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Council Building
2 High Street
Perth
PH1 5PH

12/05/2021

A meeting of the **Environment and Infrastructure Committee** will be held virtually on **Wednesday, 19 May 2021** at **09:30**.

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

BARBARA RENTON
Interim 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:

Councillor Angus Forbes (Convener)
Councillor Kathleen Baird (Vice-Convener)
Councillor Alasdair Bailey
Councillor Michael Barnacle
Councillor Stewart Donaldson
Councillor John Duff
Councillor Tom Gray
Councillor Anne Jarvis
Councillor Grant Laing
Councillor Roz McCall
Councillor Andrew Parrott
Councillor Willie Robertson
Councillor Lewis Simpson
Councillor Frank Smith
Councillor Mike Williamson

Environment and Infrastructure Committee

Wednesday, 19 May 2021

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.

PLEASE NOTE THAT ALTHOUGH THE PRE-AGENDA MEETING IS NOT SUBJECT TO THE TERMS OF THE LOCAL GOVERNMENT (SCOTLAND) ACT 1973 IT IS RECOMMENDED THAT THE CONTENTS OF REPORTS AND DISCUSSIONS AT THE MEETING CONSTITUTE INFORMATION WHICH IS EXEMPT IN TERMS OF SCHEDULE 7A TO THAT ACT, AND THEREFORE, YOU SHOULD NOT DISCLOSE TO OR DISCUSS WITH ANY MEMBER OF THE PRESS OR PUBLIC ANYTHING CONTAINED IN REPORTS OR DISCLOSED DURING DISCUSSIONS.

- 1 WELCOME AND APOLOGIES/SUBSTITUTES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF MEETING OF THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE OF 28 OCTOBER 2020 FOR APPROVAL** **5 - 8**
(copy herewith)
- 4 THE FLOOD RISK MANAGEMENT (SCOTLAND) ACT 2009: SECOND CYCLE OF FLOOD RISK MANAGEMENT PLANS** **9 - 40**
Report by Head of Environmental and Consumer Services (copy herewith 21/60)
- 5 ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2021/22** **41 - 74**
Report by Head of Environmental and Consumer Services (copy herewith 21/61)
- 6 PROPOSED 40MPH SPEED LIMITS** **75 - 118**
Report by Depute Director (Communities) (copy herewith 21/62)
- 7 PROPOSED 50MPH SPEED LIMITS** **119 - 154**
Report by Depute Director (Communities) (copy herewith 21/63)

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ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Minute of meeting of the Environment and Infrastructure Committee held virtually via Microsoft Teams on 28 October 2020 at 9.30am.

Present: Councillors A Forbes, K Baird, C Ahern (substituting for Councillor C Reid), A Bailey, M Barnacle, S Donaldson, J Duff, T Gray, I James (substituting for Councillor R McCall), A Jarvis, G Laing, A Parrott, W Robertson, C Stewart and M Williamson.

In Attendance: B Renton, Executive Director (Housing and Environment); K McNamara, Depute Director (Housing and Environment); A Clegg, S Best, S Cumiskey, H Hope, N McGill, J Pritchard, R Ross and J Williams (Housing and Environment); P Marshall, B Murray, H Biro, C Flynn, K Molley, A Brown and M Pasternak (Corporate and Democratic Services); C Wright, L McGuigan and B Parker (IT).

Apologies: Councillors R McCall and C Reid

Councillor A Forbes, Convener, Presiding.

The Convener led discussion on items 1-4, 6-7, 9 and 11 and Vice-Convener on items 5, 8 and 10.

1. WELCOME AND APOLOGIES

Councillor A Forbes welcomed everyone to the meeting and apologies were noted as above.

2. DECLARATIONS OF INTEREST

In terms of the Councillors' Code of Conduct, Councillor S Donaldson declared a non-financial interest in Item 7.

3. MINUTE OF PREVIOUS MEETING

The minute of the meeting of the Environment and Infrastructure Committee of 19 August 2020 was submitted and approved as a correct record.

4. UPDATE ON ACTIVITIES UNDERTAKEN UNDER COVID-19 ARRANGEMENTS SINCE 19 AUGUST 2020

The Executive Director (Housing and Environment) gave a verbal update on the activities undertaken throughout the Covid-19 pandemic by the Housing and Environment Service, since that last Environment and Infrastructure Committee in August 2020. This included the continued work in activities and areas such as the Spaces for People Project, Road Maintenance, Community Greenspace, Burial and Cremation Services, Winter Service and the plans and prevention measures put in place due to the flooding incident in August 2020.

B Renton answered members questions.

5. PERTH AND KINROSS FOOD GROWING STRATEGY CONSULTATION DRAFT

There was submitted a report by Executive Director (Housing and Environment) (20/197) seeking approval for the Perth and Kinross Food Growing Strategy Consultative Draft 'Growing Together'.

Resolved:

- (i) The Perth and Kinross Food Growing Strategy consultation draft as attached in Appendix 1 to report 20/197, be approved.
- (ii) Following the consultation, it be requested that a further report is brought back to the Committee outlining the strategy development along with resource requirements and the action plan.

6. WASTE MANAGEMENT PLAN 2010-2025- PROGRESS REPORT

There was submitted a report by Head of Environmental and Consumer Services (20/198) (1) providing an update on progress with the action plan of the Perth and Kinross Council Waste Management Plan; and (2) recommending approval of the new actions 102-103 (shown in Appendix 1B) which are in line with recent national regulatory and strategic developments.

Resolved:

- (i) The annual update on progress on the Waste Management Action Plan, be endorsed.
- (ii) It be noted that the ability to address the Action Plan will be dependent on any response required to deal with the COVID-19 pandemic.
- (iii) It be noted that the Council will engage with Scottish Government, COSLA and the Waste Management Officers Network (WMON) and contribute to national consultations, discussions on new policy areas and explore funding opportunities.
- (iv) The new actions under (number 102-103) of the Waste Management Action Plan set out in Appendix 1B to report 20/198, be approved.
- (v) The Executive Director (Housing and Environment) be requested to bring back a further progress report in November 2021.

7. VISITOR MANAGEMENT IN RURAL AREAS

There was submitted a report by Executive Director (Housing and Environment) (20/199) (1) highlighting multi-agency actions taken during 2020 to respond to the unprecedented increases in visitors (especially informal camping and motor homes) in rural areas of Perth and Kinross, as a result of COVID-19 related restrictions; and (2) setting out proposals to prepare for the future challenges and opportunities presented by increases in visitor numbers.

Resolved:

- (i) The proposed approach to detailing with future increased visitor challenges as detailed in report 20/199, be agreed.
- (ii) It be agreed to prioritise activity to the geographical areas and facilities as detailed in section 5.4 and 5.8 of report 20/199.

- (iii) It be agreed to extend the funding criteria for the Council's Community Environmental Challenge Fund to include works to improve visitor facilities, as detailed in sections 5,12-5.13 of report 20/199.

THERE WAS A 10 MINUTE RECESS AND THE MEETING RECONVENED AT 11.33AM.

8. NORTH INCH GOLF COURSE ANNUAL REPORT 2019/20

There was submitted a report by Head of Environmental and Consumer Services (20/200) bringing forward the North Inch Golf Course Annual Report 2019/20, based on the previously approved Business Plan.

Resolved:

- (i) The North Inch Golf Course Annual Report 2019/20, be noted
- (ii) The Executive Director (Housing and Environment) be requested to bring the realigned and extended business plan and performance report to the Environment and Infrastructure Committee in November 2021.

9. FREE FESTIVE PARKING 2020

There was submitted a report by Head of Business and Resources (20/201) recommending that the Free Festive Parking initiative operates on each weekend in December, within Council owned car parks, from Saturday 5 December until Saturday 26 December 2020 inclusive; and (2) supporting local business during the Christmas period, as the Covid-19 pandemic continues.

Resolved:

It be agreed that the Council offers free parking on each weekend in December from Saturday 5 December until Saturday 26 December 2020 inclusive in all Council operated car parks across the whole Perth and Kinross area, as shown in Appendix 1 to report 20/201.

10. COMMUNITY GREENSPACE – WORKING WITH COMMUNITIES – DELIVERING THE PERTH AND KINROSS OFFER

There was submitted a report by Head of Environmental and Consumer Services (20/202) providing an update on the previous Community Greenspace 'Working with Communities' report to the Environment and Infrastructure Committee on 5 September 2018, which is an exemplar of the Council's commitment to deliver the Perth and Kinross Offer by engaging, equipping and empowering local communities to make the best of their public greenspaces.

Resolved:

- (i) The progress made in the last 18 months, be noted.
- (ii) The continuation and development of the successful greenspace partnership models to deliver the Perth and Kinross Offer, be endorsed.

11. VALEDICTORY

The Convener paid tribute to Keith McNamara, Depute Director (Housing and Environment) at this his last attendance at the Environment and Infrastructure Committee.

Members passed on their best wishes to Keith in his new role as Managing Director of Tayside Contracts.

DRAFT

PERTH AND KINROSS COUNCIL

Environment & Infrastructure Committee – 19 May 2021

THE FLOOD RISK MANAGEMENT (SCOTLAND) ACT 2009: SECOND CYCLE OF FLOOD RISK MANAGEMENT PLANS

Report by Head of Environmental & Consumer Services
(Report No. 21/60)

The Council's duties regarding flooding are set out within the Flood Risk Management (Scotland) Act 2009. This report provides an update on the progress towards the publication of the second cycle of SEPA's Flood Risk Management Strategies in December 2021 and the Council's Local Flood Risk Management Plans in June 2022. It also seeks the Committee's approval of the key information in the draft Strategies and Plans, which will be put to public consultation from June 2021.

