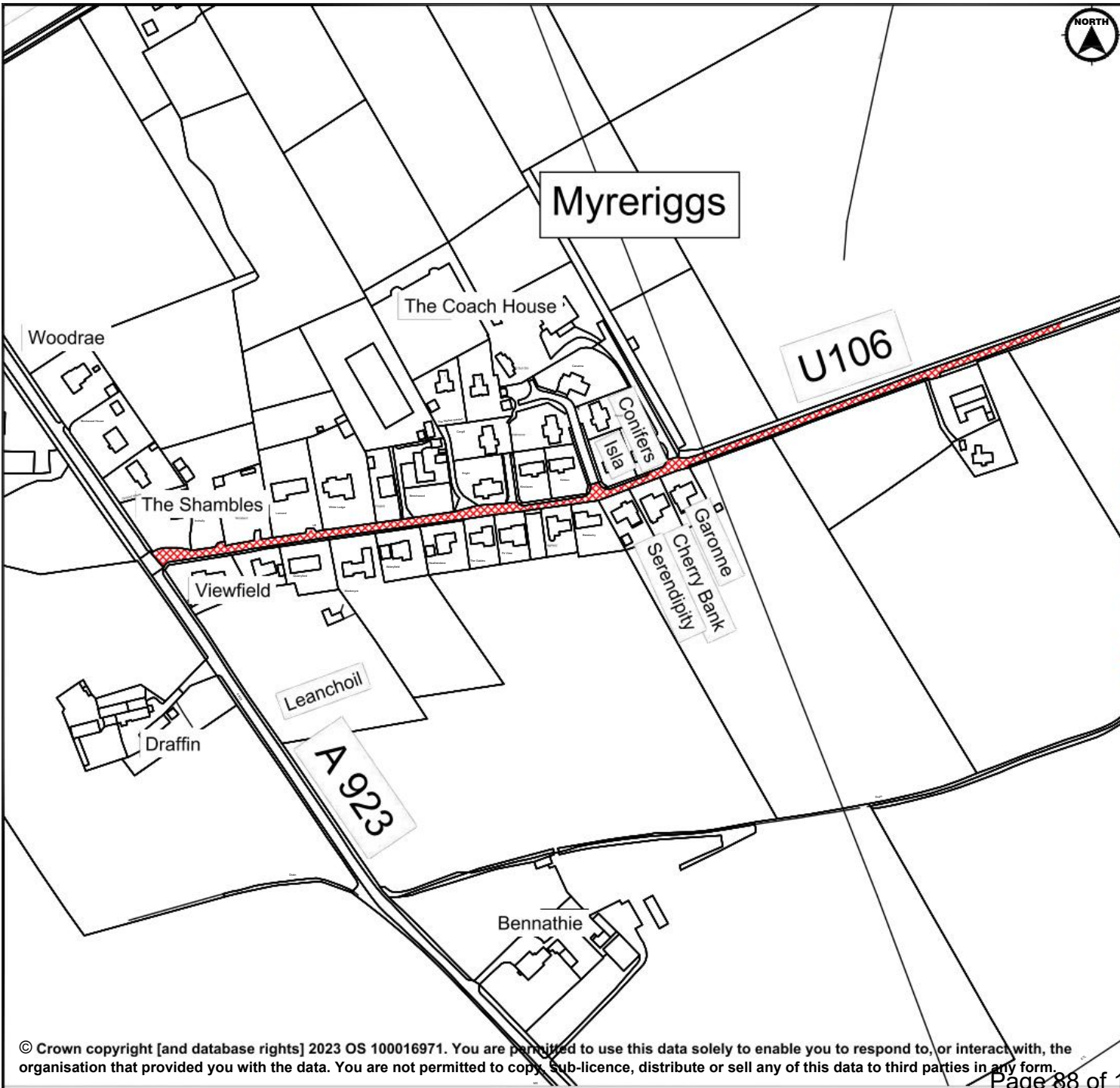
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AMENDMENTS


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	<p>Executive Director - B.Renton BA Hons</p>

<p>Housing & Environment</p> <p>Drawn by: S.Stewart Checked by: BW Approved by: DMcK Date: 07/02/2023</p>	<p>Drawing Scales: NTS Project Code: 20mph 2023 Drawing No: 40</p>
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Legend

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date

AMENDMENTS



Proposed Traffic Regulation Order
 Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X
 Legal 41
 Myreriggs (Ward 3)

Communities

Executive Director - B.Renton BA Hons

Drawn by: S.Stewart
 Checked by:
 Approved by:

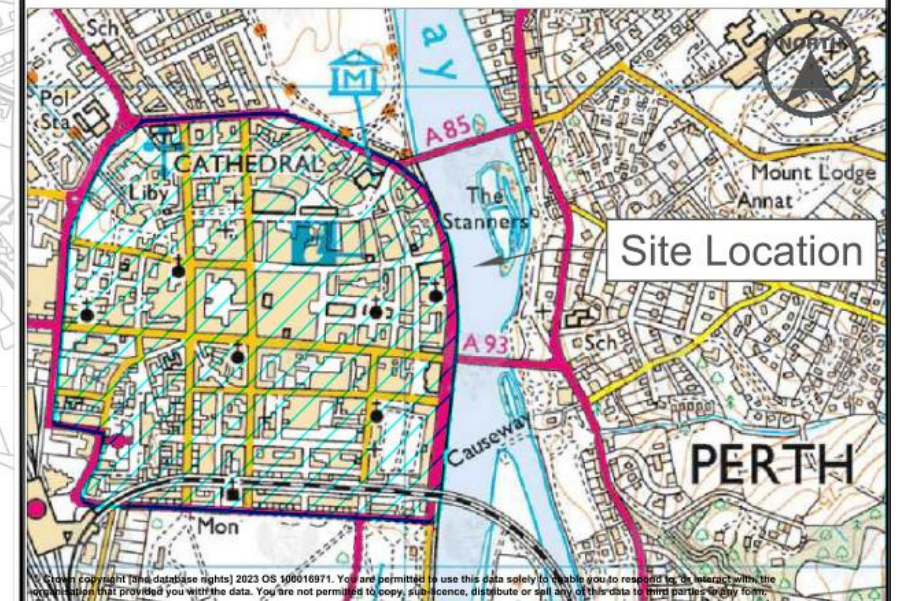
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Legend




Proposed 20mph Speed Limit



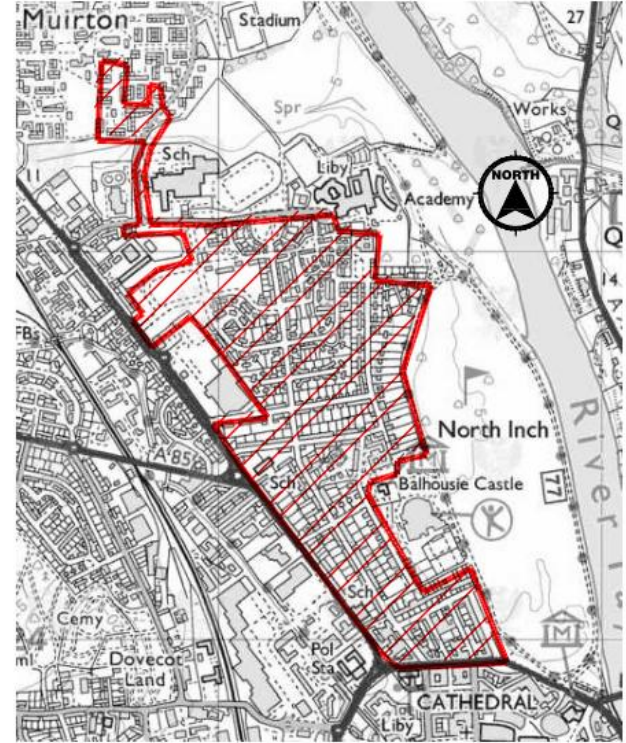
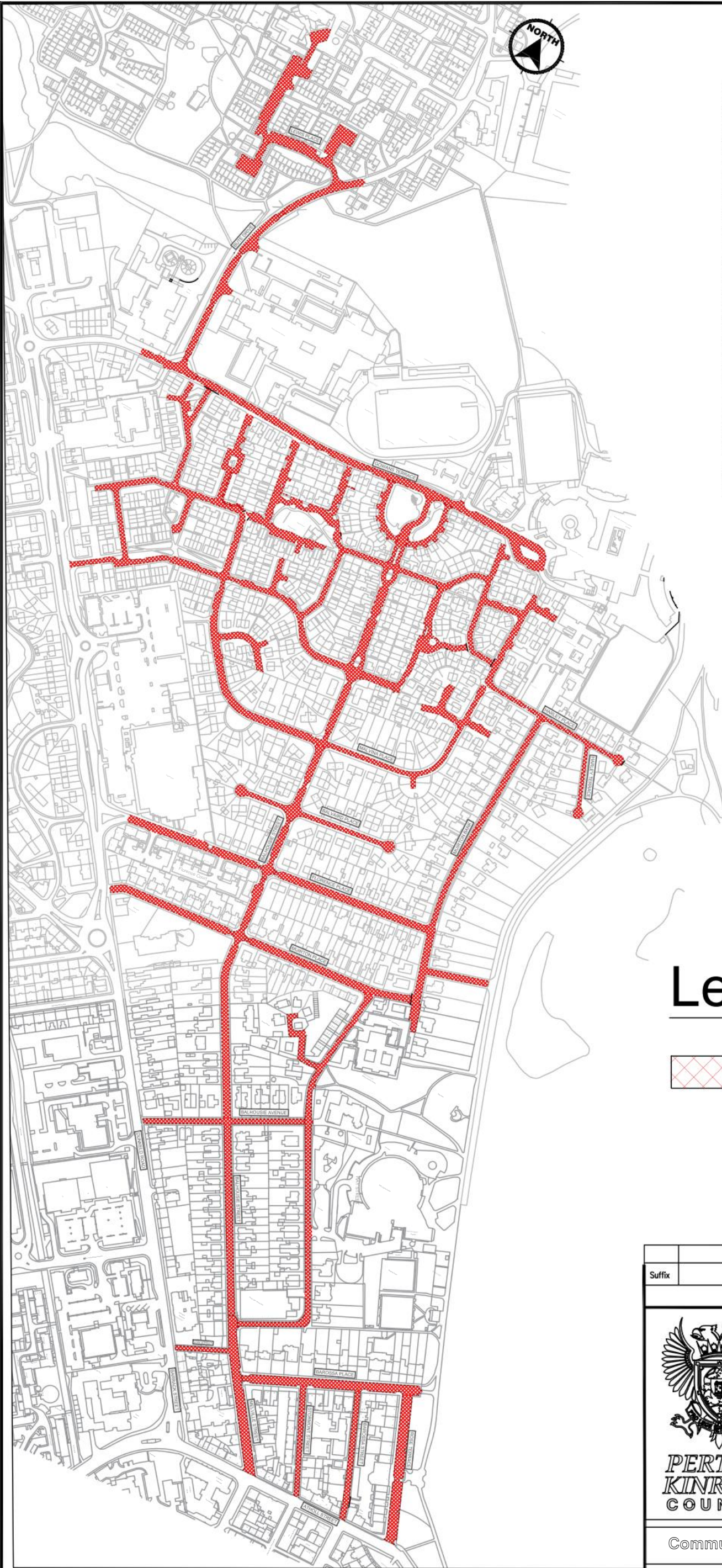
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AMENDMENTS

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	<p>Executive Director - B.Renton BA Hons</p>
<p>Communities</p>	

<p>Drawn by: S.Stewart</p> <p>Checked by:</p> <p>Approved by:</p> <p>Date: 07/02/2023</p>	<p>Drawing Scales: Not to Scale</p> <p>Project Code: 20 mph 2023</p> <p>Drawing No: 42</p>
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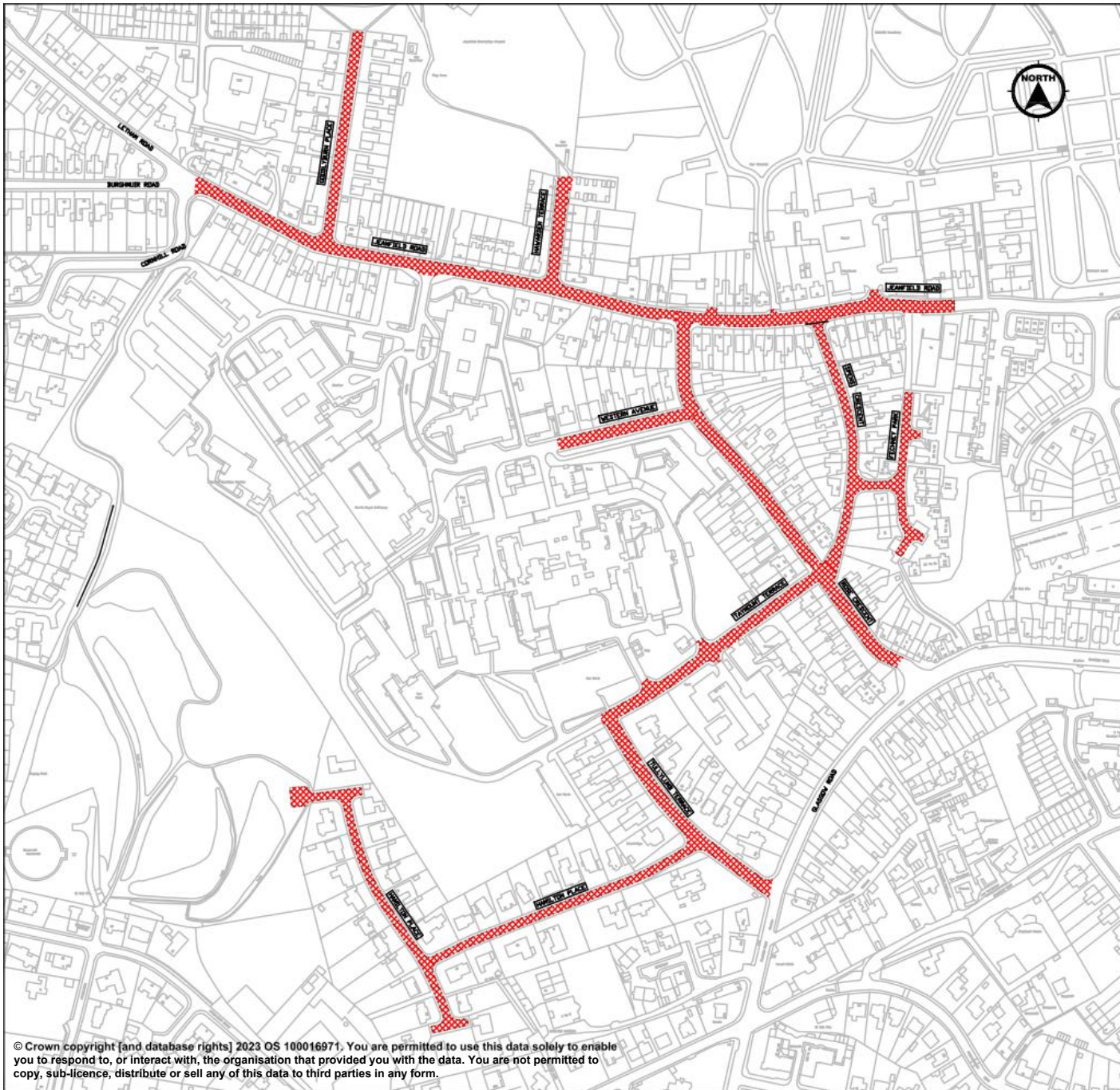


