

**PERTH & KINROSS COUNCIL**

**28 FEBRUARY 2024**

**Strategic Investment & Capital Budget 2024/25 – 2029/30:**

**Bertha Park Link Road**

**Briefing by Strategic Lead – Economy, Development & Planning**

This background paper provides information regarding the scope of the works for the Perth Transport Futures Project (PTFP), Phase 3 Bertha Park Link Road.

The PTFP is the delivery response to the challenges and opportunities set out in the Shaping Perth's Transport Future Strategy which was approved by the Council in January 2012. The PTFP comprises four phases:

1. Phase 1 - A9/A85 Junction Improvement and Link Road to Bertha Park.
2. Phase 2 - Cross Tay Link Road connecting the A9, A93 and A94.
3. Phase 3 - Bertha Park Link Road, linking Phases 1 and 2; and
4. Phase 4 - Associated Perth city centre improvements including traffic management measures, public transport and active travel development and improving the public realm in and around Perth city.

Delivery of the PTFP remains a key strategic objective for the Council, with key economic, environmental, and social benefits being delivered through it, including:

- Reducing congestion and improving air quality by diverting traffic away from Perth city centre.
- Enabling the new, planned and committed developments set out in the Local Development Plan by unlocking development land and allowing the sustainable growth of the area to support key growth sectors.
- Enabling city centre improvements by reducing traffic volumes and freeing up road space for improved public transport, active travel and public spaces (Perth City Plan);
- Improving access to Inveralmond Industrial Estate, Scone Palace and Perth Racecourse.
- Linking communities via multiple modes of transport; and
- Reducing journey times to and from the city centre for local traffic.

Overall, the business case for the PTFP with all four phases completed will provide a more efficient and better-connected transport system for Perth. The new infrastructure will improve the travel options of the area's workforce and help enhance the attractiveness of the area to inward investors. The new infrastructure will additionally generate new employment opportunities by enabling business growth.

## **PHASE 3 - BERTHA PARK LINK ROAD**

Phase 3 of the PTFP is the road which will link Phases 1 and 2. Phase 1 was completed in May 2019, and Phase 2 is due for completion in Spring 2025. Delivery of Phase 4 (associated Perth city centre improvements) is dependent on completion of Phase 3 to enable more radical change in the city centre.

Under the terms of the extant Section 75 Planning Agreement the developers, Bertha Park Ltd, had the option to either deliver the link road (Phase 3) directly or contribute to the capital cost of the Council delivering it. Bertha Park Ltd formally notified the Council that they will not directly deliver the link road but instead will take up the option of making an agree contribution toward the cost.

Currently the main housebuilder, Springfield Homes Ltd, have constructed just over 500 units with approximate build out rates of 100 per annum. While initial meetings have taken place further discussions will require to be held with Bertha Park Limited to take forward land acquisition and contractual issues regarding the construction of the Phase 3 link.

## **SCOPE OF PHASE 3**

Option 1 involves construction of the new link road and inclusion of a dedicated park and choose facility including future facilities for Electric Vehicle Charging and active travel options. Option 2 provides for the link road itself without any other facilities.

### **Option 1:**

#### **Link Road and Park & Choose:**

The Plan attached shows the link road joining Phases 1 and 2 of the PTFP. The Park & Choose site is allocated in the Local Development Plan at a critical location where major routes converge, and this is the optimal place for this type of facility. While the initial demand forecasting has predicted low usage in the early years, given future major development sites and potential changes in the city centre, it is highly likely there will be significant uptake in later years. Given the strategic location, it is highly likely there will be some new future business development nearby that can share the access point with an apportionment of costs. There potentially can be an incremental change in the number of spaces provided as future usage levels increase, thereby minimising early year costs for the Council. The new link road will be built to the same standard as the existing Phase 1 and 2 roads including the required pedestrian and cycle provision. The latest estimated cost provided by the Council's consultants, including quantitative risk, is £21.9m. These costs do not include the roundabouts and underpass required to serve private development.

## **Option 2**

### **Link road only:**

The link road design is as Option 1 only not incorporating the Park & Choose facility. The estimated costs for this Option are £13.2m (the Park & Choose costing £8.7m). These costs also exclude the roundabout and underpass required to serve private development. It should be noted that should a Park & Choose be required at a future point in time it will be more expensive to construct. There will be an economy of scale in constructing the facility with the main link road project. This is the only site identified in the Local Development Plan for a Park & Choose on the northern approaches to the city. This location is considered optimal given the A9 traffic from the north, the Cross Tay traffic from the A93 and A94 and the nearby Bertha Park major housing site.