1. BACKGROUND / MAIN ISSUES

Introduction

- 1.1 The approach to tackling flooding in Scotland has changed in recent years. The Flood Risk Management (Scotland) Act (the 2009 Act) has introduced a more modern, coordinated and sustainable approach to flood risk management at both national and local levels.
- 1.2 The 2009 Act sets out a framework designed to reduce flood risk across Scotland over time. Local authorities, SEPA and Scottish Water have duties to work together to produce a national flood risk assessment, flood risk and hazard maps, Flood Risk Management (FRM) Strategies and Local FRM Plans. This process of risk assessment, mapping and planning is to be repeated every six years.
- 1.3 SEPA published the first Flood Risk Management (FRM) Strategies on 22 December 2015 and the lead local authorities published Local FRM Plans on 22 June 2016.
- 1.4 Although public authorities are expected to take a proactive role in managing and, where achievable, lowering overall flood risk, the primary responsibility for avoiding or managing flood risk still remains with land and property owners. The 2009 Act does not alter this. Individuals, businesses and communities must, therefore, play the central role in making themselves more resilient and reducing the impact of flooding.
- 1.5 As Perth & Kinross Council is the lead local authority for the Tay catchment area, the Environment Committee approved the publication of the Tay Local FRM Plan on 1 June 2016 (Report 16/241 refers). The Committee also approved the Council's input to three other Local FRM Plans (for the Forth, Forth Estuary and Tay Estuary & Montrose Basin catchment areas). The published documents can be viewed at the following link:
<http://www.pkc.gov.uk/frmplans>

- 1.6 Since the publication of the FRM Strategies and Local FRM Plans in 2016, the Council has been moving forward with the implementation of the actions set out therein. The Environment and Infrastructure Committee approved an interim progress report on 23 January 2019 (report 19/16 refers). The report was published by the Council on 1 March 2019 and can also be viewed at the above link.

Flooding of 12 August 2020

- 1.7 During the night of 11/12 August 2020, much of Scotland experienced heavy rainfall and thunderstorms. Flooding impacts were experienced across a widespread area of Central and North East Scotland.
- 1.8 The entire Perth and Kinross Council area suffered extensive rainfall, thunder and lightning for 6 hours from around 11pm on 11 August. The storm was significant, and it is now understood that over 200 properties experienced some form of internal flooding with many more being affected externally. Parts of Perth were affected as well as Alyth, Dunning, Forgandenny, Kinross, Pitlochry, Blairgowrie, Methven and other areas.
- 1.9 Subsequently on 19 August 2020, the Environment and Infrastructure Committee requested officers to:
- Review the existing flood schemes and local flood risk management plans to determine what further interim arrangements may need to be put in place to manage flood risk before the proposed schemes are completed and;
 - Review where there are additions required to the list of local flood schemes included in the national flood risk management plan and any additions required to the lists of actions in local flood risk management plans and;
 - After hearing feedback from the local community about their experiences and opinions on how to avert or mitigate future flooding, identify short, medium and long-term actions for the communities that have been affected and Alyth in particular and;
 - Report back as early as possible with the result of these reviews and with the identified actions for Alyth and other areas to a future meeting of this Committee.
 - Review the Out of Hours Emergency Service as a matter of urgency.
 - Include winter and other weather events in future Policy and Level of Service reports.
- 1.10 As requested, officers have reviewed the Council's response to the flood events to identify any lessons that can be learned from the events prior to, during and after the recent flooding. A report is being produced on the outcome of this review as well as any outstanding issues arising from 1.9 above and this will be submitted to the next meeting of the Environment and Infrastructure Committee.
- 1.11 The purpose of this report is to set out the work to review and update the existing published FRM Strategies and Local FRM Plans. A national public

consultation on the proposed second version of these documents commenced in December 2020, with the main information was originally intended to be added in March 2021. However, this has been delayed until June 2021 at the earliest due to the recent cyber-attack on SEPA.

The 2nd National Flood Risk Assessment

- 1.12 The 2009 Act requires a cyclic process of flood risk assessment, mapping and planning is to be repeated every six years.
- 1.13 SEPA published Scotland’s second national flood risk assessment (NFRA2) on 22 December 2018. This assessment has provided Scotland with the knowledge and tools to assess the causes and consequences of river, coastal and surface water flooding, taking into account the effects of climate change. It considers the potential impact of flooding on human health, economic activity, the environment and cultural heritage and is based on the most up to date data available.
- 1.14 The numbers of properties considered to be at risk of flooding have increased under this latest assessment. This is mainly because there have been advances in how properties at risk have been identified, and not because the physical risk has changed. In Perth and Kinross, 8,700 properties are now estimated to be at risk of flooding. This equates to 1 in 12 residential properties and 1 in 7 businesses. The numbers of properties and businesses at risk will increase in the future due to the impact of climate change.
- 1.15 The assessment has also identified 235 areas across Scotland considered to be at medium to high risk of flooding. These areas are designated as Potentially Vulnerable Areas (PVAs) and specific objectives and actions will be set to manage and, where possible, reduce flood risk in these areas.
- 1.16 Perth and Kinross now has 17 PVAs (see Appendix A). The PVAs vary in size and there have been some changes to the way they have been grouped together while others have been split up. The following areas will not be designated as PVAs in the second FRM cycle as they have been re-assessed as having lower levels of flood risk:

PVA Reference	Location
08/02	Kinloch Rannoch
08/15	Forteviot
08/16	Dunning
09/02	Braco

- 1.17 There was previously some confusion that being within a PVA automatically meant that there was a risk of flooding. This is not the case, as a PVA represents a localised catchment area with a number of properties within that area being at risk. SEPA have, therefore, introduced the use of Objective Target Areas (OTAs) which are ‘hotspots’ of flood risk within the PVAs, where specific objectives are needed to reduce the risk of flooding and for where actions will be set. These areas will be the focus of flood risk management activities and national investment to manage flood risk within Flood Risk Management Strategies. Perth and Kinross has 22 OTAs (Appendix B).

- 1.18 SEPA have prepared a National Flood Risk Assessment 2 (NFRA2) webpage, which can be viewed at the following link: www.sepa.org.uk/data-visualisation/nfra2018/

Flood Mapping Updates

- 1.19 The 2009 Act requires SEPA to publish new flood hazard and flood risk maps. These maps show the predicted extent of various forms of flooding and probability levels. These indicative flood maps can be viewed on SEPA's web site at: <https://map.sepa.org.uk/floodmap/map.htm>
- 1.20 SEPA's most recent flood mapping update was in 2018, although they have recently launched a new flood mapping Viewer to allow the public to check the flood hazard and risk information in their area. The new Viewer also provides, for the first time, river and coastal future flood maps which take account of predicted climate change. The Viewer can be accessed at: <https://map.sepa.org.uk/floodmaps>

2. PROPOSALS

Draft FRM Strategies & Local FRM Plans

- 2.1 Work is currently underway to review and update the existing published FRM Strategies and Local FRM Plans. This work will eventually produce the second cycle of Strategies and Plans but at present, draft versions have been prepared for a national public consultation, which commenced on 21 December 2020. The final versions will be informed by this consultation exercise. SEPA will publish the FRM Strategies in December 2021 and the proposed Local FRM Plans will be submitted for committee approval prior to publication in June 2022.
- 2.2 For the purposes of managing flood risk, Scotland has been split into 14 catchment areas – known as Local Plan Districts (LPDs) and there is a FRM Strategy and Local FRM Plan for each. Perth and Kinross Council is the lead local authority for the Tay LPD and also contributes to three other LPDs (Forth, Forth Estuary and the Tay Estuary & Montrose Basin).
- 2.3 The proposed draft Strategies and Plans set out the following information for each LPD:
- (i) Catchment characterisation information;
 - (ii) Objectives for managing the identified flood risk;
 - (iii) The selected actions to achieve those objectives.
- 2.4 Catchment characterisation information - the catchment characterisation information defines the flood risk problem and provides the evidence base against which future actions to reduce risk can be assessed and compared. This factual information has been summarised in a series of characterisation reports on:
- Local Plan Districts (four for the Tay, Forth, Forth Estuary and Tay Estuary & Montrose Basin)
 - PVA Reports (17 in total)

- 2.5 Setting objectives for managing flood risk - the development of the draft objectives and actions for the next cycle of FRM Strategies and Local FRM Plans has taken account of: -
- The outcome from NFRA2;
 - Any on-going actions in current Local FRM Plans;
 - The outcome from any flood studies carried out in cycle 1.
- 2.6 Setting draft objectives is an important step towards identifying what actions should be taken to reduce the likelihood and impact of flooding. The objective setting framework consists of:
- a set of high-level national principles based around the delivery of Scottish Government's sustainable flood management outcomes;
 - a set of national objectives that apply across Scotland and;
 - a set of specific targeted objectives that apply to Objective Target Areas.
- 2.7 The national principles, national objectives and specific targeted objectives to manage flood risk are set out in Appendix C.
- 2.8 The specific targeted objectives have been set in consultation with SEPA to address the risk of river and surface water flooding. These objectives apply to the specific OTA's described at 1.17 of this report.
- 2.9 When selecting actions to achieve those objectives, it is important that a range of actions for managing flood risk are considered. This includes both general actions which are likely to be common to all areas but also those actions that are specific to individual PVAs and are required to tackle a particular source of potential flooding. Existing and on-going actions to manage flood risk are also included.
- 2.10 The general actions common to all Potentially Vulnerable Areas include the maintenance of any existing flood schemes, land use planning, maintenance work (including watercourse clearance and repair), flood forecasting and warning, self-help (including individual property flood measures), awareness raising and links with emergency planning. Links with communities and emergency planning already exist through the Council's internal civil contingencies steering group and involvement in the multi-agency community resilience group.
- 2.11 The specific actions include: -
- (i) Flood Protection Schemes or Works
 - (ii) Flood study – there are two types:
 - Flood Protection Study
 - Natural Flood Management (NFM) Study
 - (iii) Surface water flooding is managed separately from the Flood Risk Management process in some areas through:
 - Integrated Catchment Studies (ICS)
 - Surface Water Management Plans (SWMP)
 - (iv) Flood forecasting and warning
 - (v) Improved understanding (improvements to strategic flood maps).