Legend



Proposed 20mph Speed Limit

Suffix	Revision Details	by	Appr'd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL	Proposed Traffic Regulation Order			
	Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X			
	Legal 43			
Muirton, Perth (Ward 12)				
Communities	Executive Director - B.Renton BA Hons			
Drawn by:	S.Stewart	Drawing Scales:	Not to Scale	
Checked by:		Project Code:	20mph 2023	
Approved by:		Drawing No:	43	
Date:	07/02/2023			



Legend

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprv	Date
AMENDMENTS				

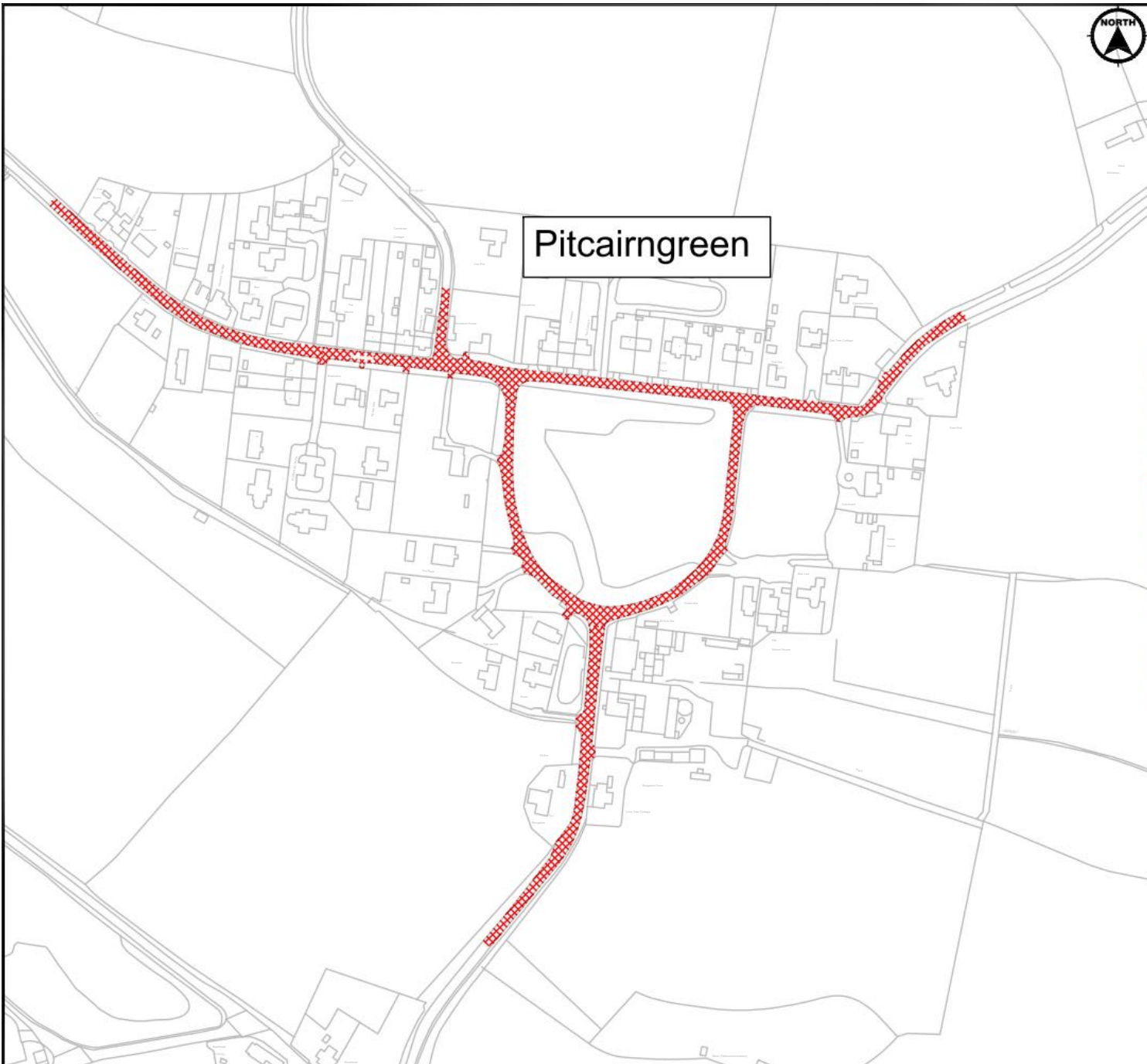


Proposed Traffic Regulation Order
 Perth and Kinross Council
 (20mph Speed Limit) (Variation)
 (No16) Order 202X
 Legal44
 Perth PRI
 (Ward 11)

Housing & Environment
 Drawn by: S.Stewart
 Checked by: .
 Approved by: .
 Date: 06/02/2023

Executive Director - B.Renton BA Hons
 Drawing Scale: NTS
 Project Code: 20mph 2023
 Drawing No: 44

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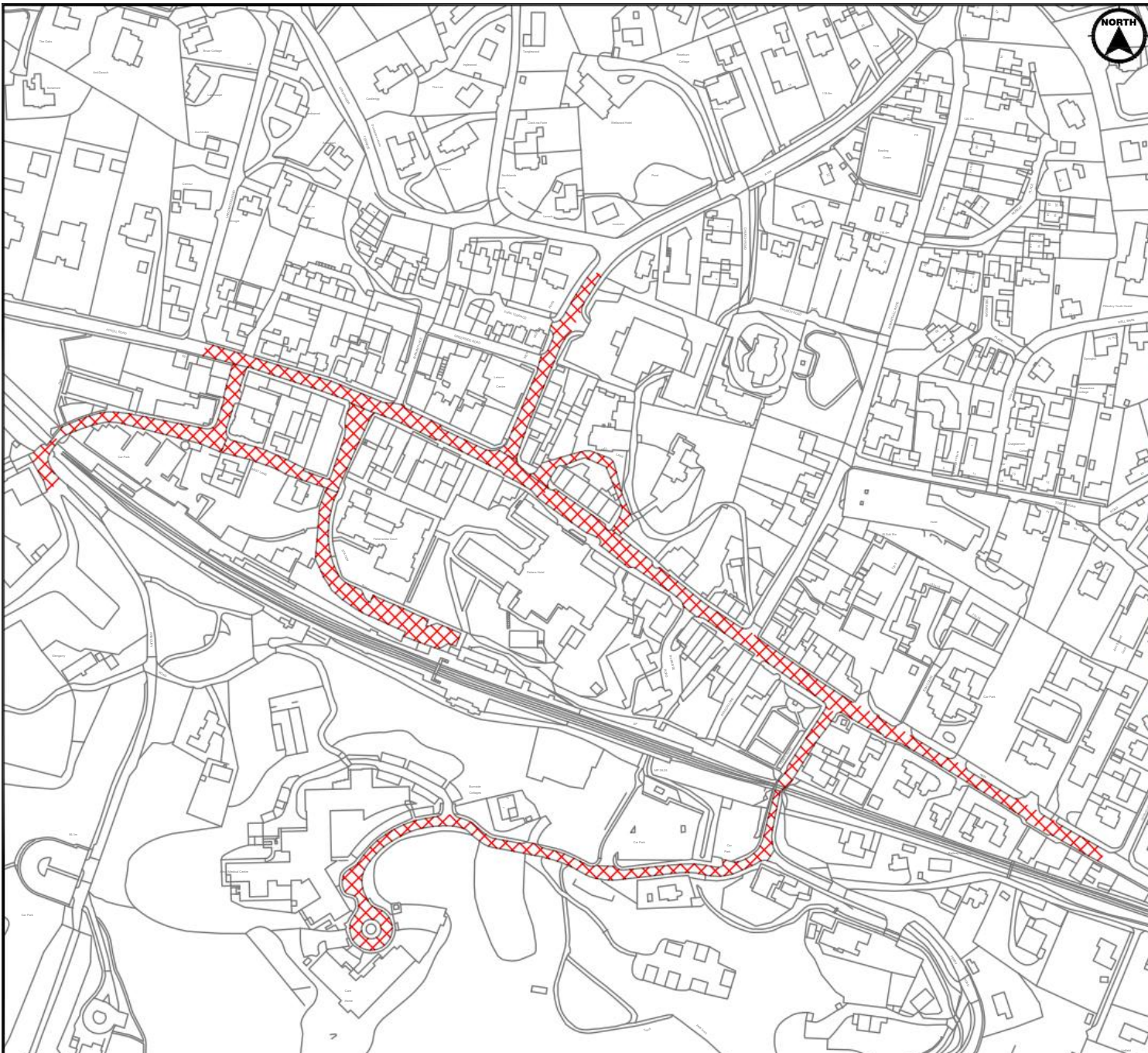


Proposed 20mph Speed Limit



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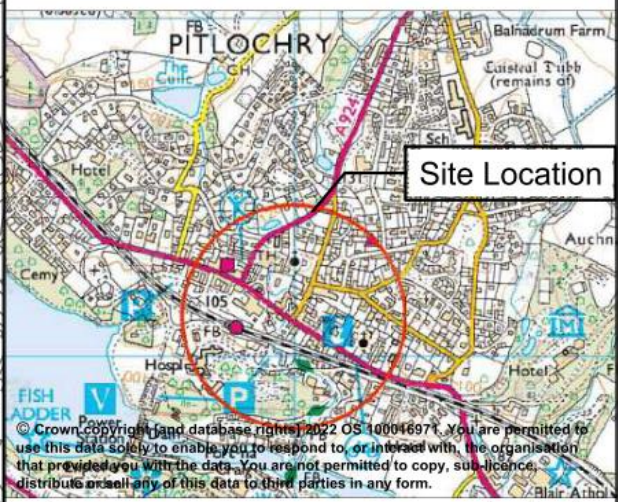
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
				
Proposed Traffic Regulation Order Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X Legal 45 Pitcairngreen (Ward 5)				
Communities		Executive Director - B.Renton BA Hons		
Drawn by: S.Stewart Checked by: Approved by:		Drawing Scales: NTS Project Code: 20mph 2023 Drawing No: 45		



Legend



Proposed 20mph Speed Limit



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AMENDMENTS



PERTH & KINROSS COUNCIL

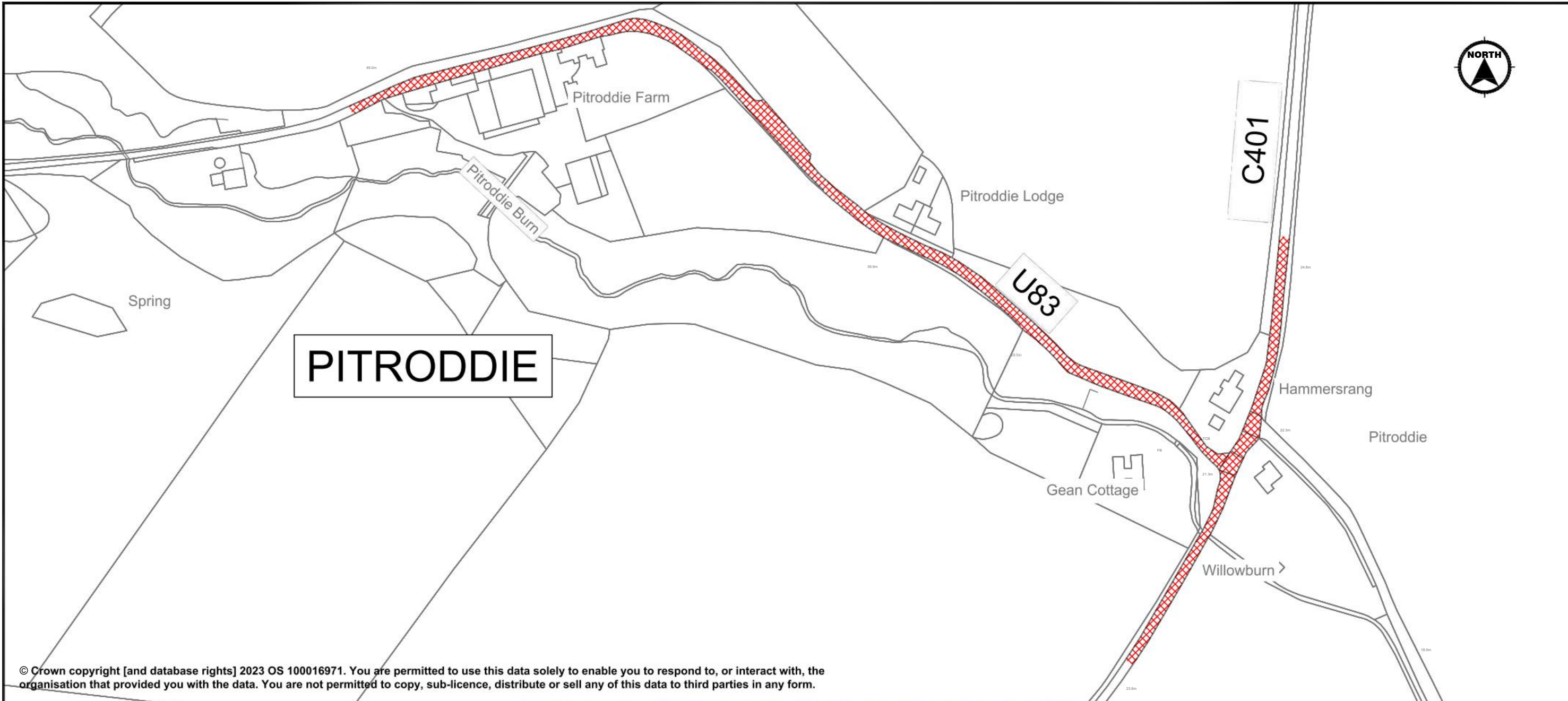
Proposed Traffic Regulation Order
 Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X
 Legal 46
 Pitlochry (Ward 4)