2.12 Details of the proposed specific actions for the four Local Plan Districts (LPDs) that Perth & Kinross Council is involved in are summarised in the table below:

Local Plan District (LPD)	PVA	OTA Ref	Location	Proposed Action
Tay Estuary	07/09	235	Invergowrie	Natural Flood Management (NFM) Study (on-going)
	07/15	-	Auchtermuchty	General Actions
Tay	08/01	172	Blair Atholl	Flood Protection Study
	08/02	254	Pitlochry	Flood Protection Scheme
	08/03	182	Weem	General Actions
		183	Aberfeldy	Flood Protection Scheme Surface Water Management Plan
	08/04	189	Alyth	Natural Flood Management (NFM) Study
	08/06	199	Blairgowrie & Rattray	Surface Water Management Plan
	08/07	214	Coupar Angus	General Actions
	08/08	179	Spittalfield	General Actions
		225	Dunkeld and Birnam	Flood Protection Study (on-going)
		273	Dalguise	General Actions
	08/09	194	Bankfoot	General Actions
	08/10	247	Luncarty	Flood Protection Study
	08/11	255	Scone	Flood Protection Scheme (Annaty Burn) Flood Protection/NFM Study Surface Water Management Plan
	08/12	187	Almondbank	General Actions
		249	Methven	Flood Protection Study
		253	Perth	Flood Protection Study (Craigie Burn) Flood Protection Studies (surface water flooding) including: <ul style="list-style-type: none"> • Feus Road & Cavendish Avenue areas (on-going) • Other areas identified in the Perth ICS Surface Water Management Plan Flood Protection Works (Bridgend)
08/13	213	Comrie	Flood Protection Scheme (on-going) Surface Water Management Plan	
08/14	205	Bridge of Earn	Flood Protection Study (surface water)	
Forth	09/03	198	Blackford	Flood Protection Scheme
Forth Estuary	10/03	239	Kinross	Flood Protection Scheme (on-going) Surface Water Management Plan
		303	Milnathort	Flood Protection Scheme (on-going) Surface Water Management Plan (on-going)

- 2.13 It should be noted that a flood study is first required to justify a flood protection scheme. A good deal of design work, community consultation and statutory approval are also required before any new flood defences can be constructed. The table above includes new proposed flood protection schemes for Pitlochry and Aberfeldy (report 19/309 refers). A further proposed scheme has been identified in Blackford following the draft outputs from a local flood study. Details of these three schemes have been submitted to SEPA for national prioritisation.
- 2.14 Where appropriate, the general actions described at 2.10 will also apply to the above PVAs.
- 2.15 SEPA and the other responsible authorities will also be setting out their own respective actions. At present, the Council has not had sight of these yet and so they are not included in the above table.
- 2.16 Once the most appropriate and sustainable actions have been selected for the FRM Strategies and Local FRM Plans, they will be prioritised to determine their order of implementation. Although not a guarantee of funding, the ranking of schemes and works is likely to be a key source of evidence in the forthcoming national funding allocation process.
- 2.17 It should be noted that it will not be possible to carry out all of the selected actions to manage flood risk, as this is based upon the resources available to the Council at this time. Although required actions have been identified, the decisions around implementation will be based on a number of factors, including: priority, availability of funding, capacity within delivery bodies and third parties to develop the actions, coordination and agreements between partners, statutory processes and permissions, design or other preparatory time required. Therefore, any new actions noted above are therefore being proposed for the purposes of public consultation only at this stage.

Public Consultation Arrangements

- 2.18 The 2009 Act required that the draft FRM Strategies and the corresponding supplementary parts of Local FRM Plans be put to public consultation by 22 December 2020. SEPA and the lead local authorities are required to coordinate their consultation arrangements during the production of these documents.
- 2.19 SEPA and the responsible authorities have been working in partnership to develop the FRM Strategies and Local FRM Plans. This process is running behind programme due to the Covid-19 pandemic, the severe flooding in August 2020 and the December 2020 cyber-attack on SEPA. However, similar arrangements to the last public consultation in early 2015 are being proposed.
- 2.20 The consultation will again be delivered through a phased approach. Phase 1 commenced on 21 December 2020 and Phase 2 will commence in June 2021 at the earliest (the exact date is still to be advised by SEPA). The consultation will close three months after Phase 2 opens (sometime around September

2021). The consultation can be viewed online at <https://consultation.sepa.org.uk/>

2.21 As the lead local authority for the Tay District, the Council has a duty to publish and consult on a draft of the supplementary part of the Local Flood Risk Management Plan. This will comprise a set of catchment characterisation reports which describe the existing flood risk and the corresponding objectives and short list of measures to manage that risk. The key information that will be consulted on is:

Phase	Phase 1: 21 December 2020	Phase 2: June 2021
	Catchment Characterisation Information	Proposed Objectives and Actions to Manage Flood Risk
Draft for Consultation	<ul style="list-style-type: none"> • Background on FRM process • Information on the consultation process. • Draft LPD information: high level description, large flood event and administrative arrangements • Draft PVA information (similar to NFRA2 publication in 2018) • List of draft OTAs. 	<ul style="list-style-type: none"> • Summary information on the OTA, including flooding history and progress since 2015. • Draft OTA documents, including background information, objectives and actions. • Local details on the actions for the next cycle, potential coordination. • Strategic Environmental Assessment report • Questions on the Phase 2 information.

2.22 The data provided during Phase 1 is factual and has been provided for information purposes only. Phase 2 commences in June 2021 when more information will be made available and there will be a full opportunity to comment.

2.23 The consultation will be a national, web-based exercise and will be carried out jointly with SEPA and the other responsible authorities using the Citizen Space platform (see web link at Item 2.20 above)

2.24 Under Section 35 of the 2009 Act, the Council, as the lead local authority for the Tay district, must publicise this consultation and the opportunity to make representations on the material presented.

2.25 The joint web-based public consultation will be publicised by the following means:

- (i) notices will be placed in the Courier and the Edinburgh Gazette.
- (ii) letters will be issued to each community council that falls within a PVA to notify them of the consultation and how to access it;
- (iii) the Council's web site will be updated to include a link to the online platform that will host the consultation;
- (iv) announcements will be posted on social media (the Perth & Kinross Council Facebook and Twitter pages).

Next Steps

- 2.26 A further appraisal will be carried out on the proposed actions in order to determine the final proposals for the FRM Strategies and Local FRM Plans and to inform the national prioritisation of actions in line with agencies' available resources.
- 2.27 This will inform the final implementation arrangements which will be confirmed in the final Strategies and Plans. The FRM Strategies will indicate which 6 year cycle the actions are likely to be taken forward within. The Local FRM Plans will then set out a more detailed timetable for implementation and funding arrangements within each 6-year cycle.
- 2.28 The final FRM Strategies must be published by 22 December 2021 and the Local FRM Plans by 22 June 2022. Both will take account of the views expressed during the forthcoming public consultation.

3. CONCLUSION AND RECOMMENDATION

- 3.1 This report provides an update on progress towards the publication of the second cycle of SEPA's Flood Risk Management Plans (or Strategies) in December 2021 and the Council's Local Flood Risk Management Plans in June 2022.
- 3.2 The report provides an update on the public consultation on the draft versions of those FRM Strategies and Local FRM Plans.
- 3.3 The report also describes the current proposals for the phased public consultation which commenced in December 2020 (Phase One) and June 2021 (Phase Two).
- 3.4 It is recommended that Council:
- (i) notes the progress on the flood risk management planning process set out by the 2009 Act.
 - (ii) approves the proposed objectives and actions that will be subject to public consultation from June 2021 as set out in Section 2 of this report.
 - (iii) notes the proposed national arrangements for a phased public consultation, which commenced in December 2020 (with the main information being added in June 2021).

Author

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Approved

Name	Designation	Contact Details
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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes / None
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	Yes
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan/Single Outcome Agreement

1.1 The proposals relate to the delivery of the Perth and Kinross Community Plan / Single Outcome Agreement in terms of the following priorities:

- (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

Corporate Plan

1.2 The proposals relate to the achievement of the following Priorities in the Council's Corporate Plan:

- (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; and
- (i) Creating a safe and sustainable place for future generations.

2. Resource Implications

Financial

2.1 It should be noted that the not all of the actions identified in the second cycle of draft FRM Strategies and Local FRM Plans will be implemented during that

cycle. The implementation arrangements for on-going actions have already been prioritised and set out in the current published Local FRM plans for 2016-2022. The Interim Reports published in 2019 provide a recent update on the progress of those actions. Any new potential measures will be subject to further development through the progression of flood studies or flood scheme proposals and the proposed implementation arrangements will not be finalised until the Council's Local FRM Plans are published in June 2022. As a result, there are no immediate resource implications arising directly from the recommendations in this report.

- 2.2 However the flood risk management planning process will have on-going financial implications. The second cycle of Local FRM Plans to be published in June 2022 will include the implementation arrangements including the timetable for current and new actions to manage flood risk, who will be responsible for implementing them, as well as how they will be funded and coordinated by SEPA and the responsible authorities over the second six-year cycle from 2022-2028.
- 2.3 The 2009 Act requires the Scottish Government to have regard to the FRM Strategies and Local FRM Plans when allocating funds to SEPA and responsible authorities. The Scottish Government, CoSLA and SEPA agreed the distribution of capital funding to the actions identified nationally in the current FRM Strategies and Local FRM Plans. The following arrangements apply:
- (i) Only works and schemes that are prioritised in the FRM Strategies and Local FRM Plans are eligible for capital funding.
 - (ii) Flood protection schemes attract capital grant assistance of up to 80% of their estimated project cost at tender stage from the Scottish Government. Local authorities are required to fund the remainder of the cost of flood schemes.
 - (iii) The Scottish Government allocates capital funding to local authorities engaged in flood risk management across Scotland. 80% of this capital funding will continue to be allocated to flood protection schemes with the remaining 20% to other actions within the FRM Strategies, as detailed in the Local FRM Plans. This 20% is distributed to the 32 Scottish local authorities based on the number of properties at risk of flooding and the estimated annual average flood damages.
- 2.4 These arrangements are likely to continue for cycle two (2022-2028), although it is understood that the Scottish Government, CoSLA and SEPA will be reviewing them.
- 2.5 The Council currently has four flood protection schemes that have been included in the national priority list for the first cycle from 2016-2022. Both the Scottish Government and the Council have made capital allocations for these schemes. The allocated grant is adjusted as flood scheme proposals are developed.
- 2.6 The Council submitted details of a further three flood protection schemes to SEPA In December 2019. SEPA will be assessing and prioritising all the actions across Scotland to be funded in the second cycle of FRM Strategies

from 2022-2028. Any studies and investigations that did not arrive at an identified solution by December 2019 will not attract funding in the second cycle. This may result in certain communities being at an increased risk of flooding for longer.

- 2.7 Revenue funding will continue to be distributed in line with current arrangements.
- 2.8 The Council has a duty to have regard to the published FRM Strategies and local FRM plans and so the actions set out therein are statutory obligations. The actions included in the current strategies and plans have been set out assuming that funding remains at current levels. However, if funding should prove not to be available throughout the remainder of the first 6-year cycle or the subsequent cycle of the plans, the implementation of those actions is likely to be delayed.
- 2.9 Clearly the issue of funding support from central government will continue to have a significant bearing on when the Council will be able to deliver any actions to manage flood risk in the future. In the meantime, the actions set out in the Council's current local FRM plans have been prioritised but will only be implemented as available resources allow.

Workforce

- 2.10 There are no workforce implications arising directly from the recommendations in this report.

Asset Management (land, property, IT)

- 2.11 The proposals in this report have to IT implications.
- 2.12 The individual actions set out within the draft local FRM plans may have land and property implications however these will be dealt with on an individual project basis.

3. Assessments

Equality and Fairness 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. The Equality Impact Assessment undertaken in relation to this report can be viewed clicking [here](#).
- 3.2 The function, policy, procedure or strategy presented in this report was previously considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome.

3.3 Following an assessment using the Integrated Appraisal Toolkit, it was determined that the proposal be assessed as **relevant** and the following positive outcomes expected following implementation:

- (i) Assessed as **relevant** and actions taken to reduce or remove the following negative impacts:

The effects and aftermath of flooding could have a greater impact on mobility impaired, sight impaired, blind people or disabled people, on children and the elderly and infirm, and on pregnant women or nursing mothers, in relation to adverse psychological, physical and health impacts. The selected actions to reduce flood risk described in this report will reduce or remove these impacts.

- (ii) Assessed as **relevant** and the following positive outcomes expected following implementation:

The selected actions will have the same positive impact for all equality groups as the reduction in flood risk to communities will provide benefits for all (improved safety, health & wellbeing through avoidance of flood impacts and damages) in the long-term.

Providing the opportunity for all equality groups to comment on all aspects of flood risk and the various potential measures to reduce that risk within a specific area will allow particular concerns to be raised and incorporated within the final FRM Plans.

Strategic Environmental Assessment

3.4 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.

3.5 There are likely to be significant environmental effects associated with the Tay Local FRM Plan and the other three Local FRM Plans that the Council will contribute to. As a consequence, an environmental assessment is necessary. SEPA have commenced an environmental assessment for their FRM Strategies and their scoping report has already been completed. Following a review of this assessment, it has been confirmed that this will cover the Local FRM Plans and that no further assessment is likely to be required at this time.

3.6 This remained the case for the existing published Local FRM Plans (screening reports previously submitted to the SEA Gateway confirmed this). This position will be kept under review as the Local FRM Plans are developed.

Sustainability

3.7 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. Under the Climate Change

(Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:

- in the way best calculated to delivery of the Act's emissions reduction targets;
- in the way best calculated to deliver any statutory adaptation programmes; and
- in a way that it considers most sustainable.

3.8 Following an assessment using the Integrated Appraisal Toolkit, it has been determined that the proposal is likely to contribute positively to the following corporate sustainable development principles:

(i) Climate Change

Efficient use of resources now and in the future in the built environment and service provision (e.g. energy efficiency, land, water resources, flood defence, waste minimisation) (*Principle 2*)

Mitigation and adaptation to manage the impact of climate change & reduce the production of greenhouse gases (*Principle 3*)

Justification:

The implementation of the actions is aimed at mitigating the effects of increased flood risk brought about by climate change.

(ii) Fair and Sustainable Communities

Creating a sense of place (e.g. a place with a positive 'feeling' for people, and local distinctiveness) (*Principle 22*)

Justification:

The proposed actions are intended to reduce the flood risk to communities and will be subject to public consultation.

(iii) Equality and Human Rights

Refer to Item 3.3 (above).

3.9 Following an assessment using the Integrated Appraisal Toolkit, it has been determined that the proposal is likely to contribute negatively to the following corporate sustainable development principles:

(iv) Consumption and Production

Efficient use of resources now and in the future in the built environment and service provision (e.g. energy efficiency, land, water resources, flood defence, waste minimisation) (*Principle 2*)

Mitigation and adaptation to manage the impact of climate change & reduce the production of greenhouse gases (*Principle 3*)

Justification:

The implementation of actions, e.g. new flood defences, may require a short-term increase in energy consumption during construction, but a future reduction due to reduced flood risk.

Mitigation:

The efficient use of resources is to be considered on an individual project basis.

- 3.10 However, under the 2009 Act, the Council has a duty to manage flood risk in a sustainable way and to act in the best way calculated to contribute to the achievement of sustainable development. The measures that will be identified in the Council's future Local FRM Plans will comply with this requirement.

Legal and Governance

- 3.11 The Head of Legal and Governance has been consulted on this report.
- 3.12 The legal basis for the proposals set out in this report is the Flood Risk Management (Scotland) Act 2009.

Risk

- 3.13 The risks associated with any actions to manage flooding will be identified and managed through individual projects.

4. ConsultationInternal

- 4.1 The Head of Legal and Governance and the Head of Finance have been consulted in the preparation of this report.

External

- 4.2 The proposed format of the web based public consultation and the Citizen Space platform together with the proposed FRM actions have been developed and agreed in principle by SEPA, Scottish Water and the relevant local authorities.
- 4.3 Consultation will be carried out with relevant external stakeholders on any individual proposals.

5. Communication

- 5.1 The key outputs described in this report will be subject to phased public consultation between December 2020 and September 2021. This will be a joint web-based consultation using the Citizen Space platform.
- 5.2 Communication with relevant external stakeholders will take place on any individual actions proposed to reduce flood risk in the future.

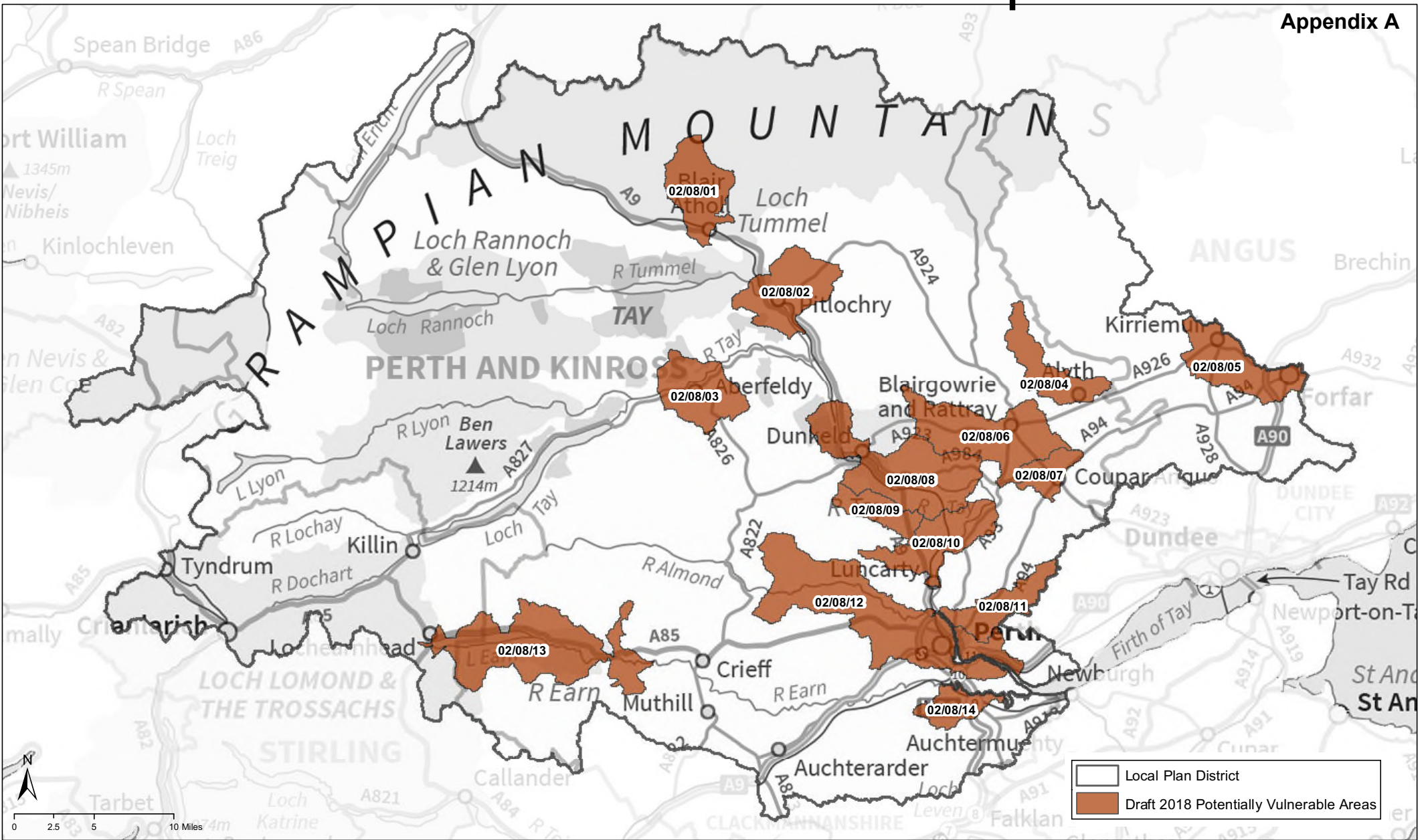
2. BACKGROUND PAPERS

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 the preparation of the above report;

- PKC – Environment Committee – 27 January 2010, Flood Risk Management (Scotland) Act 2009 (Report No. 10/51)
- PKC – Environment Committee – 20 November 2013, Progress Report Flood Risk Management (Scotland) Act 2009 (Report No 13/544)
- PKC – Environment Committee – 12 November 2014, The Flood Risk Management (Scotland) Act 2009, Short List of Potential Measures to Manage Flood Risk (Report No 14/483)
- PKC – Environment Committee – 21 January 2015, The Flood Risk Management (Scotland) Act 2009, Public Consultation Arrangements (Report No. 15/16)
- PKC – Environment Committee – 9 September 2015, The Flood Risk Management (Scotland) Act 2009, Selected Actions and Prioritisation (Report No 15/359)
- PKC – Environment Committee – 1 June 2016, The Flood Risk Management (Scotland) Act 2009, Publication of Local Flood Risk Management Plans (Report No 16/241)
- PKC – Environment and Infrastructure Committee – 23 January 2019, The Flood Risk Management (Scotland) Act 2009 Publication of Interim Report (Report No 19/16)