Communities

Executive Director - B.Renton BA Hons


Drawn by: S.Stewart
 Checked by:
 Approved by:

Drawing Scales: NTS
 Project Code: 20mph 2023
 Drawing No: 46




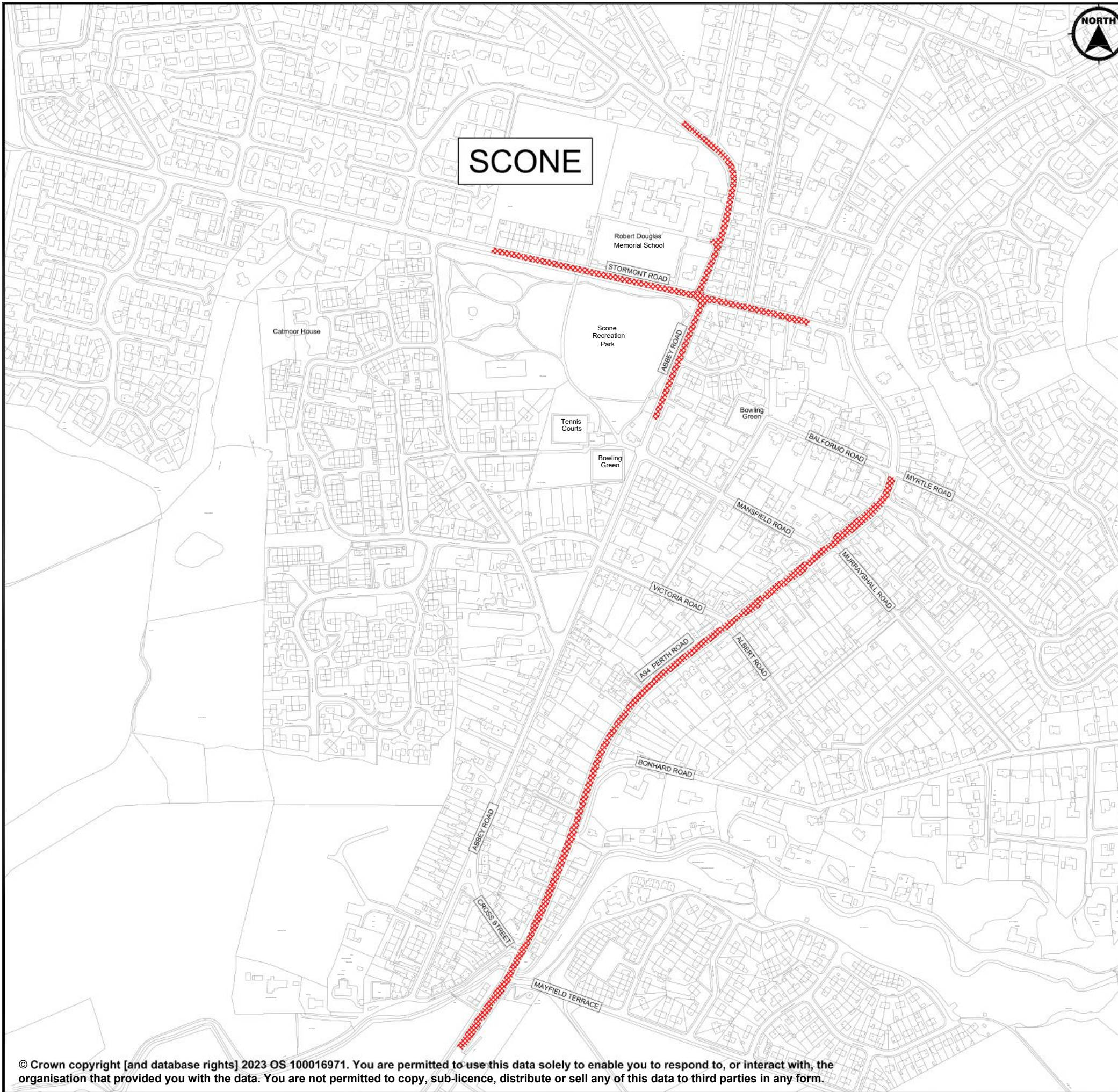
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LEGEND:

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 Proposed Traffic Regulation Order Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X Legal 47 Pitroddie (Ward 1)				
Communities		Executive Director - B.Renton BA Hons		
Drawn by:	S.Stewart	Drawing Scales:	NTS	
Checked by:		Project Code:	20mph_2023_Legal	
Approved by:	DM	Drawing No:	47	
Date:	02/02/2023			

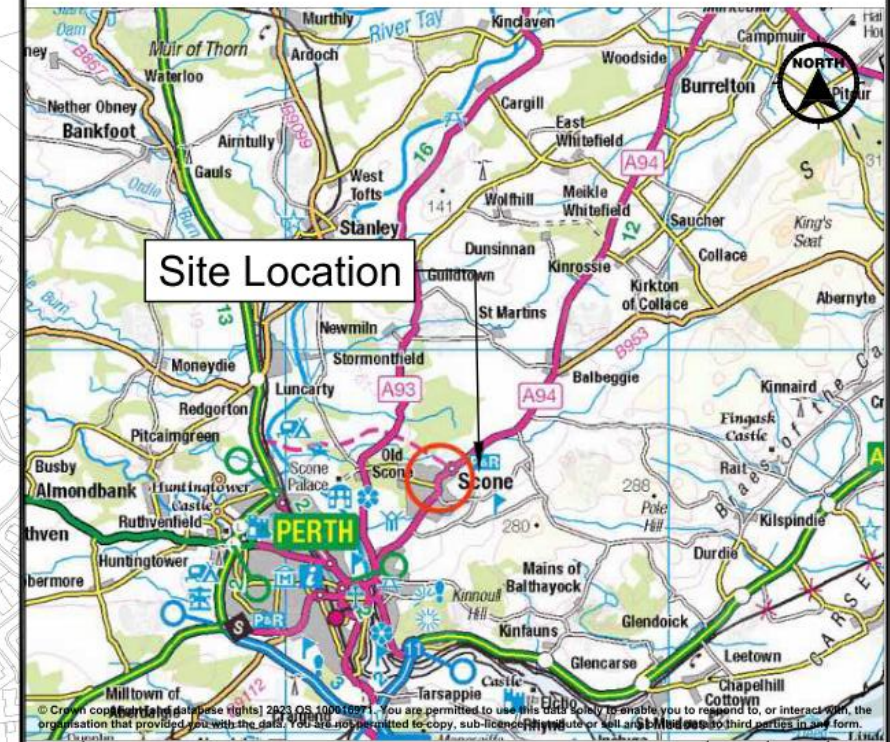


SCONE

Legend



Proposed 20mph Speed Limit



Site Location

Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X

Legal 49

Scone (Village Centre)
(Ward 2)

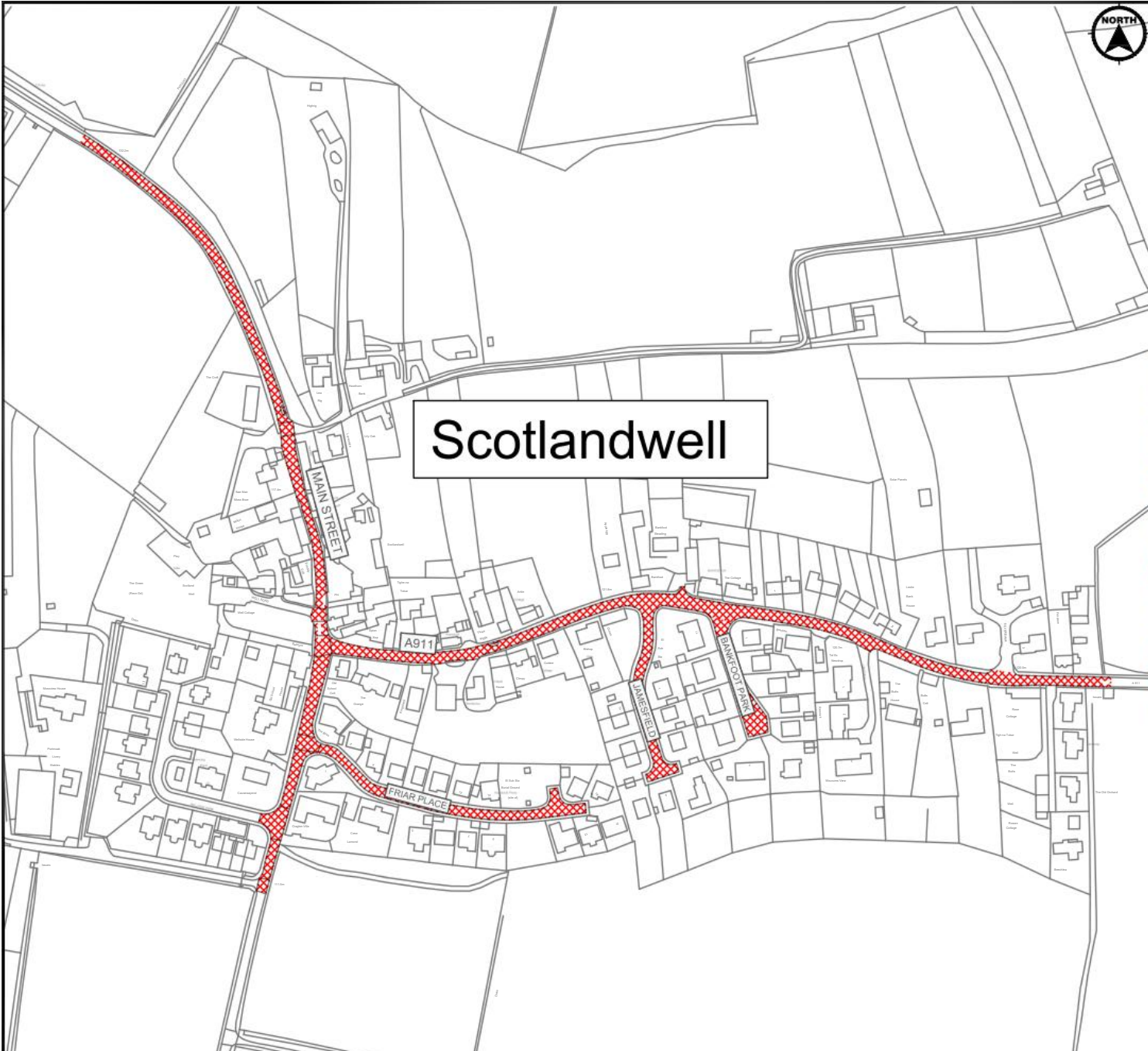
Communities

Executive Director - B.Renton BA Hons

Drawn by: S.Stewart
Checked by:
Approved by:
Date: 02/02/2023

Drawing Scales: NTS@A3
Project Code: 2023 20mph
Drawing No: 49

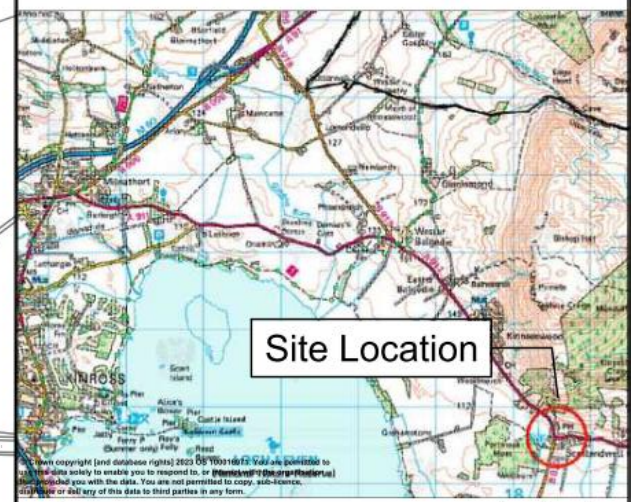
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Legend