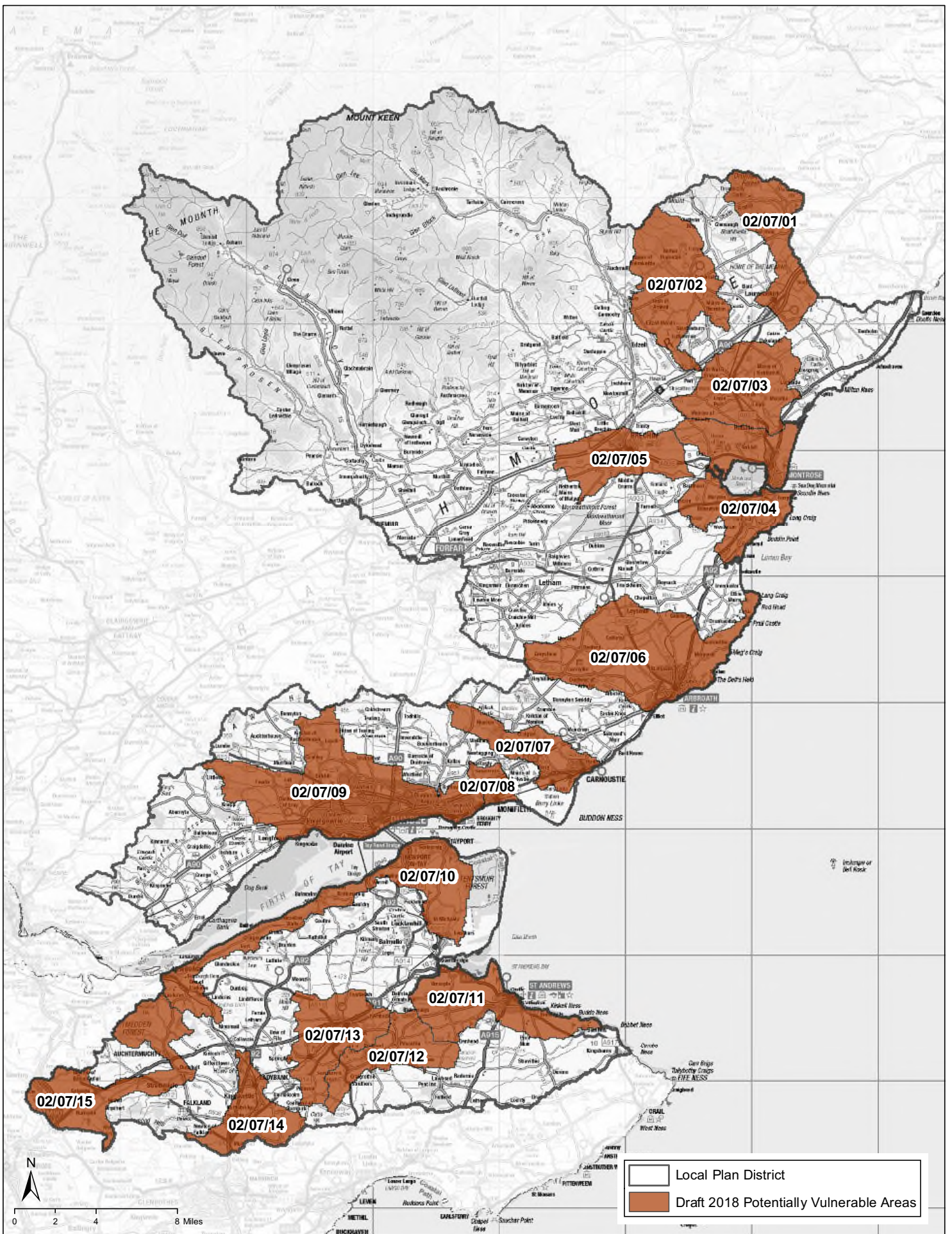
3. APPENDICES

- 3.1 Appendix A – Plan of the Potentially Vulnerable Areas
- 3.2 Appendix B – Objective Target Areas
- 3.3 Appendix C - Objectives



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PVAs within LPD 8: Tay

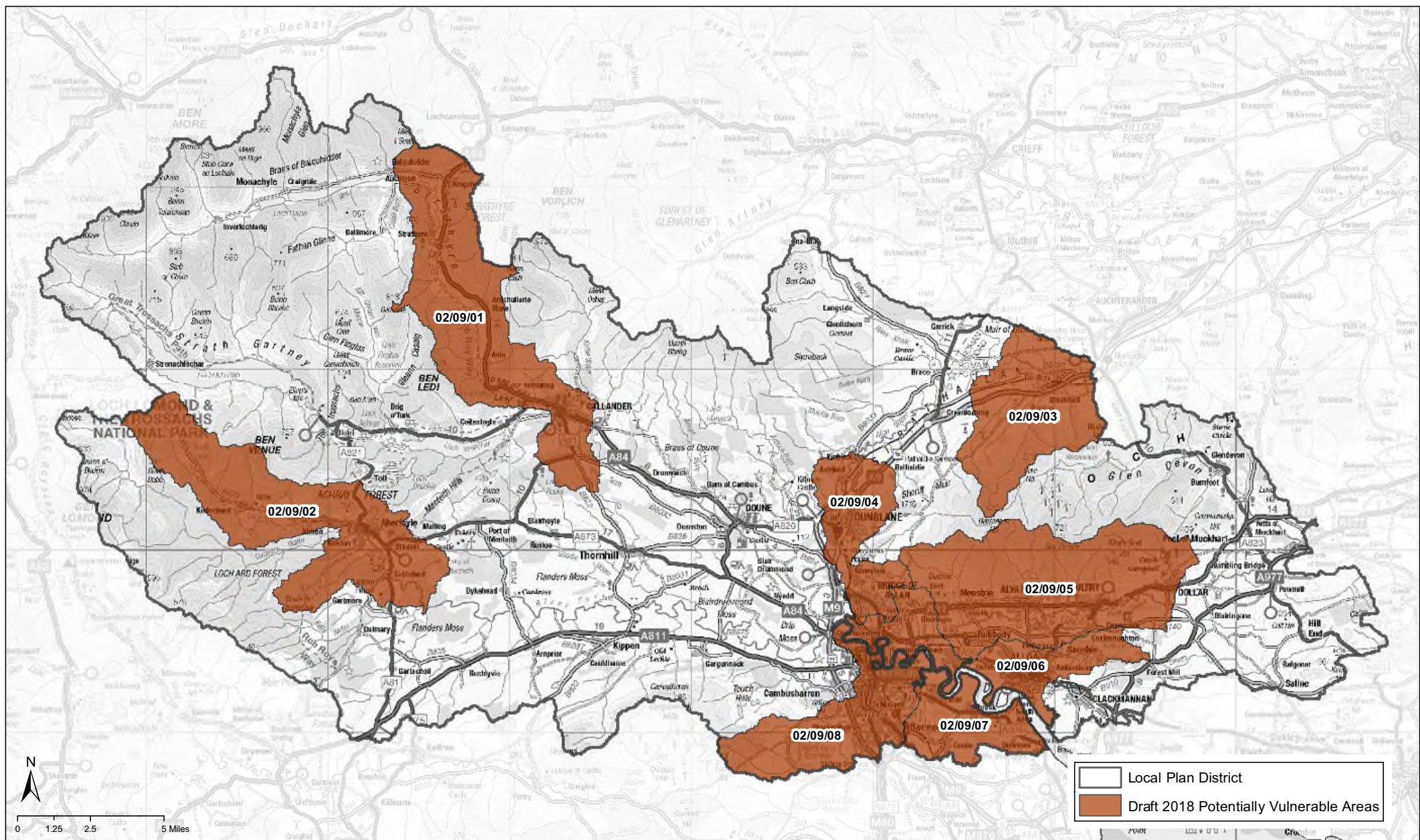


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PVAs in LPD 7:

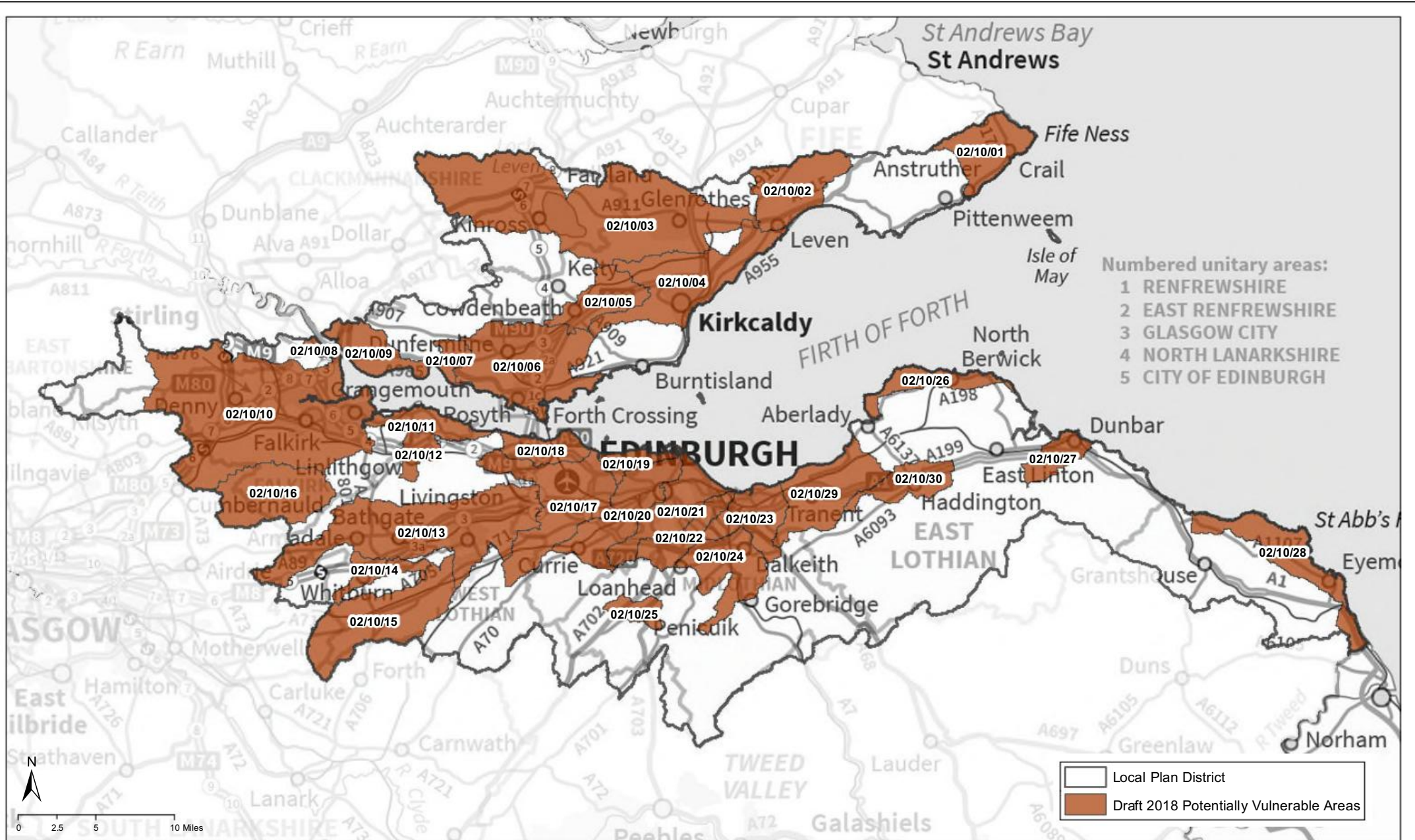
Tay Estuary and Montrose Basin



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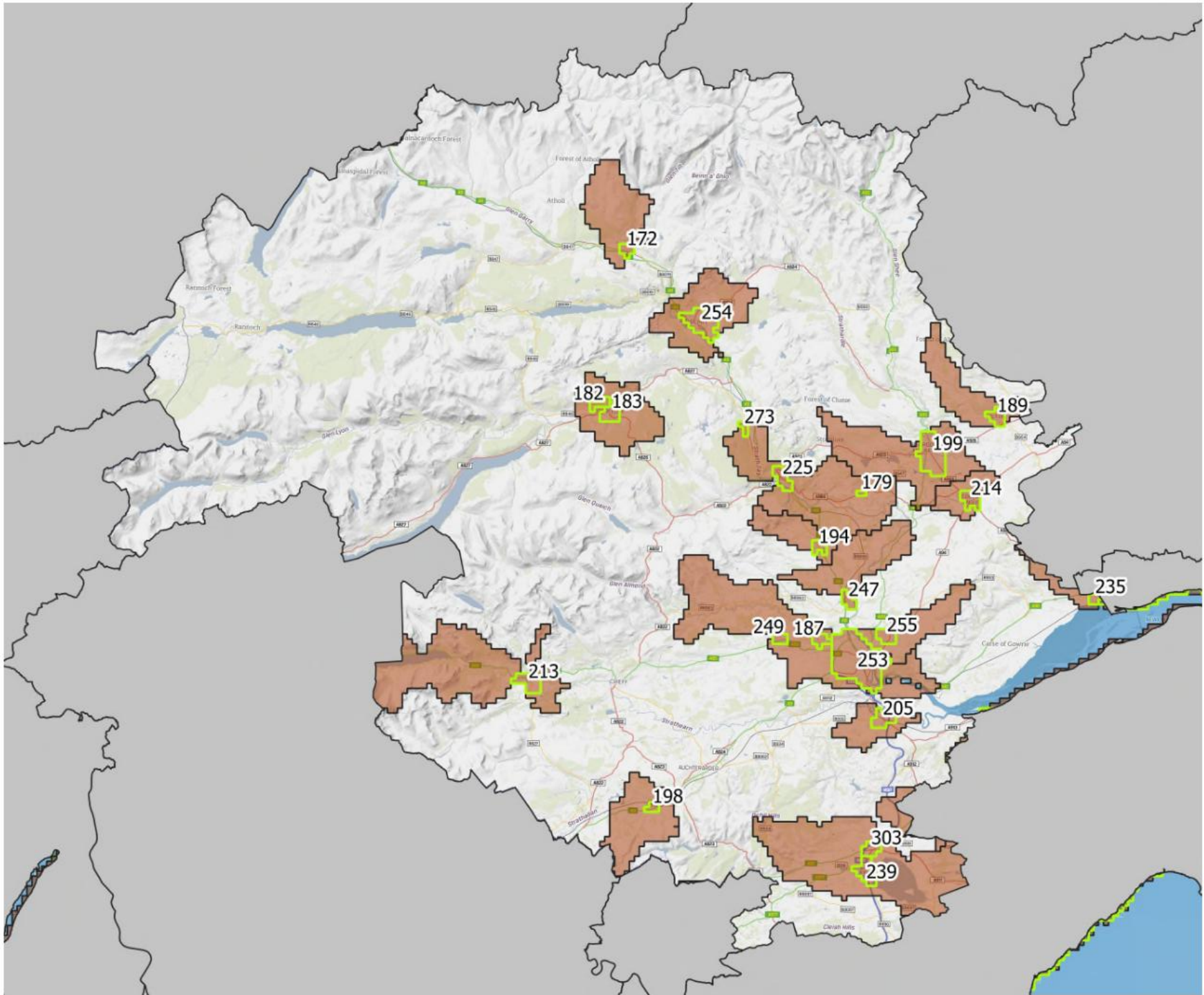
PVAs within LPD 9: Forth



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PVAs within LPD 10: Forth Estuary



- PVA

- OTA Name**
- 172 - Blair Atholl
- 179 - Spittalfield
- 182 - Weem
- 183 - Aberfeldy
- 187 - Almondbank
- 189 - Alyth
- 194 - Bankfoot
- 198 - Blackford
- 199 - Blairgowrie and Rattray
- 205 - Bridge of Earn
- 213 - Comrie
- 214 - Coupar Angus
- 225 - Dunkeld and Bimam
- 235 - Invergowrie
- 239 - Kinross
- 247 - Luncarty
- 249 - Methven
- 253 - Perth
- 254 - Pitlochry
- 255 - Scone
- 273 - Dalguise
- 303 - Milnathort

Objectives

National Principles:

- Take a long term, risk-based approach to flood risk management decisions and one that considers the impacts of and adaptability to climate change.
- Deliver coordinated and integrated flood risk management by engaging with communities and working in partnership, sharing data, expertise, services and resources.
- Consider whole catchments and coastlines and work with natural processes and the environment to deliver multiple outcomes.

National Objectives:

National Objective	Reasoning	National Actions
1. Avoid an increase in flood risk	<p>Avoiding an increase in flood risk is of vital importance to flood risk management. Land use planning is one of the most powerful tools available to help us achieve that and strong planning policies at national and local scales should prevent development from taking place in flood risk areas.</p> <p>Maintenance of existing flood management infrastructure and protection of natural coastal and flood storage areas is also vital to avoiding increases in current flood risk. Appropriate management of these assets will avoid deterioration over time.</p>	<ul style="list-style-type: none"> • Scottish Planning Policy • Maintenance and Inspection • Asset Management
2. Prepare for current and future flood risk	<p>People that live and work in the floodplain have a critical role in managing the flood risk they face. A well informed public who understand the risk can take actions to prepare and protect themselves and their property from flooding. However, this role needs to be supported by the relevant authorities who raise awareness and provide access to information. The long-term objective of reducing the risk of flooding cannot be achieved if future flood risk is not taken into account. Existing flood management infrastructure will deteriorate over time and as a result of climate change. Planning for this is an essential part of effective asset management. Climate change will increase the risk of flooding across Scotland and preparing for this increase and adapting to it is fundamental to future management.</p>	<ul style="list-style-type: none"> • Flood warning • Flood forecasting • Awareness raising • Floodline • Emergency plans and Response • Insurance and Flood RE • Property Flood Resilience • Scottish Planning Policy • Climate change adaptation plans and programme • Asset management plans (CC) • Shoreline management plans

National Objective	Reasoning	National Actions
3. Reduce overall flood risk	The long-term objective in Scotland is to reduce the risk of flooding from all sources as far as reasonable, taking into account economic, environmental and social priorities. Whilst decisions on tackling risk will focus on areas of significant risk, local priorities can also be addressed particularly where a relatively small amount of investment can address important local issues. Reducing overall flood risk is therefore an important national objective.	<ul style="list-style-type: none"> • FRM investment • National FRM policies and guidance • Scottish Planning Policy • Property Flood Resilience
4. Improve data and understanding of flood risk	Flooding can only be managed effectively if it is properly understood. Robust and reliable information on the causes and consequences of flooding is needed to inform decisions on how flooding will be managed. Climate change, erosion, urban creep and other trends can impact on flood risk and information about these is essential to achieving SFM. There is also a need to understand the protection providing by existing FRM assets and the implications of climate change on this.	<ul style="list-style-type: none"> • NFRA • SEPA national mapping updates • Research and Development • SFDAD • Hydrometric network • Dynamic Coast • FRM Act Sections 19 and 20 • Consultation and Engagement

Specific targeted Objectives:

OTA Ref	Location	Flood Source	Objective Type	Objective
183	Aberfeldy	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Aberfeldy
183	Aberfeldy	n/a	Avoid	Avoid development that increases flood risk in Aberfeldy
183	Aberfeldy	Fluvial, Pluvial	Reduce	Reduce the risk of surface water and river flooding from the River Tay and Moness Burn in Aberfeldy
183	Aberfeldy	Fluvial, Pluvial	Improve understanding	Improve data and understanding of river flooding in Aberfeldy
187	Almondbank	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Almondbank
187	Almondbank	n/a	Avoid	Avoid development that increases flood risk in Almondbank
187	Almondbank	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of Almondbank and Perth flood protection schemes
187	Almondbank	Fluvial	Improve understanding	Improve data and understanding of the river flooding in Almondbank
189	Alyth	n/a	Avoid	Avoid development that increases flood risk in Alyth
189	Alyth	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Alyth
189	Alyth	Fluvial	Reduce	Reduce the risk of river flooding from the Alyth Burn in Alyth.
194	Bankfoot	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Bankfoot
194	Bankfoot	n/a	Avoid	Avoid development that increases flood risk in Bankfoot
198	Blackford	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Blackford
198	Blackford	n/a	Avoid	Avoid development that increases flood risk in Blackford
198	Blackford	Fluvial	Reduce	Reduce the risk of river flooding from the Allan Water, Danny Burn, Burn of Ogilvie, Back Burn and Kinpauch Burn in Blackford.
172	Blair Atholl	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Blair Atholl