Proposed 20mph Speed Limit



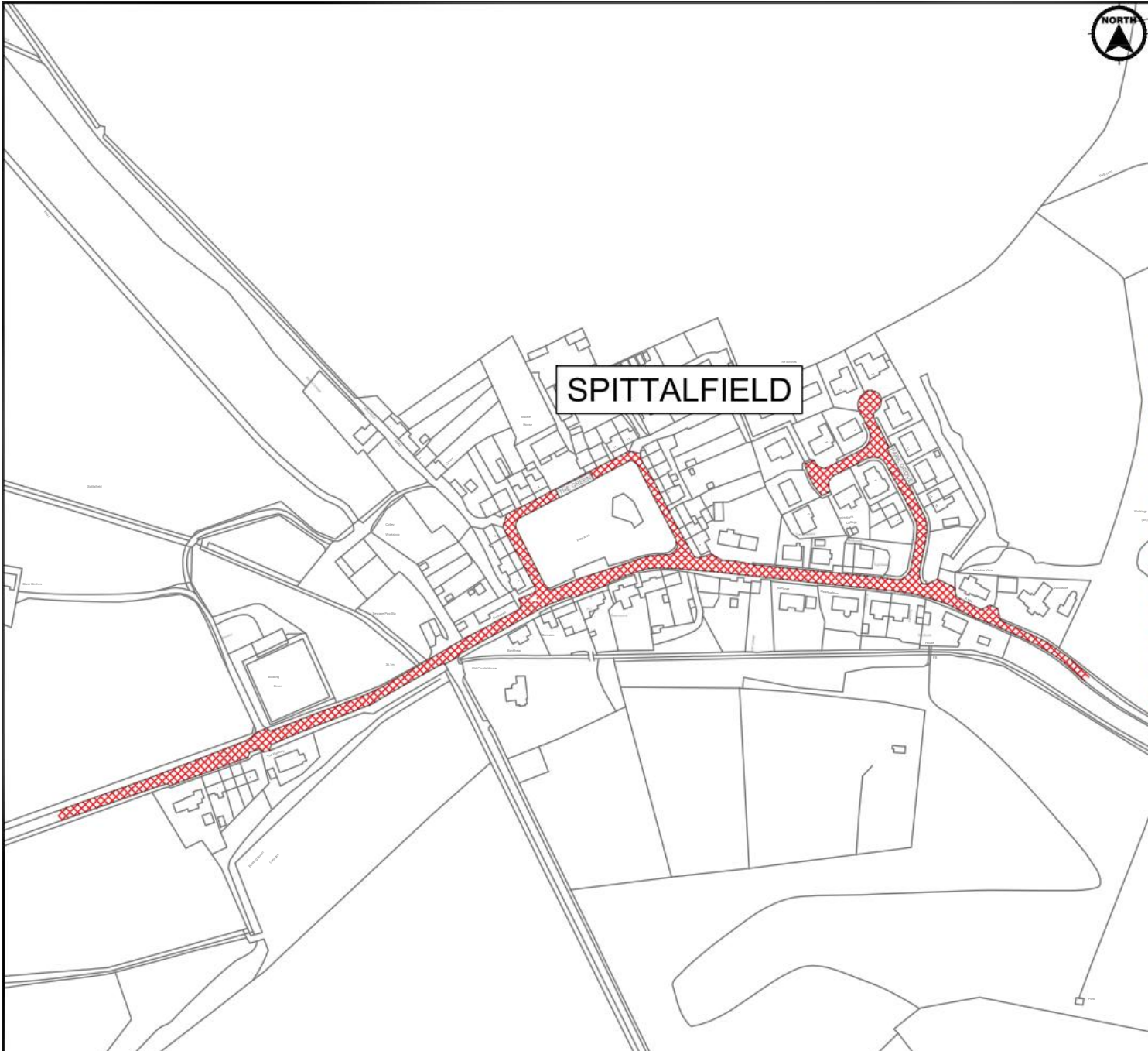
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Proposed Traffic Regulation Order
 Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X
 Legal 50
 Scotlandwell (Ward 8)

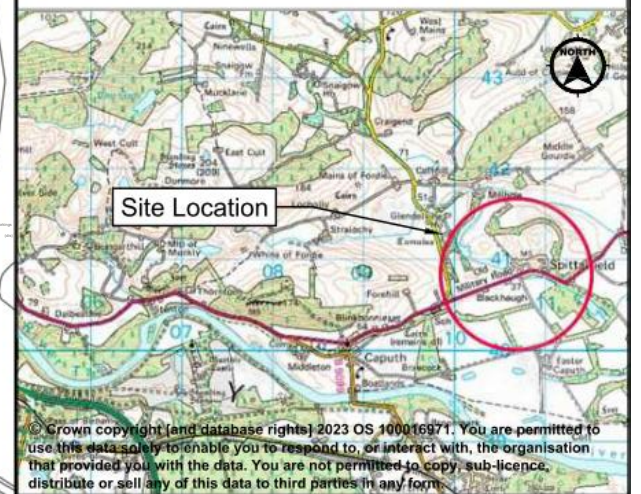
Communities	Executive Director - B.Renton BA Hons
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Checked by:	Project Code: 20mph 2023
Approved by:	Drawing No: 50




LEGEND

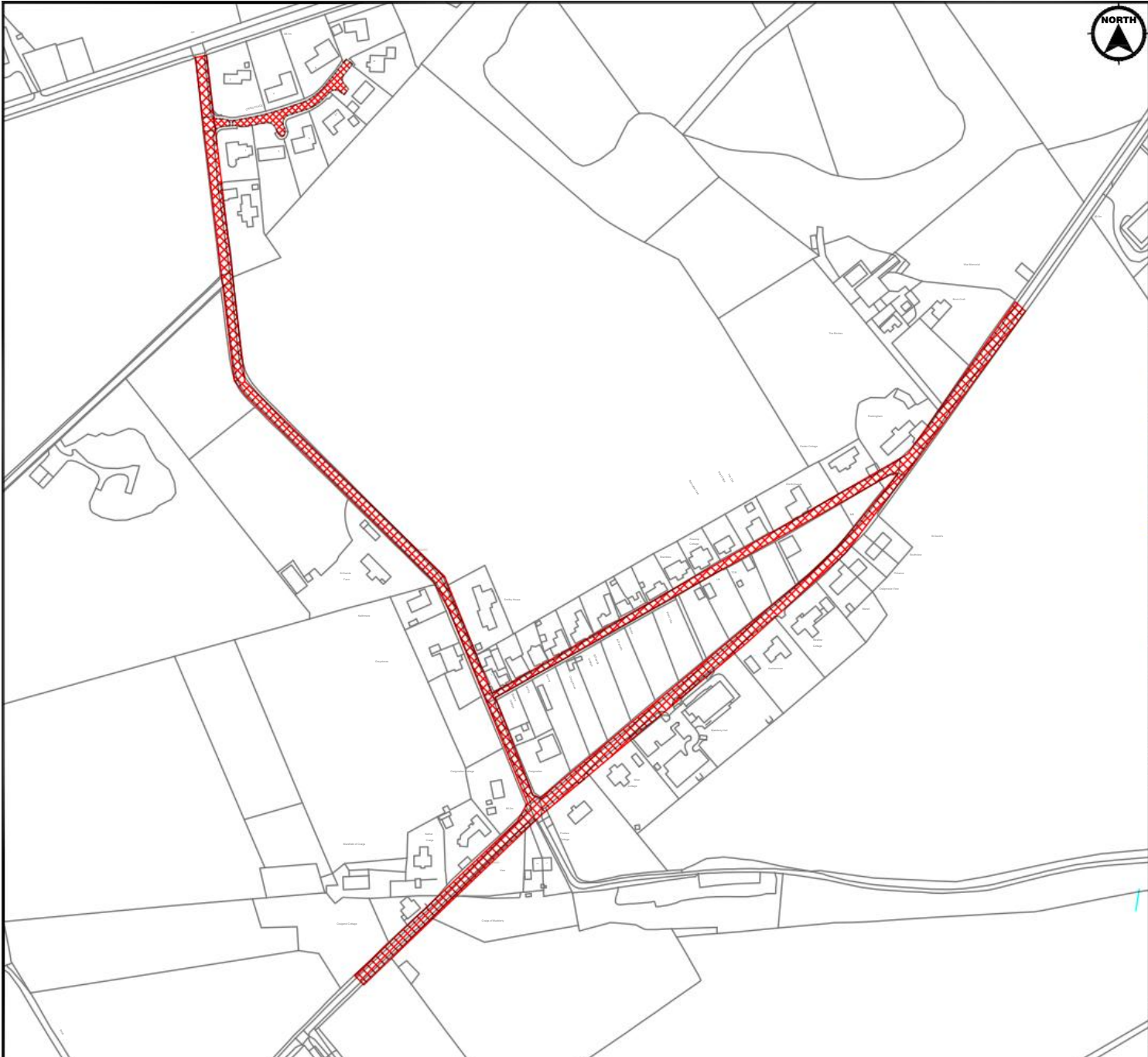
 Proposed 20mph speed limit



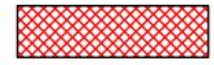
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X</p> <p>Legal 51</p> <p>Spittalfield (Ward 5)</p>
	<p>Executive Director - B.Renton BA Hons</p>

Drawn by: S.Stewart Checked by: Approved by:	Drawing Scales: NTS@A4 Project Code: 20mph 2023 Drawing No: 51
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Legend



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Proposed Traffic Regulation Order
Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X

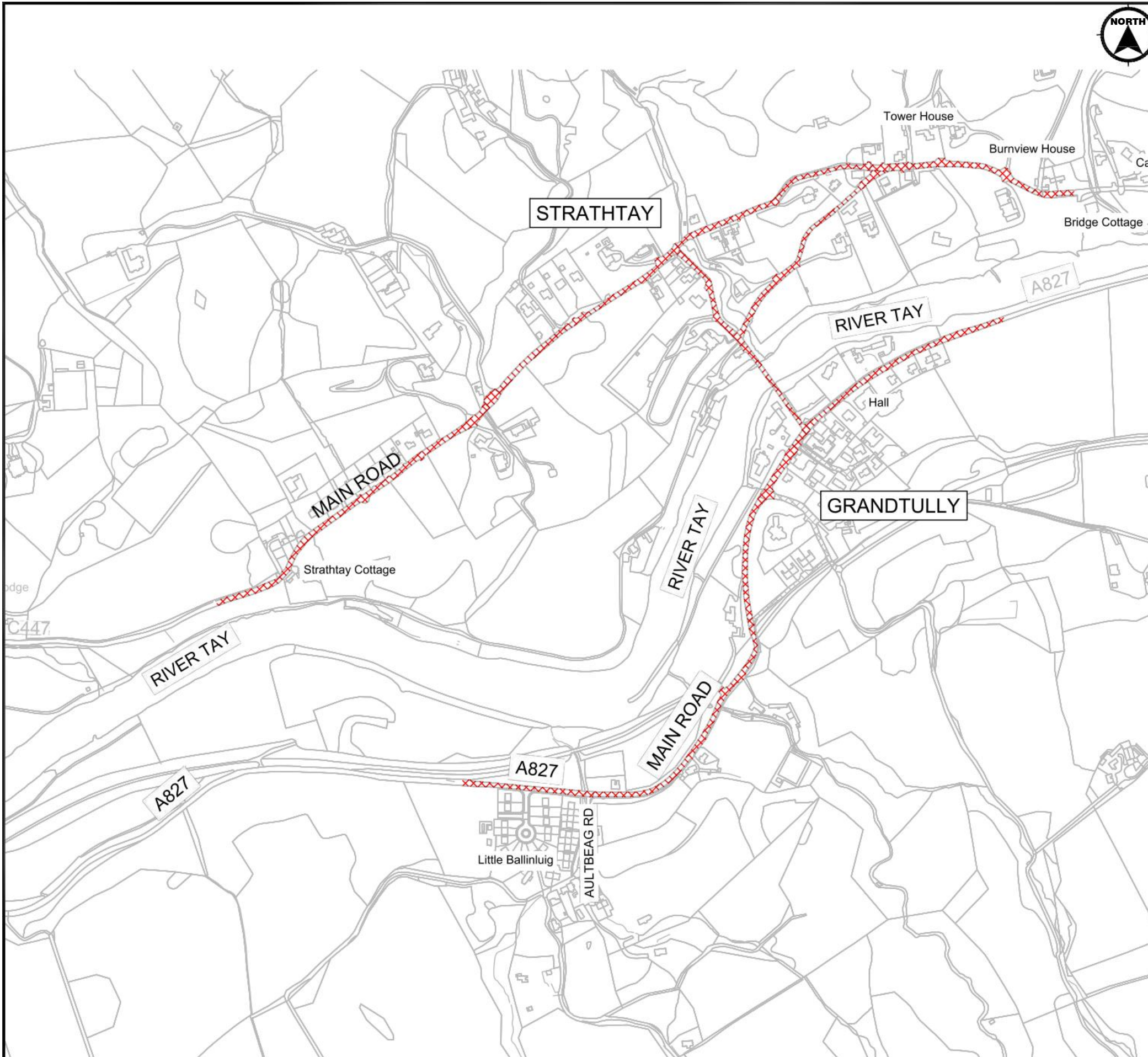
Legal 52
St David's
(Ward9)

Communities

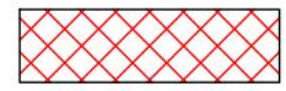
Executive Director - B.Renton BA Hons

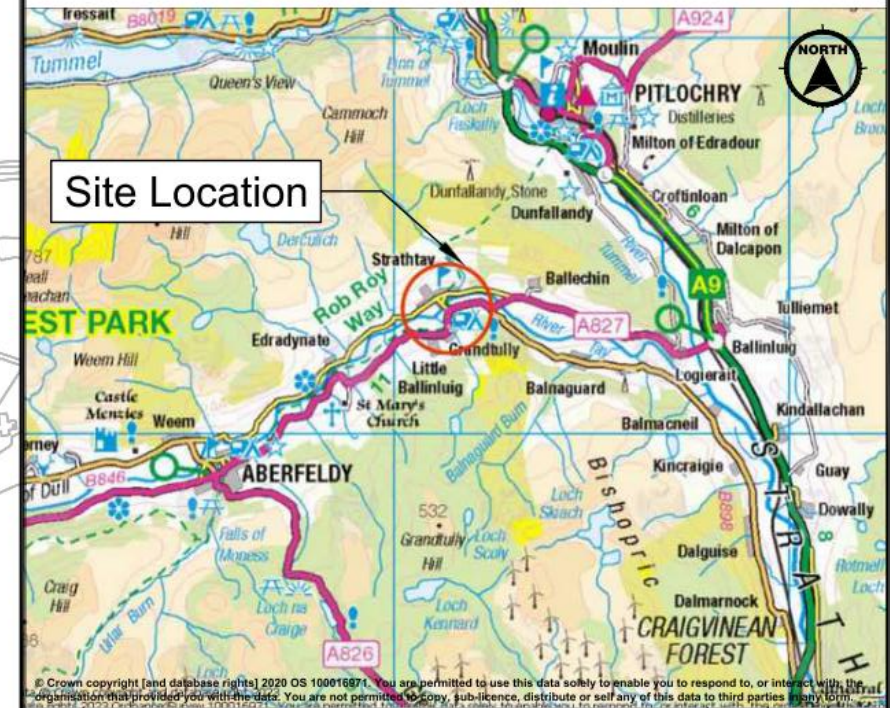
Drawn by: S.Stewart
Checked by:
Approved by:

Drawing Scales: NTS
Project Code: 20mph 2023
Drawing No: 52



Legend

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
 Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X

Legal 53

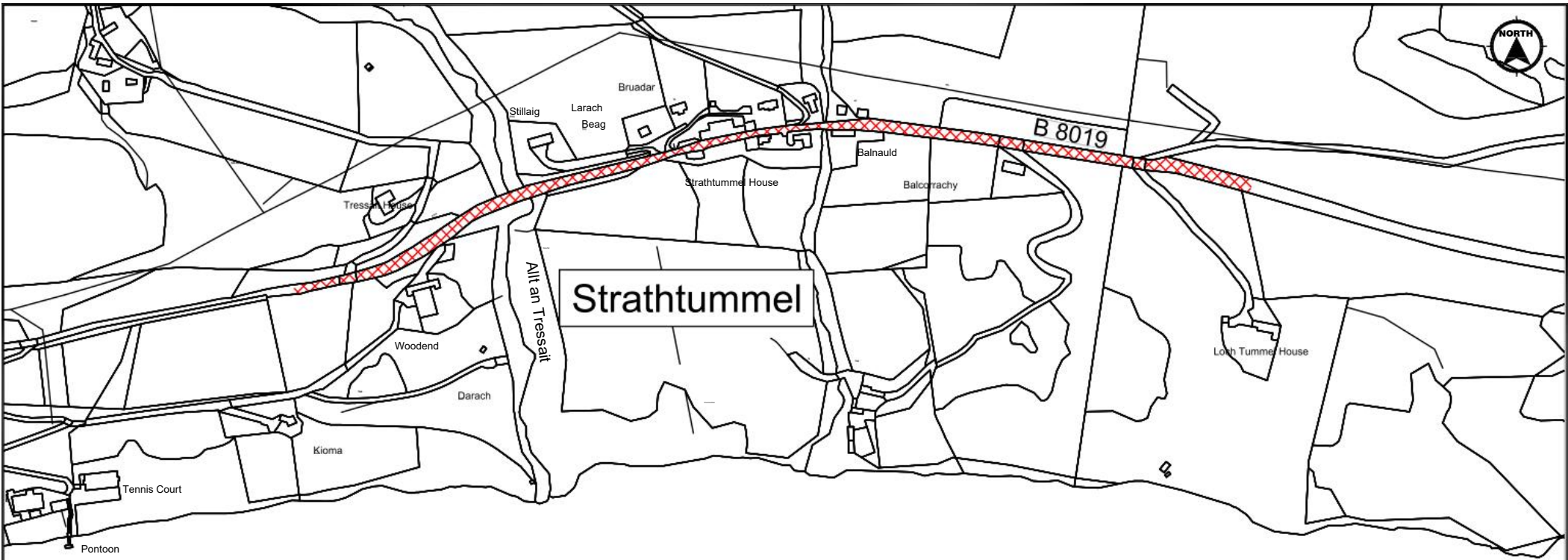
Strathtay
(Ward 4)

Communities

Executive Director - B.Renton BA Hons

Drawn by: S.Stewart
 Checked by:
 Approved by:
 Date: 01/02/2023

Drawing Scales: NTS@A3
 Project Code: 20 mph 2023
 Drawing No: 54



LOCH TUMMEL

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Legend

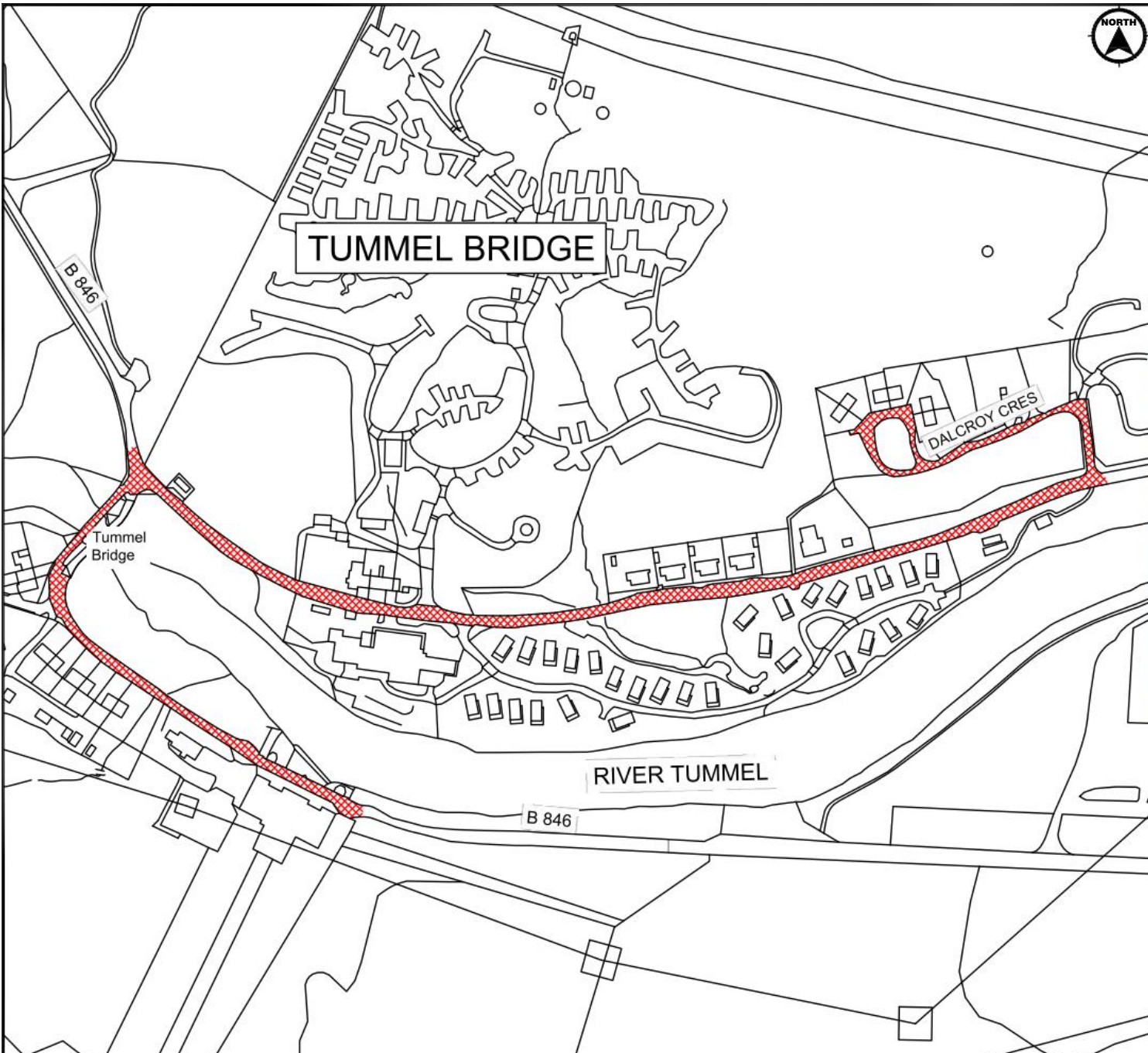


Proposed 20mph Speed Limit



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Revision Details		by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL				
Proposed Traffic Regulation Order		Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X		
Legal 54		Strathtummel (Ward 4)		
Communities		Executive Director - B.Renton BA Hons		
Drawn by: S.Stewart		Drawing Scales: NTS@A4		
Checked by:		Project Code: 20mph 2023		
Approved by:		Drawing No: 54		
Page 01 of 126		01/02/2023		




Legend

 Proposed 20mph Speed Limit

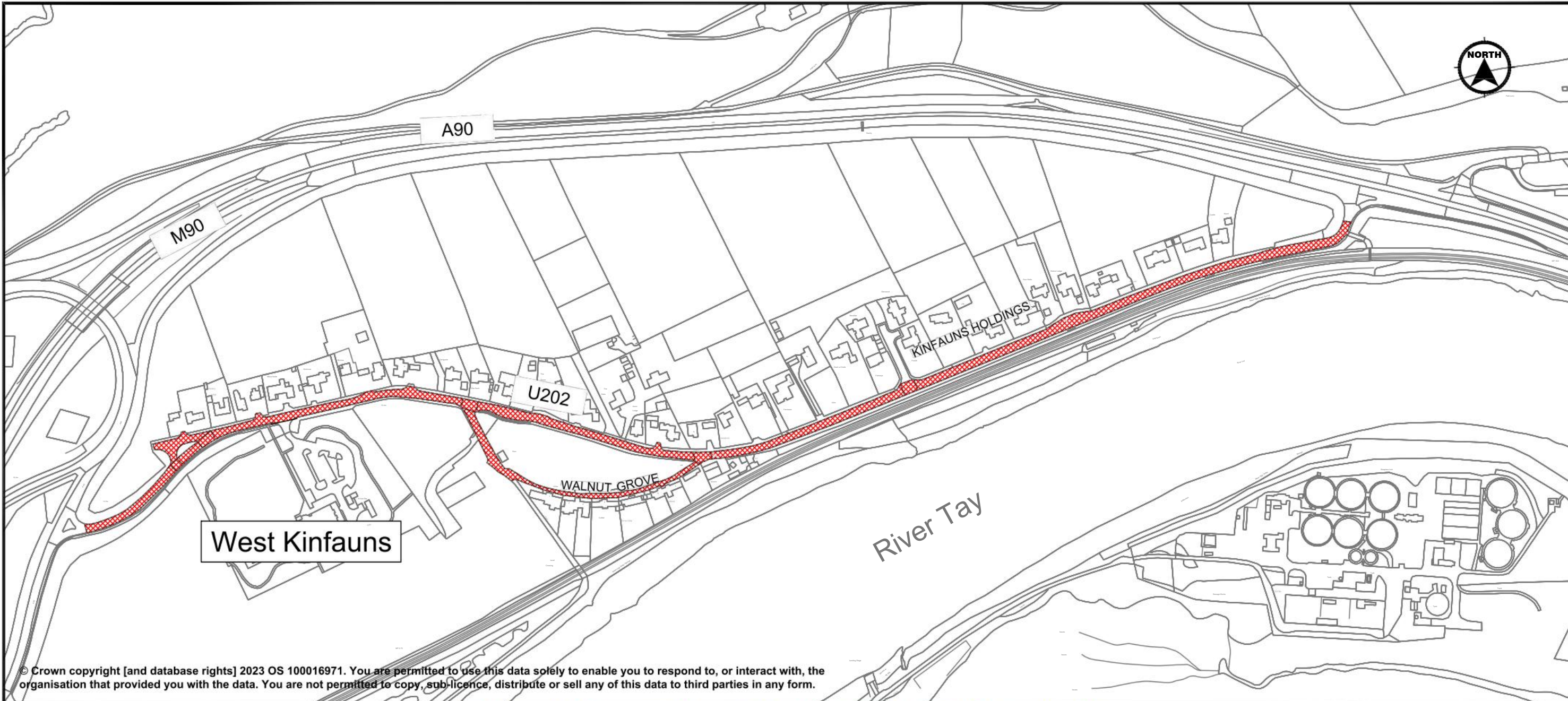


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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				

 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X</p> <p>Legal 55</p> <p>Tummelbridge (Ward 4)</p>
	<p>Executive Director - B.Renton BA Hons</p>

<p>Communities</p>	<p>Executive Director - B.Renton BA Hons</p>
<p>Drawn by: S.Stewart</p> <p>Checked by:</p> <p>Approved by:</p>	<p>Drawing Scales:</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 55</p>




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LEGEND:



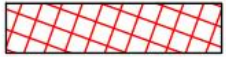
Proposed 20mph Speed Limit

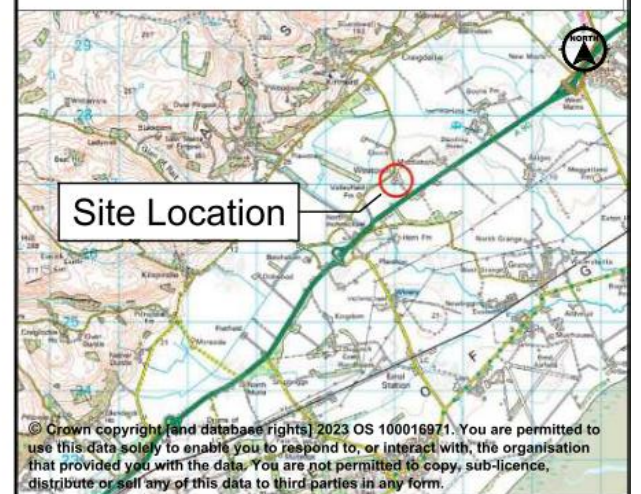


Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL				
Proposed Traffic Regulation Order Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X Legal 56 West Kinfauns (Ward 1)				
Communities Executive Director - B.Renton BA Hons				
Drawn by: S.Stewart Checked by: Approved by: Date: 09/02/2023		Drawing Scales: NTS Project Code: 20mph_2023_Legal Drawing No: 56		