OTA Ref	Location	Flood Source	Objective Type	Objective
172	Blair Atholl	n/a	Avoid	Avoid development that increases flood risk in Blair Atholl
172	Blair Atholl	Fluvial	Reduce	Reduce the risk of river flooding in Blair Atholl
199	Blairgowrie and Rattray	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Blairgowrie and Rattray
199	Blairgowrie and Rattray	n/a	Avoid	Avoid development that increases flood risk in Blairgowrie and Rattray
199	Blairgowrie and Rattray	Pluvial	Reduce	Reduce the risk of surface water flooding in Blairgowrie and Rattray
205	Bridge of Earn	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Bridge of Earn
205	Bridge of Earn	n/a	Avoid	Avoid development that increases flood risk in Bridge of Earn
205	Bridge of Earn	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of the Bridge of Earn Flood Protection Scheme
205	Bridge of Earn	Fluvial	Improve understanding	Improve data and understanding of the river flooding in Bridge of Earn
205	Bridge of Earn	Pluvial	Reduce	Reduce the risk of surface water flooding in Bridge of Earn.
213	Comrie	n/a	Avoid	Avoid development that increases flood risk in Comrie
213	Comrie	n/a	Prepare	Prepare for current flood risk and/or future flooding as a result of climate change in Comrie
213	Comrie	Fluvial	Reduce	Reduce the risk of river flooding from the River Earn, River Lednock and the Water of Ruchill in Comrie
213	Comrie	Fluvial	Improve understanding	Improve data and understanding of the river flooding in Comrie
213	Comrie	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of the flood protection scheme in Comrie
213	Comrie	Pluvial	Reduce	Reduce the risk of surface water flooding in Comrie
214	Coupar Angus	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Coupar Angus
214	Coupar Angus	n/a	Avoid	Avoid development that increases flood risk in Coupar Angus

OTA Ref	Location	Flood Source	Objective Type	Objective
214	Coupar Angus	Fluvial	Avoid	Avoid an increase in flood risk in Coupar Angus by the appropriate protection of the Kettins Burn natural flood storage area
273	Dalguise	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Dalguise
273	Dalguise	n/a	Avoid	Avoid development that increases flood risk in Dalguise
225	Dunkeld and Birnam	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Dunkeld and Birnam
225	Dunkeld and Birnam	n/a	Avoid	Avoid development that increases flood risk in Dunkeld and Birnam
225	Dunkeld and Birnam	Fluvial	Reduce	Reduce the risk of river flooding from the River Tay, River Braan and small watercourses in Dunkeld
225	Dunkeld and Birnam	Fluvial	Improve understanding	Improve data and understanding of river in Dunkeld and Birnam
235	Invergowrie	n/a	Avoid	Avoid development that increases flood risk in Invergowrie
235	Invergowrie	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Invergowrie
235	Invergowrie	Fluvial, Pluvial	Reduce	Reduce the risk of surface water and river flooding from the Invergowrie Burn in Invergowrie.
239	Kinross	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Kinross
239	Kinross	n/a	Avoid	Avoid development that increases flood risk in Kinross
239	Kinross	Fluvial	Reduce	Reduce the risk of river flooding from the South Queich, Gelly Burn and Clash Burn in South Kinross.
239	Kinross	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of the South Kinross Flood Protection Scheme
239	Kinross	Pluvial	Reduce	Reduce the risk of surface water flooding in Kinross
247	Luncarty	n/a	Prepare	Prepare for future flooding as a result of climate change in Luncarty
247	Luncarty	n/a	Avoid	Avoid development that increases flood risk in Luncarty
247	Luncarty	Fluvial	Reduce	Reduce the risk of river flooding in Luncarty

OTA Ref	Location	Flood Source	Objective Type	Objective
249	Methven	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Methven
249	Methven	n/a	Avoid	Avoid development that increases flood risk in Methven
259	Methven	Fluvial	Reduce	Reduce the risk of river flooding from the Methven Burn in Methven
303	Milnathort	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Milnathort
303	Milnathort	n/a	Avoid	Avoid development that increases flood risk in Milnathort
303	Milnathort	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of the flood protection schemes in Milnathort
303	Milnathort	Pluvial	Reduce	Reduce the risk of surface water in Milnathort.
253	Perth	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Perth
253	Perth	n/a	Avoid	Avoid development that increases flood risk in Perth
253	Perth	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of the Perth Flood Protection Scheme
253	Perth	Fluvial	Reduce	Reduce the risk of river flooding from the Craigie Burn in Perth.
253	Perth	Fluvial	Improve understanding	Improve data and understanding of river flood risk from the River Tay in Perth
253	Perth	Pluvial	Reduce	Reduce the risk of surface water flooding in Perth.
254	Pitlochry	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Pitlochry
254	Pitlochry	n/a	Avoid	Avoid development that increases flood risk in Pitlochry
254	Pitlochry	Fluvial	Reduce	Reduce the risk of river flooding from the small watercourses in Pitlochry
254	Pitlochry	Fluvial	Reduce	Reduce the risk of flooding from the culvert on the A9 in the vicinity of Dalshian area in Pitlochry
254	Pitlochry	Fluvial	Improve understanding	Improve data and understanding of river flooding in Pitlochry

OTA Ref	Location	Flood Source	Objective Type	Objective
255	Scone	n/a	Prepare	Prepare for current flood risk and future flooding in Scone as a result of climate change
255	Scone	n/a	Avoid	Avoid development that increases flood risk in Scone
255	Scone	Fluvial, Pluvial	Reduce	Reduce the risk of surface water and river flooding from the Annaty Burn in Scone.
255	Scone	Fluvial	Improve understanding	Improve data and understanding of river flooding in Scone
255	Scone	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of Scone (Annaty Burn) flood protection scheme
179	Spittalfield	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Spittalfield
179	Spittalfield	n/a	Avoid	Avoid development that increases flood risk in Spittalfield
182	Weem	n/a	Prepare	Prepare for current flood risk and future flooding as a result of climate change in Weem
182	Weem	n/a	Avoid	Avoid development that increases flood risk in Weem
182	Weem	Fluvial	Avoid	Avoid an increase in flood risk by the appropriate management and maintenance of Weem flood protection scheme

PERTH & KINROSS COUNCIL

Environment & Infrastructure Committee – 19 May 2021

**ACTIVE TRAVEL STRATEGY -
CYCLING, WALKING AND SAFER ROUTES (CWSR) PROJECTS 2021/22**

**Report by Head of Environmental & Consumer Services
(Report No. 21/61)**

This report details the Cycling, Walking and Safer Routes (CWSR) project implemented in 2019/20 and 2020/21. It also seeks Committee approval for a list of Cycling, Walking and Safer Routes projects for 2021/22.

1. BACKGROUND

- 1.1 In 2019/20, the Scottish Ministers, in exercise of their powers under Section 70 of the Transport (Scotland) Act 2001, offered Perth and Kinross a capital grant of £247,000 for Cycling, Walking and Safer Street (CWSS) projects.
- 1.2 In 2020/21, Perth and Kinross Council received a further capital grant of £665,000 for Cycling, Walking and Safer Routes (CWSR) projects. Included in the terms and conditions of the grant is a provision that local authorities shall consider a minimum spend of 36% (and preferably above 50%) on works and promotion relating to cycling. This approach was agreed by the COSLA Regeneration and Sustainable Development Executive Group on 5 February 2010.

Cycling, Walking and Safer Streets 2019/20

- 1.3 At its meeting on 15 May 2019 (Report No. 19/135 refers), the Environment and Infrastructure Committee approved a list of works to be funded from the 2019/20 Scottish Government grant of £247,000 for CWSS projects. Details of the various schemes approved, and how the funding was spent in 2019/20, are listed in Appendix 1.
- 1.4 In total, £226,000 of actual works was funded in 2019/20 from the CWSS grant with £21,000 contributing to the officer time of the works. As approximately 87% of the 2019/20 grant funding was spent on cycling related works, the terms and conditions of the grant were met.
- 1.5 Funding of £130,000 from Tayside and Central Transport Partnership (TACTRAN) was also secured in order to deliver the Aberargie Phase 1 & 2 project. This project had been identified for CWSS funding during 2019/20 but the external funding allowed other planned projects to be undertaken.
- 1.6 A contribution of £10,000 was secured from a developer to deliver the provision of a flat-topped ramp in Hunter Street, Auchterarder.

Cycling, Walking and Safer Routes 2020/21

- 1.7 Due to the Covid pandemic and the focus on Spaces for People works, no CWSR report for the projects to be delivered or proposed was submitted to the Environment and Infrastructure Committee during 2020/21. Details of the various schemes, and how the funding was spent in 2020/21, are listed in Appendix 2. The schemes progressed had been listed as future schemes in the previous year's report. This was permissible within delegated authority.
- 1.8 In total, £600,000 of actual works was funded in 2020/21 from the CWSR grant with £65,000 contributing to the officer time of the works. The changes in travel patterns caused by the Covid pandemic, particularly the increase in pedestrian and cycling activity, resulted in additional investigation and design work being undertaken by officers compared with previous years. As approximately 54% of the 2020/21 grant funding was spent on cycling related works, the terms and conditions of the grant were met.
- 1.9 Funding of £72,500 from Tayside and Central Transport Partnership (TACTRAN) was also secured to deliver the Aberargie Phase 5 project. This project was a continuation of previous CWSR and Road Safety Initiative projects. The external funding allowed other planned projects to be undertaken. The off-road cycle lane connects to on-road walking and cycling friendly Green Routes from Aberargie to Bridge of Earn (through Dron) and from Glenfoot to the Fife Council boundary. It also forms part of the cycle route from Bridge of Earn to Newburgh, along the Baiglie Straight, being developed by Sustrans. A new bus stop and cycle lockers were installed at the Glenfoot junction.