Legend

 Proposed 20mph Speed Limit



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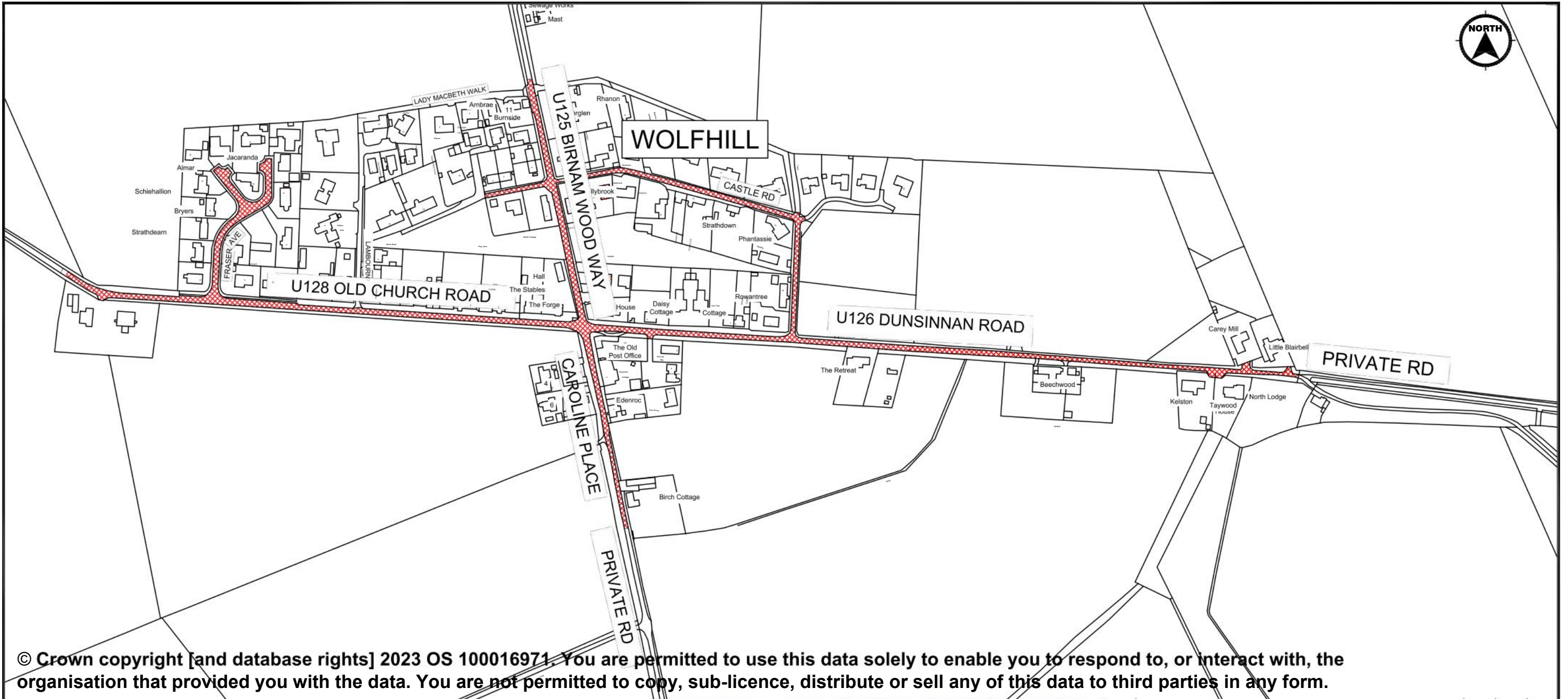
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				



Proposed Traffic Regulation Order
 Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X
 Legal 57
 Westown
 (Ward 1)


Communities Executive Director - B.Renton BA Hons

Drawn by: S.Stewart
 Checked by:
 Approved by:
 Drawing Scales: NTS@A4
 Project Code: 20mph 2023
 Drawing No: 58




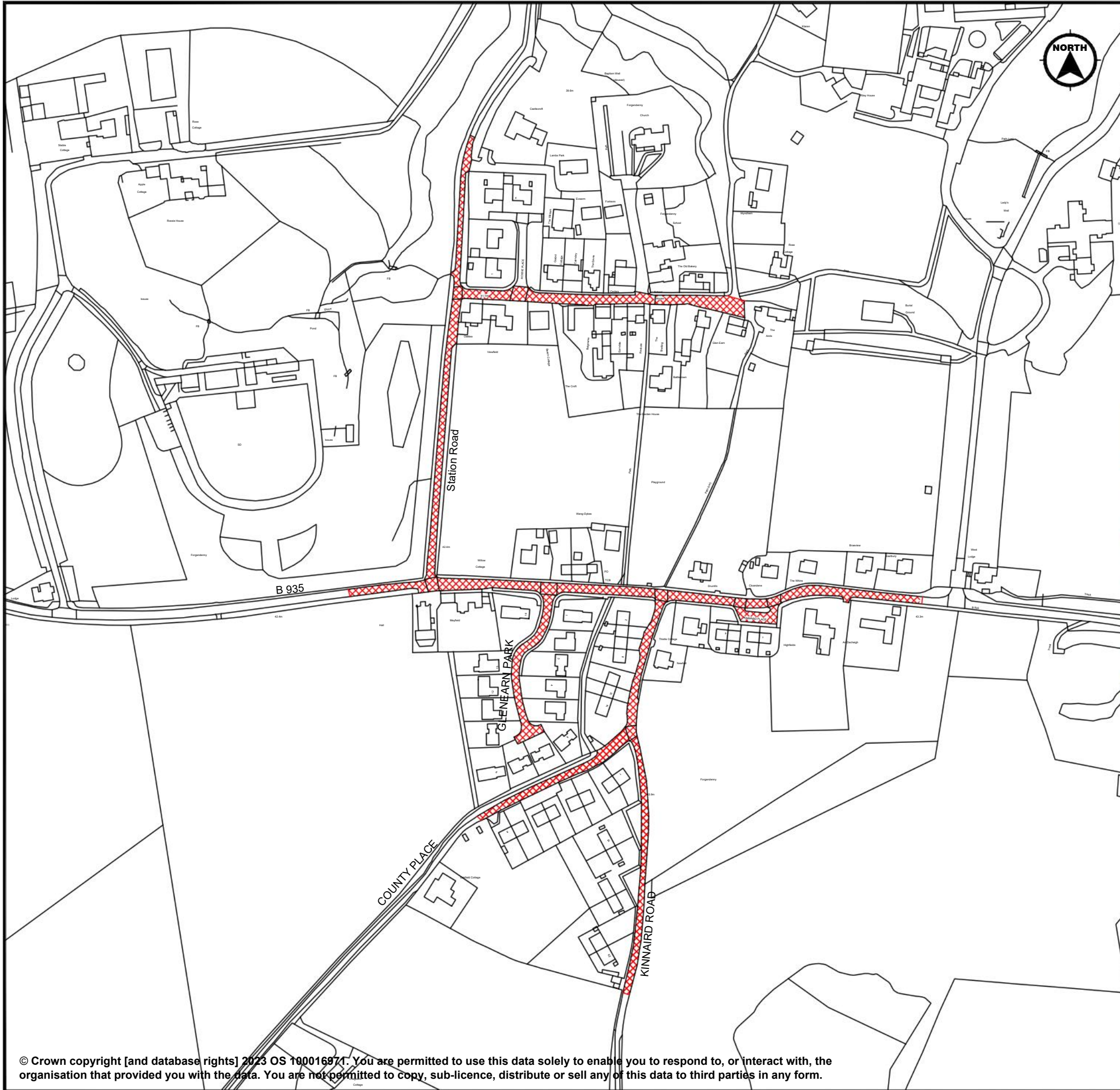
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Legend

 Proposed 20mph Speed Limit



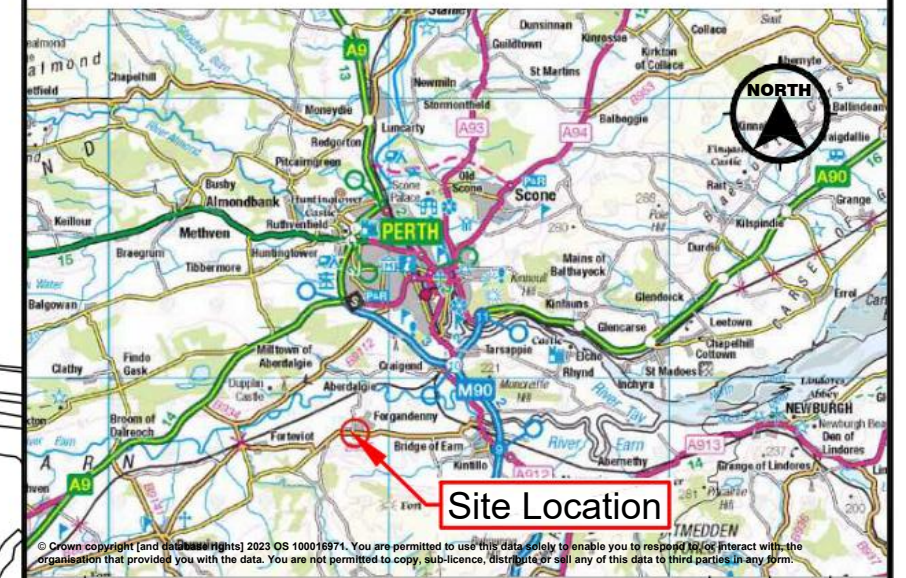
Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
				
Proposed Traffic Regulation Order Perth and Kinross Council (20mph Speed Limit) (Variation) (No16) Order 202X Legal 58 Wolfhill (Ward 2)				
Communities Executive Director - B.Renton BA Hons				
Drawn by: S.Stewart Checked by: Approved by: Date: 29/01/2023		Drawing Scales: NTS@A4 Project Code: 20mph 2023 Drawing No: 58		



LEGEND:



Proposed 20mph Speed Limit



Suffix	Revision Details	by	Apprvd	Date
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AMENDMENTS



Proposed Traffic Regulation Order
 Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x
 Legal 59
 Forgandenny (Ward 9)

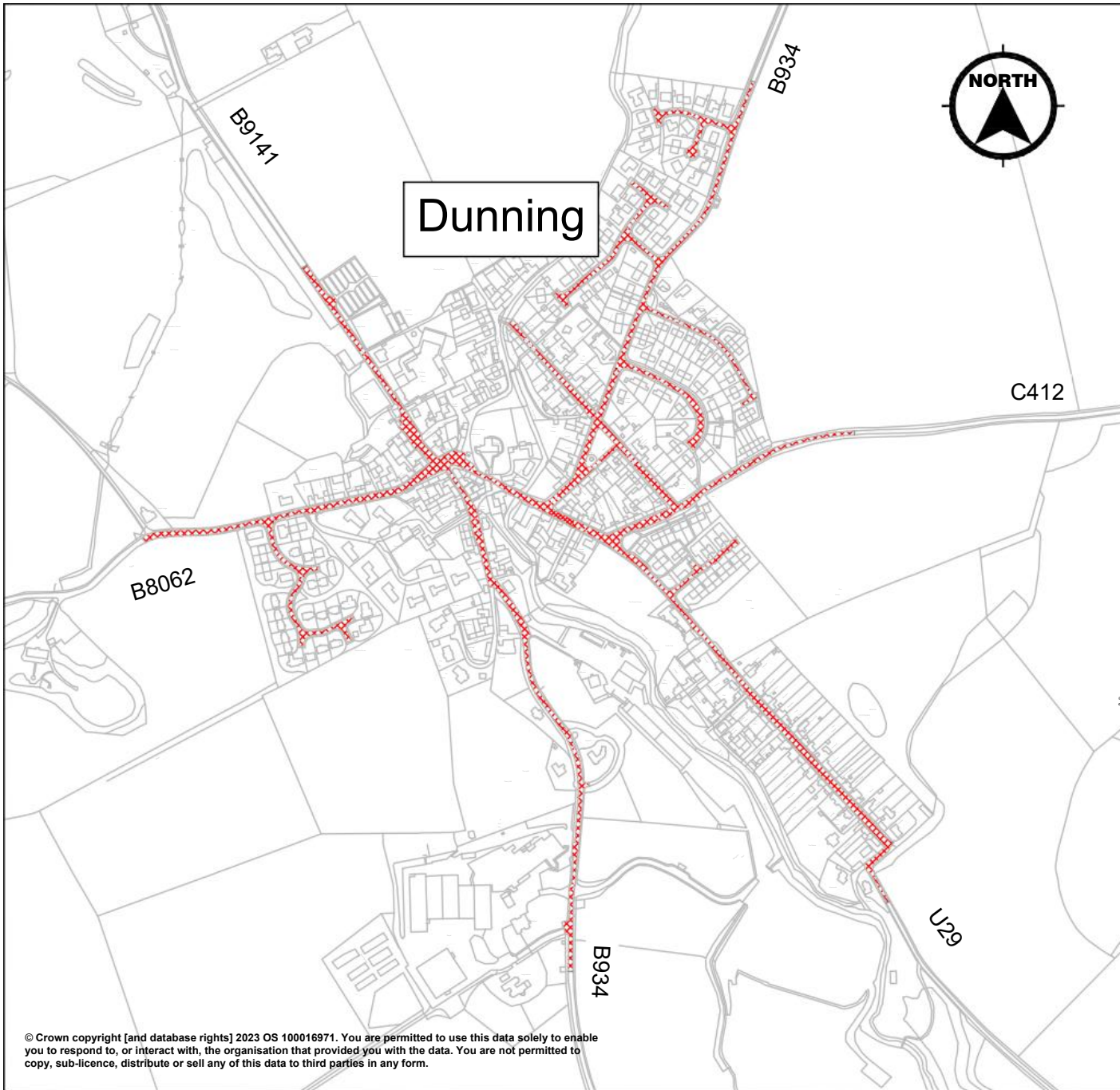
Communities

Executive Director - B.Renton BA Hons


Drawn by: MS
 Checked by: CL
 Approved by: BW
 Date: 01/03/2023

Drawing Scales: NTS
 Project Code: 20mph 2023
 Drawing No: 59

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LEGEND:

 Proposed 20mph Speed Limit



Suffix	Revision Details	by	Appr'd	Date
AMENDMENTS				

 PERTH & KINROSS COUNCIL	<p>Proposed Traffic Regulation Order</p> <p>Perth & Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202x</p> <p>Legal 60 Dunning (Ward 7)</p>
	<p>Executive Director - B.Renton BA Hons</p>

<p>Communities</p>	<p>Executive Director - B.Renton BA Hons</p>
<p>Drawn by: MS</p> <p>Checked by: CL</p> <p>Approved by: BW</p> <p>Date: 06/03/2023</p>	<p>Drawing Scales: NTS</p> <p>Project Code: 20mph 2023</p> <p>Drawing No: 60</p>

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Blair Watt

From: [REDACTED]
Sent: 26 May 2023 10:34
To: Blair Watt
Subject: Re: Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

Dear Blair

Please go ahead and lodge my objections to changing the temporary 20 mph speed limits that were put in place to help with social distancing to be permanent.

The information you sent out in your stock reply only applies to large towns and cities and is not relevant in rural areas.

There has been no real consultation on this in the rural areas.

All these limits should be lifted and put back as before and then if communities feel they need them and the majority of people who live and work in those communities request they should be changed then it should be considered, and this does not mean just the local councillor.

Regards [REDACTED]

Sent from my iPhone

> On 25 May 2023, at 13:19, Blair Watt <BWatt@pkc.gov.uk> wrote:

>

> Dear [REDACTED]

>

> Further to my email below, I would be grateful if you could confirm you wish to withdraw or maintain your objection by 12pm tomorrow?

>

> If you require any further information, please don't hesitate to contact me.

>

> Kind Regards

> Blair Watt | Project Officer

> Road Safety | Traffic and Network | Housing and Environment Perth &

> Kinross Council, Pullar House, 35 Kinnoull Street, Perth, PH1 5GD

> Phone: 01738 476944 Mobile: 07827 357105 Email: bwatt@pkc.gov.uk

>

>

>

> -----Original Message-----

> From: Blair Watt

> Sent: Monday, May 22, 2023 12:35 PM

> To: [REDACTED]

> Subject: RE: Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

>

> Dear [REDACTED]

>

> Thank you for your comments regarding Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

>

> I can confirm that this Traffic Regulation Order has been progressed in consultation with Local Elected Members, Community Councils and Local Residents. The various locations for the temporary 20mph speed limits were installed under the Councils Spaces for People project.

> However, following positive feedback from the various local
 > communities we were asked to make the reduced limits permanent and
 > have since agreed with the respective communities the extents of the
 > speed limits
 >
 > You have raised several points in your objection which I have tried to answer below.
 >
 > Road Safety
 > There is a positive relationship between 20mph speed limits and reducing casualties and collisions on road. 20mph speed limits should reduce the risk of a collision and the severity. The chances of survival if struck at 20mph (90%) are much greater than at 30mph (50%). Slower vehicle speeds help to promote liveable streets and encourage active travel.
 >
 > Air Quality
 > There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions. Research has found that reducing speeds from 30mph to 20mph significantly reduced CO2 and NOx emissions whilst only having a minimum impact on journey times.
 >
 > Journey Times
 > Journey times on roads in urban areas tend to be determined by junctions, crossings and parked vehicles, rather than the speed limit. In many cases lowering the speed limit to 20mph will have little or no impact on journey times. Where there is an impact, this would be negligible, but in turn would make roads safer for more vulnerable road users.
 >
 > Fuel Consumption
 > Fuel consumption is mainly influenced by the way people drive. Driving at a consistent speed is better than stopping and starting. Accelerating up to 30mph can take over twice as much energy as accelerating up to 20mph. A 20mph speed limit and a smooth driving style, can help avoid unnecessary speeding up and slowing down, in turn saving fuel. A study by the Transport Research Board identified that 30km/h zones (18.6mph) resulted in a 12% reduction in fuel consumption.
 >
 > Here are a list of link which you might find useful regarding some of the research mentioned above.
 > <https://content.tfl.gov.uk/speed-emissions-and-health.pdf>
 > <https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>
 > https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf
 > <https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#smooth-driving-and-speed-reduction>
 >
 > I hope that the above information demonstrates that making permanent the temporary 20mph speed limits is a positive action for road safety, air quality, journey times as well as improving local communities in several other ways.
 >
 > I would be grateful if you could please confirm whether you wish to withdraw or maintain your objection to the above Traffic Regulation Order? I would be grateful if you could confirm by 12pm on Friday 26th May 2023.
 >
 > If you wish to maintain your objection, we are then required to report your objection to the appropriate Council committee for the Local Elected Members to consider all objections and agree a way forward.
 > If you require any further information, please don't hesitate to contact me.
 >
 > Kind Regards
 > Blair Watt | Project Officer
 > Road Safety | Traffic and Network | Housing and Environment Perth &
 > Kinross Council, Pullar House, 35 Kinnoull Street, Perth, PH1 5GD

> Phone: 01738 476944 Mobile: 07827 357105 Email: bwatt@pkc.gov.uk

>

>

>

> -----Original Message-----

> From: CDS Legal Sevices <LegalServices@pkc.gov.uk>

> Sent: 18 May 2023 10:43

> To: Blair Watt <BWatt@pkc.gov.uk>

> Subject: FW: Perth and Kinross Council (20mph Speed Limit) (Variation)

> (No 16) Order 202X - Perth & Kinross

>

>

> Legal Services

> Perth & Kinross Council

> Legal & Governance Services


> 2 High Street

> PERTH

> PH1 5PH

>

> Phone: 01738 475115

>  Help save paper - do you need to print this e-mail?

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> -----Original Message-----

> From: 

> Sent: Wednesday, May 17, 2023 9:04 PM

> To: CDS Legal Sevices <LegalServices@pkc.gov.uk>

> Subject: Perth and Kinross Council (20mph Speed Limit) (Variation) (No

> 16) Order 202X - Perth & Kinross

>

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>

>

> Dears sirs

> I object to the blanket move to enforce 20 mph zones, that were set up to protect people whilst having to socially distance and not be able to walk on the normal side of the road or to share a pavement .

> Whilst 20 mph zones have their place I would suggest they are used around schools and on housing estates for the shortest possible distances. This is because most people ignore the current 20 zones as they are far too long and I have been over taken on several occasions whilst observing one or more of these zones, even police vans and cars on normal duty have been seen ignoring them!

> In general the public will accept 30 mph or 40 mph zones as being fair, the use of 20 zones holds up the flow of traffic and costs commerce time and money which has to be passed on to the public and thus driving inflation.

> I would like to reiterate my objection to the blanket enforcement of 20 mph zones and hope that the council sees sense when looking into this and that each village, settlement and road is looked at as an individual case.

> Kind regards

> 

>

>

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- > General enquiries to Perth & Kinross Council should be made to enquiries@pkc.gov.uk or 01738 475000.
- >

Blair Watt

From: [REDACTED]
Sent: 25 May 2023 16:34
To: Blair Watt
Subject: Re: FW: Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

Dear Blair

Thank you for your emails and I apologise for the delay in replying.

As you say in your reply, I raised several points which you have "tried to answer". This is, however, untrue. Having read through your email, I find little that deals directly with the 5 points that I raised. In fact, this appears to be an altogether standard email reply [REDACTED] also emailed, apparently with different points that he raised, and has received an identical email in reply.

Regarding your replies, firstly, I am fully aware of the relationship between decreased speed and casualties, however, as stated in my original email, the policy was applied throughout PKC to all villages and hamlets in response to the need to social distance during the pandemic, in particular since people may have needed to walk on the road when passing another pedestrian from a different household. As previously stated, this is no longer required since we do not have to social distance any longer.

If speed and casualties/collisions are now the primary concern, each individual area should be investigated as to road usage (ie, were these areas with much, if any pedestrian and/or cycle usage), what other provisions are already in place, such as footpaths, and the length of the area restricted for the benefit to each individual area to be properly assessed. In Bridge of Cally, as stated, there is a very safe footpath from the hall right down to the bridge and, whilst currently bicycles cannot use this, it may have been better to look at shared usage if the road was such a concern for cyclists. This would alleviate the need for the 20 mph on the A93 to continue for such a great length. When it was a 30 mph zone, most people were happy to travel at or under 30, whereas now the 20 is being ignored, for the most part. While ignoring a speed limit is definitely not a reason to remove it, having a relevant speed limit would increase compliance.

You have included air quality, which I did not raise as a concern, however you explain that the difference between travelling at 20mph and 30mph does not increase air pollution since there is less acceleration/deceleration at 20. Whilst this may be the case in town, we are not talking about extremely busy areas with lots of stopping and starting. A smooth drive through an area at an appropriate speed up to 30mph, depending on conditions, would not be detrimental to the air quality. The main point of your evidence to support this is that a steady speed, whatever it may be, is more beneficial than SUDDEN increases and decreases.

Again, I did not raise journey times, however most of your reasons, such as junctions, crossings and parked cars are irrelevant for many of the places with the temporary 20mph zones, since there are very few if any of these in the areas concerned. Furthermore, one or two small 20mph zones may not have much of an impact, but add a number of them to a journey and it does have an impact. There are at least 4 between my business in Kirkmichael and Coupar Angus which means that each time I send my van out, a minute or so in each zone can add 15 minutes or more to a return journey. This means that I need to pay my van driver an extra £2 to £3 in wages for every journey which, over a year, will add considerably to the cost of operating a business.

I did not raise fuel consumption as a concern, but it was included in answers to the points that I raised. Having read the various articles you include in your reply, many of these relate to built up areas and one is specifically for TfL and looking at the impact of 20 mph zones as opposed to 30 mph zones in LONDON. This is hardly a relevant comparison. It will always be possible to find a study which proves or disproves a matter, but it needs to be applied to the correct conditions to be meaningful.

I absolutely agree that there are a number of places where a 20 mph restriction is both relevant and a good thing, however I stick by my points that the current, temporary rural restrictions are too slow over too long a distance. As I mentioned, some of Kirkmichael will, certainly, benefit from being 20mph, however not the whole length to the east of the village. You state that this TRO has been progressed in consultation with Local Elected Members, community councils and local residents, however I have not seen anything on the community council minutes, I did speak to councillor Ellis raising my concerns when the restrictions were originally due to be extended, to which his reply was "well many people like them" so I doubt that my voice was heard, or, for that matter anyone else who objected and, although PKC has put notices up regarding the move to make these permanent, there has been nothing on their Facebook page or on local radio or in local shops to alert local residents to this TPO and, when speaking to other locals, most had no idea about this.

Slow down in TOWN is, again, a good policy. There is a much higher likelihood of hazards such as children, pedestrians, etc, in a town, however driving through, for instance, Ballintuim, again, there is never a pedestrian or cyclist in sight. Cycling to work from the A93 to Kirkmichael each day, I do not feel safer due to the 40/20 zone (although better road surfaces would make it much safer, but that is a different question). In town there is also more likely to be stop/start driving meaning acceleration and braking so, again, a lower speed limit reduces the impact of this, however this is not the case in these rural locations. Slowing down from a possible 50-60 to 30 mph would be just as beneficial, if not more so.

I maintain my objections and would be grateful if they are reported, as stated in your email, for proper consideration at the appropriate committee, along with my replies to your points herewith and hope that they will not be presented such that they are given a standardised reply.

Kind regards
[REDACTED]

On Thu, May 25, 2023 at 1:19 PM Blair Watt <BWatt@pkc.gov.uk> wrote:

Dear [REDACTED]

Further to my email below, I would be grateful if you could confirm if you wish to withdraw or maintain your objection by 12pm tomorrow?

If you require any further information, please don't hesitate to contact me.

Kind Regards

Blair Watt | Project Officer

Road Safety | Traffic and Network | Housing and Environment

Perth & Kinross Council, Pullar House, 35 Kinnoull Street, Perth, PH1 5GD

Phone: 01738 476944 Mobile: 07827 357105 Email: bwatt@pkc.gov.uk

-----Original Message-----

From: Blair Watt

Sent: Monday, May 22, 2023 12:35 PM

To: [REDACTED]

Subject: RE: Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

Dear [REDACTED]

Thank you for your comments regarding Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

I can confirm that this Traffic Regulation Order has been progressed in consultation with Local Elected Members, Community Councils and Local Residents. The various locations for the temporary 20mph speed limits were installed under the Councils Spaces for People project. However, following positive feedback from the various local

communities we were asked to make the reduced limits permanent and have since agreed with the respective communities the extents of the speed limits

You have raised several points in your objection which I have tried to answer below.

Road Safety

There is a positive relationship between 20mph speed limits and reducing casualties and collisions on road. 20mph speed limits should reduce the risk of a collision and the severity. The chances of survival if struck at 20mph (90%) are much greater than at 30mph (50%). Slower vehicle speeds help to promote liveable streets and encourage active travel.

Air Quality

There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions. Research has found that reducing speeds from 30mph to 20mph significantly reduced CO₂ and NO_x emissions whilst only having a minimum impact on journey times.

Journey Times

Journey times on roads in urban areas tend to be determined by junctions, crossings and parked vehicles, rather than the speed limit. In many cases lowering the speed limit to 20mph will have little or no impact on journey times. Where there is an impact, this would be negligible, but in turn would make roads safer for more vulnerable road users.

Fuel Consumption

Fuel consumption is mainly influenced by the way people drive. Driving at a consistent speed is better than stopping and starting. Accelerating up to 30mph can take over twice as much energy as accelerating up to 20mph. A 20mph speed limit and a smooth driving style, can help avoid unnecessary speeding up and slowing down, in turn saving fuel. A study by the Transport Research Board identified that 30km/h zones (18.6mph) resulted in a 12% reduction in fuel consumption.

Here are a list of link which you might find useful regarding some of the research mentioned above.

<https://content.tfl.gov.uk/speed-emissions-and-health.pdf>

<https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf

<https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#smooth-driving-and-speed-reduction>

I hope that the above information demonstrates that making permanent the temporary 20mph speed limits is a positive action for road safety, air quality, journey times as well as improving local communities in several other ways.

I would be grateful if you could please confirm whether you wish to withdraw or maintain your objection to the above Traffic Regulation Order? I would be grateful if you could confirm by 12pm on Friday 26th May 2023.

If you wish to maintain your objection, we are then required to report your objection to the appropriate Council committee for the Local Elected Members to consider all objections and agree a way forward.

If you require any further information, please don't hesitate to contact me.

Kind Regards

Blair Watt | Project Officer

Road Safety | Traffic and Network | Housing and Environment Perth & Kinross Council, Pullar House, 35 Kinnoull Street, Perth, PH1 5GD

Phone: 01738 476944 Mobile: 07827 357105 Email: bwatt@pkc.gov.uk

-----Original Message-----

From: CDS Legal Sevices <LegalServices@pkc.gov.uk>

Sent: 18 May 2023 10:42

To: Blair Watt <BWatt@pkc.gov.uk>

Subject: FW: Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

Legal Sevices
Perth & Kinross Council
Legal & Governance Sevices
2 High Street
PERTH
PH1 5PH

Phone: 01738 475115

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-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 17, 2023 8:15 PM

To: CDS Legal Sevices <LegalServices@pkc.gov.uk>

Subject: Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

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Dear Sir

I would like to object to the above temporary order being made permanent for the reasons stated below:

1. The intention of the temporary order was to enhance the safety of pedestrians and cyclists, in particular having to give more space to one another during the Covid pandemic. This is no longer required.
2. The 20mph limits were brought in as a blanket restriction across all villages and hamlets throughout PKC without giving adequate consideration to each individual area's requirements, both from the point of view of geography and road usage (ie do people actually use the roads in the way anticipated, or are the restricted areas/roads over too long a distance?).
3. The 20mph restrictions cover too long an area in most cases and are often in areas with very few or no pedestrians or cyclists.
4. With the length of the restricted areas being so long, and often devoid of pedestrians or cyclists, motorists regularly ignore the 20 mph restriction and harass or overtake anyone abiding to the restriction, whereas at 30mph motorists respect the speed limits much better.
5. Motorists' attention is diminished when driving through an empty road in the middle of the countryside at a much slower speed.

[REDACTED] I believe that the 20 mph in Bridge of Cally would serve the area much better if it was limited to the area on the A93 around the hotel and village shop where there is no footpath and there are likely to be pedestrians, as well as going west on the A924 it should take in the caravan site. The rest of the village should revert to 30mph as it was prior to the pandemic. The area from the hall to the shop is well-served by a footpath.

In Kirkmichael, again, the area in the centre of the village would benefit from being 20mph as there are often parked cars, children and animals around, however, this could start by the bend before the church on the A924 to the east of the village, and finish at the end of the houses to the west. The remaining area currently at 20 mph should revert to 30mph and the 40mph areas returned to the national speed limit of 60 mph.

Another road we regularly use is the A827 to the north of Loch Tay. Again, there is an incredibly long section at 20 mph around Fearnan and the turning to Glen Lyon/Fortingall that has no justification to be a 20 mph. We have never seen a pedestrian or cyclist on the entire stretch and it would perfectly adequately be served by a 40 mph limit.

I would like to add that I am a motorist with many years' experience and have never had any points on my licence. I consider myself to be a careful and considerate driver so am not objecting for the sake of speeding around the countryside. I am also a cyclist and regularly cycle to work, as well as around the area generally, and I do not consider that keeping the 20 mph areas as they currently stand would enhance my enjoyment or safety in these areas.

Please do not proceed with the blanket adoption of the traffic order.

Kind regards

A large black rectangular redaction box covering the signature of the sender.

Sent from my iPad

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General enquiries to Perth & Kinross Council should be made to enquiries@pkc.gov.uk or 01738 475000.

Blair Watt

From: Blair Watt
Sent: 22 May 2023 12:35
To: [REDACTED]
Subject: RE: 20pmh zone objection

Dear [REDACTED]

Thank you for your comments regarding Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

I can confirm that this Traffic Regulation Order has been progressed in consultation with Local Elected Members, Community Councils and Local Residents. The various locations for the temporary 20mph speed limits were installed under the Councils Spaces for People project. However, following positive feedback from the various local communities we were asked to make the reduced limits permanent and have since agreed with the respective communities the extents of the speed limits

You have raised several points in your objection which I have tried to answer below.

Road Safety

There is a positive relationship between 20mph speed limits and reducing casualties and collisions on road. 20mph speed limits should reduce the risk of a collision and the severity. The chances of survival if struck at 20mph (90%) are much greater than at 30mph (50%). Slower vehicle speeds help to promote liveable streets and encourage active travel.

Air Quality

There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions. Research has found that reducing speeds from 30mph to 20mph significantly reduced CO2 and NOx emissions whilst only having a minimum impact on journey times.

Journey Times

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Fuel Consumption

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Here are a list of link which you might find useful regarding some of the research mentioned above.

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<https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf

<https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#smooth-driving-and-speed-reduction>

I hope that the above information demonstrates that making permanent the temporary 20mph speed limits is a positive action for road safety, air quality, journey times as well as improving local communities in several other ways.

I would be grateful if you could please confirm whether you wish to withdraw or maintain your objection to the above Traffic Regulation Order? I would be grateful if you could confirm by 12pm on Friday 26th May 2023.

If you wish to maintain your objection, we are then required to report your objection to the appropriate Council committee for the Local Elected Members to consider all objections and agree a way forward.

If you require any further information, please don't hesitate to contact me.

Kind Regards

Blair Watt | Project Officer

Road Safety | Traffic and Network | Housing and Environment Perth & Kinross Council, Pullar House, 35 Kinnoull Street, Perth, PH1 5GD

Phone: 01738 476944 Mobile: 07827 357105 Email: bwatt@pkc.gov.uk

-----Original Message-----

From: CDS Legal Sevices <LegalServices@pkc.gov.uk>

Sent: 18 May 2023 10:41

To: Blair Watt <BWatt@pkc.gov.uk>

Subject: FW: 20pmh zone objection

Legal Services

Perth & Kinross Council

Legal & Governance Services

2 High Street

PERTH

PH1 5PH

Phone: 01738 475115

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-----Original Message-----

From: 

Sent: Wednesday, May 17, 2023 11:03 PM

To: CDS Legal Sevices <LegalServices@pkc.gov.uk>

Subject: 20pmh zone objection

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To whom it may concern,

Given that Perth and Kinross is largely a rural county its residents have large distances to travel. Putting 20pmh zones on all of these rural settlements results in a more timely journey and can congest the local towns rather than allow the free flow of traffic.

The congestion in itself along with speeding up and slowing down is an inefficient way to run a vehicle adding to our carbon footprint rather than reducing.

An additional issue it causes is due to the distance taking into account the 40mph then 20 mph reduction it removes a number of safe overtaking stretches, given that in such rural areas being behind a tractor or slow moving vehicle is common it causes a lack of safe overtaking and again causes queuing traffic and congestion.

A blanket approach does not take into consideration the needs of your residents and it should be looked at very selectively to where these speed limits will actually have a positive impact.

I trust you will take these points into genuine consideration.

Kind regards

[Redacted signature]

[Redacted contact information]

Sent from my iPhone

Blair Watt

From: [REDACTED]
Sent: 23 May 2023 10:19
To: Blair Watt
Subject: Re: Formal Objection to : 20mph speed limit Variation No16 Order 202X

Good Morning

Thanks for your response however I am not certain that you have actually understood that my objection is NOT simply an 'anti speed limit' one; it is to the geographic extent of the '20mph zones' into areas where your road safety argument is weak when compared to the climate emergency facts we all have to face.

Let me address some of the issues you raise and give my viewpoint / additional information:

1. the 20mph speed limit locations are pretty arbitrary - they make the assumption that the centre of communities need to be 20mph but for some reason housing estates don't - and were generated during the height of the covid emergency WITHOUT any consultation and to allow people to walk on the road in safety to keep 2m apart from one another. Clearly that requirement is no longer valid; I believe that each 20mph is an individual case and should therefore now be properly and objectively reviewed before being made permanent.

2. Of course 'locals' say 'we want a 20mph limit' - its a form of reverse 'nimbyism' which is perfectly understandable. However planning authorities are there to make judgements on 'the greater good' and in this instance need to weigh cost v benefit [pollution v safety] in an objective manner

3. Your statements to support 20mph limits:

a. Road safety benefit of slower traffic : 100% accept

b. air quality / fuel consumption are linked so i will deal with them together:

all of the studies you refer to have been carried out in urban environments and are not relevant to my objection - i am saying 'let traffic flow where it can and where it is safe to do so AND thus get the benefit of lower pollution' ; in Perthshire we enjoy light traffic and little congestion. Most times of the day in most

locations

it is possible to drive at the speed limit [20 / 30 / 40 / 60] without being held up.

When this is the case a direct mechanical engineering analysis of pollution / fuel consumption is the most relevant

approach ie what is the output of a vehicle over a given distance when driven at a constant speed in the highest possible gearbox gear [to give lowest engine revolutions].

Here is such an analysis carried out on my bmw 2.0 diesel, manual gearbox car covering 1 mile :

At 30mph : engine in 5th gear = 1280rpm [revolutions per minute] . Time taken 2 minutes - total engine revolutions : 2560

At 20mph: engine in 2nd gear = 1600rpm Time taken 3 minutes - total engine revolutions : 4800

[nb cannot use 3rd gear at 20mph as resulting rpm too low for engine to run]

Comparison: each engine revolution produces the same emissions [assumption - driving at steady speed] therefore

exhaust emission increase / decrease is directly related to number of revolutions of engine over a given distance.

In this case by driving for 1 mile at 20mph rather than 30 mph WILL cause tailpipe emissions to increase by 87.5%

[4800 divided by 2560]. Other vehicles may be slightly better others may be worse [depending on their available gearbox ratios and minimum engine running speed] but EVERY internal combustion engine vehicle will produce more pollution at 20mph [compared to 30mph] in the above scenario

I can provide photographic proof of this if you wish - or take you for a drive in the car in question to demonstrate the above

nb my 'miles per gallon' are also significantly worse - 38mpg instead of 55mpg - so there is also a personal economic cost

And this is the basis of my objection - IF we force 20mph where it is normally possible to drive at 30mph we WILL increase exhaust pipe pollution .

You then go on to summarise your position by saying "I hope that the above information demonstrates that making permanent the temporary 20mph speed limits is a positive action for road safety, air quality, journey times as well as improving local communities in several other ways. " - no it does not demonstrate positive action for air quality so yes you should consider my objection to be valid and worthy of consideration

Summary

The 20mph limits NEED properly assessing along the entire length of each of them - is there normally traffic congestion or is traffic free flowing? is there significant pedestrian risk ? is the road wide or narrow? how good is pedestrian and driver vision?

- not just 'rubber stamping' as permanent without considering the cost to the environment indeed the planet of doing so

It is inappropriate to propose to deal with all of the 20mph zones 'en mass' without prior individual review

Yours

On Mon, 22 May 2023 at 14:49, Blair Watt <BWatt@pkc.gov.uk> wrote:

Dear [REDACTED]

Thank you for your comments regarding Perth and Kinross Council (20mph Speed Limit) (Variation) (No 16) Order 202X - Perth & Kinross

I can confirm that this Traffic Regulation Order has been progressed in consultation with Local Elected Members, Community Councils and Local Residents. The various locations for the temporary 20mph speed limits were installed under the Councils Spaces for People project. However, following positive feedback from the various local communities we were asked to make the reduced limits permanent and have since agreed with the respective communities the extents of the speed limits

You have raised several points in your objection which I have tried to answer below.

Road Safety

There is a positive relationship between 20mph speed limits and reducing casualties and collisions on road. 20mph speed limits should reduce the risk of a collision and the severity. The chances of survival if struck at 20mph (90%)

are much greater than at 30mph (50%). Slower vehicle speeds help to promote liveable streets and encourage active travel.

Air Quality

There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions. Research has found that reducing speeds from 30mph to 20mph significantly reduced CO₂ and NO_x emissions whilst only having a minimum impact on journey times.

Journey Times

Journey times on roads in urban areas tend to be determined by junctions, crossings and parked vehicles, rather than the speed limit. In many cases lowering the speed limit to 20mph will have little or no impact on journey times. Where there is an impact, this would be negligible, but in turn would make roads safer for more vulnerable road users.

Fuel Consumption

Fuel consumption is mainly influenced by the way people drive. Driving at a consistent speed is better than stopping and starting. Accelerating up to 30mph can take over twice as much energy as accelerating up to 20mph. A 20mph speed limit and a smooth driving style, can help avoid unnecessary speeding up and slowing down, in turn saving fuel. A study by the Transport Research Board identified that 30km/h zones (18.6mph) resulted in a 12% reduction in fuel consumption.

Here are a list of link which you might find useful regarding some of the research mentioned above.

<https://content.tfl.gov.uk/speed-emissions-and-health.pdf>

<https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf

<https://www.nice.org.uk/guidance/ng70/chapter/Recommendations#smooth-driving-and-speed-reduction>

I hope that the above information demonstrates that making permanent the temporary 20mph speed limits is a positive action for road safety, air quality, journey times as well as improving local communities in several other ways.

I would be grateful if you could please confirm whether you wish to withdraw or maintain your objection to the above Traffic Regulation Order? I would be grateful if you could confirm by 12pm on Friday 26th May 2023.

If you wish to maintain your objection, we are then required to report your objection to the appropriate Council committee for the Local Elected Members to consider all objections and agree a way forward.

If you require any further information, please don't hesitate to contact me.

Kind Regards

Blair Watt | Project Officer

Road Safety | Traffic and Network | Housing and Environment

Perth & Kinross Council, Pullar House, 35 Kinnoull Street, Perth, PH1 5GD

Phone: 01738 476944 Mobile: 07827 357105 Email: bwatt@pkc.gov.uk



From: CDS Legal Sevices <LegalServices@pkc.gov.uk>

Sent: 22 May 2023 10:17

To: Blair Watt <BWatt@pkc.gov.uk>

Subject: FW: Formal Objection to : 20mph speed limit Variation No16 Order 202X

Legal Services

Perth & Kinross Council
Legal & Governance Services
2 High Street
PERTH
PH1 5PH

Phone: 01738 475115

 Help save paper - do you need to print this e-mail?

From: [REDACTED]
Sent: Thursday, May 18, 2023 9:00 PM
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Subject: Formal Objection to : 20mph speed limit Variation No16 Order 202X

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Please receive the attached document as my formal objection to the above order

Best Regards

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