2. PROPOSALS

Cycling, Walking and Safer Routes - Proposed Programme 2021/22

- 2.1 The schemes which have been identified for implementation in 2021/22 are listed in Appendix 3. The associated plans for the proposed works during 2021/22 are shown in Appendix 4.
- 2.2 The proposals from 2021/22 at Appendix 3 numbered 1, 2, 3 and 4 were identified following street audits with Living Streets and the Centre for Inclusive Living (Perth & Kinross), the respective local elected members and community councils. The projects 5 through to 17 for 2021/22 have been identified through working with the local communities, schools, and elected members.
- 2.3 An application to Sustrans for match funding for projects 7, 8, 9, 10, 13, 14, 15 listed in Appendix 3 was submitted in May 2021.
- 2.4 Delivering a number of the projects listed in Appendices 3 will support meeting the targets of the Cycle Action Plan for Scotland and will be compatible with the Perth Cycle Network Masterplan approved at Environment and Infrastructure Committee on 20 March 2019 (Report No.19/81 refers). A

number of these projects will improve and expand the cycling network infrastructure in Perth & Kinross.

- 2.5 All schemes listed in Appendix 3 will be implemented within the current financial year if match funding applications are successful. Should any applications be unsuccessful then those projects with successful match funding bids will be prioritised. Design briefs have been allocated and some works are already provisionally programmed. The schemes identified will ensure that approximately 44% of the Grant funding is spent on cycling works in order to meet the requirements on spend on cycle related projects during 2021/22.

3. CONCLUSIONS AND RECOMMENDATIONS

- 3.1 This report provides an update on the projects implemented through the Scottish Government Grant for Cycling, Walking and Safer Routes in 2019/20 and 2020/21. It also details the schemes which it is proposed to fund from the grant in 2021/22.

- 3.2 It is recommended that the Committee:

- (i) notes the schemes implemented from the Cycling, Walking and Safer Routes Grant Funding in 2019/20 as detailed at Appendix 1.
- (ii) notes the schemes implemented from the Cycling, Walking and Safer Routes Grant Funding in 2020/21 as detailed at Appendix 2.
- (iii) approves the list of works for Cycling, Walking and Safer Routes projects for the financial year 2021/22 as detailed in Appendix 3.

Author

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

Approved

Name	Designation	Date
Mark Butterworth	Head of Environmental & Consumer Services	21 April 2021

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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 primarily contribute to objectives iv) and v) above.

Corporate Plan

1.3 The Council's Corporate Plan 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 primarily contribute to objectives iv) and v). set out at 1.2 above.

2. Resource Implications

Financial

Capital

- 2.1 The Scottish Government has made available a grant of £665,000 to the Council for CWSR projects for 2021/22. The list of works recommended in this report will fully utilise this grant. Applications for grant funding from Sustrans are to be submitted in May 2021 for projects 7, 8, 9, 10, 13, 14, 15, in Appendix 3 with a total estimated value of £270,000.

Revenue

- 2.2 It is estimated that the Revenue budget commitments arising from the routine maintenance of traffic calming features, footways, cycle paths and traffic signing (£3,000) will be met from the Roads Maintenance budgets. These costs will require to be prioritised within the existing revenue budgets.

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 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.
- 3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- Assessed as **relevant** and no actions are required to be taken to reduce or remove negative impacts:
 - Assessed as **relevant** and the following positive outcomes are expected following implementation:

- The measures, for example improved crossing facilities, footways and traffic calming features, will provide improved access for communities, and will particularly improve travel opportunities for disabled people with mobility issues, sight or hearing impairment, children, elderly people & parent/carers walking with children in pushchairs/buggies.
- The measures will provide improvements for road users of all ages, but particularly for children and elderly people. This will include facilities to enable them to cross roads safely.
- The measures will also encourage children to walk or cycle to school, thus bringing health benefits.
- The measures will provide opportunities for increased travel by foot and cycle for all age groups.

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).
- 3.4 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.5 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.

Legal and Governance

- 3.6 Relevant Traffic Regulation Orders 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 Finance and Police Scotland have been consulted in the preparation of this report.

- 4.2 As part of the scheme design, consultation will be carried out with the relevant parties where appropriate, including the local elected members.

5. Communication

- 5.1 For some projects, approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

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; (list papers concerned)

- Report to Enterprise and Infrastructure Committee 8 June 2011, Cycling, Walking and Safer Streets (CWSS) Projects 2011/12 (11/290)
- Report to Enterprise and Infrastructure Committee 23 November 2011, Cycling, Walking and Safer Streets Projects 2011/12 Update and Sustrans Community Links Programme 2011/12 (11/580)
- Report to Enterprise and Infrastructure Committee 5 June 2013, Cycling, Walking and Safer Streets (CWSS) Projects 2013/14 (13/276)
- Report to Enterprise and Infrastructure Committee 4 June 2014, Cycling, Walking and Safer Streets (CWSS) Projects 2014/15 (14/238)
- Report to Enterprise and Infrastructure Committee 3 June 2015, Cycling, Walking and Safer Streets (CWSS) Projects 2015/16 (15/230)
- Report to Enterprise and Infrastructure Committee 1 June 2016, Cycling, Walking and Safer Streets (CWSS) Projects 2016/17 (16/244)
- Report to Enterprise and Infrastructure Committee 14 June 2017, Cycling, Walking and Safer Streets (CWSS) Projects 2017/18 (17/209)
- Report to Enterprise and Infrastructure Committee 23 May 2018, Cycling, Walking and Safer Streets (CWSS) Projects 2018/19 (18/175)
- Report to Enterprise and Infrastructure Committee 15 May 2019, Cycling, Walking and Safer Streets (CWSS) Projects 2019/20 (19/135)

3. APPENDICES

- 3.1 Appendix 1 - Cycling, Walking and Safer Streets (CWSS) Projects 2019/20.
3.2 Appendix 2 - Cycling, Walking and Safer Streets (CWSS) Projects 2020/21.
3.3 Appendix 3 - Cycling, Walking and Safer Streets (CWSS) Projects 2021/22.
3.4 Appendix 4 - Plans 1- 17

APPENDIX 1

Cycling, Walking and Safer Streets Projects 2019/20

G	Green – Works completed in 2019/19
A	Amber - Works delayed and not completed in 2019/20
R	Red – Works did not proceed in 2019/20

Shared Use Paths / Community Schemes / Safer Routes to Schools			
1	Perth City Centre	RSI £15,000.00	G
	Provision of corduroy tactile paving and other minor measures to improve the city centre for pedestrians with visual and mobility impairment. Ward 12. Project carried out under Road Safety Initiatives budget.		
2	Shore Road, Perth	CWSS £42,000	G
	1.0m strip widening of footway along Shore Road from Railway Bridge past Marshall Place to the South Inch car park, to provide shared use path for cyclists and pedestrians. Ward 12.		
3	Longforgan Phase 3	CWSS £35,000	G
	Provision of 2.5m wide shared use path in Mary Findlay Drive north to Kingswell Road to provide shared use path for cyclists and pedestrians. Ward 1.		
4	Moncur Road, Inchtute	CWSS £39,000	G
	1.0m strip widening of footway along Moncur Road from Flower of Monorgan Close to Orchard Way to provide shared use path for cyclists and pedestrians to link to Inchtute Primary School. Land issues being investigated. Ward 1.		
5	King Street/Commissioner Street, Crieff	CWSS £20,000 (2021/22)	R
	Provision of build-out around King Street/Commissioner Street junction to improve pedestrian crossing facilities. Works programmed for early 2020/21. Ward 6.		
6	Moray Street, Blackford - Phase 1	CWSS £39,000	G
	Provision of shared use path and 1.0m strip widening along Moray Street, Blackford to provide shared use path for cyclists and pedestrians between Blackford Primary School, playpark and Green Route link to/from Auchterarder. Ward 7.		

7	Town Centre, Kinross	CWSS £6,000	G
	Provision of minor measures to improve the centre of Kinross for pedestrians with visual and mobility impairment. Ward 8.		
8	C448 Invervar, Glen Lyon	RSI £4,000	G
	Provision of 1.5m footway link and bus drop off / pick up point. Ward 4. Project carried out under Road Safety Initiatives budget.		
9	B8062 Hunter Street, Auchterarder	CWSS £5000	G
		Developer £10,000	
Provision of flat-topped ramp on Hunter Street to reduce vehicle speeds and to improve pedestrian crossing facilities adjacent to public play park. Developer contribution towards project. Ward 7.			
10	Broich Road, Crieff	CWSS £60,000	G
	Provision of shared use path along Broich Road, Crieff to provide shared use path for cyclists and pedestrians between new supermarket and Crieff Primary School. Ward 6.		
11	A912 / A913 Aberargie Phase 1 & 2	Tactran £130,000	G
	Provision of shared use path along A912 / A913 to provide shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Full funding provided by Tactran. Ward 9.		

	Engineering Administration	CWSS £21,000.00
	TOTALS	CWSS (Eng. Admin.) £21,000 RSI £19,000 CWSS £226,000 Developer Contribution £10,000 Tactran £130,000

APPENDIX 2

Cycling, Walking and Safer Routes Projects 2020/21

G	Green – Works completed in 2020/21
A	Amber - Works delayed and not completed in 2020/21
R	Red – Works did not proceed in 2020/21

Shared Use Paths / Community Schemes / Safer Routes to Schools			
1	General Dropped Kerbs	CWSR £6,000.00	G
	Provision of minor measures to improve accessibility for pedestrians with visual and mobility impairment in Stanley, Dunning and Scone. Wards 2, 5 & 7.		
2	Western Road, Auchterarder (Phase 2 South)	CWSR £75,000	G
	Provision of shared use path and 1.0m strip widening of footway along Western Road from the Core path network to the A9 shared use path, linking into the train station. Ward 12.		
3	Church Street, Milnathort	CWSR £10,000	R
	Provision of buildouts on Stirling Road at its junction with Church Street to improve pedestrian crossing facilities. Ward 8		
4	Moray Street, Blackford (Phase 2)	CWSR £114,000	G
	Provision of shared use path and 1.0m strip widening along Moray Street, Blackford to provide shared use path for cyclists and pedestrians between Blackford Primary School, playpark and Green Route link to/from Auchterarder. Ward 7.		
5	Town Centre, Auchterarder	CWSR £10,000	G
	Provision of minor measures to improve the centre of Auchterarder for pedestrians with visual and mobility impairment. Ward 7.		
6	Auld Bond Road, Perth	CWSR £11,000	G
	Provision of traffic calming measures on Auld Bond Road. Ward 11.		
7	Meigle School – Village Hall Phase 1	CWSR £114,500	G
	Provision of puffin crossing, improved public transport facilities, traffic calming measures and 20mph speed limits to improve road safety in the vicinity of the primary school. Ward 2.		

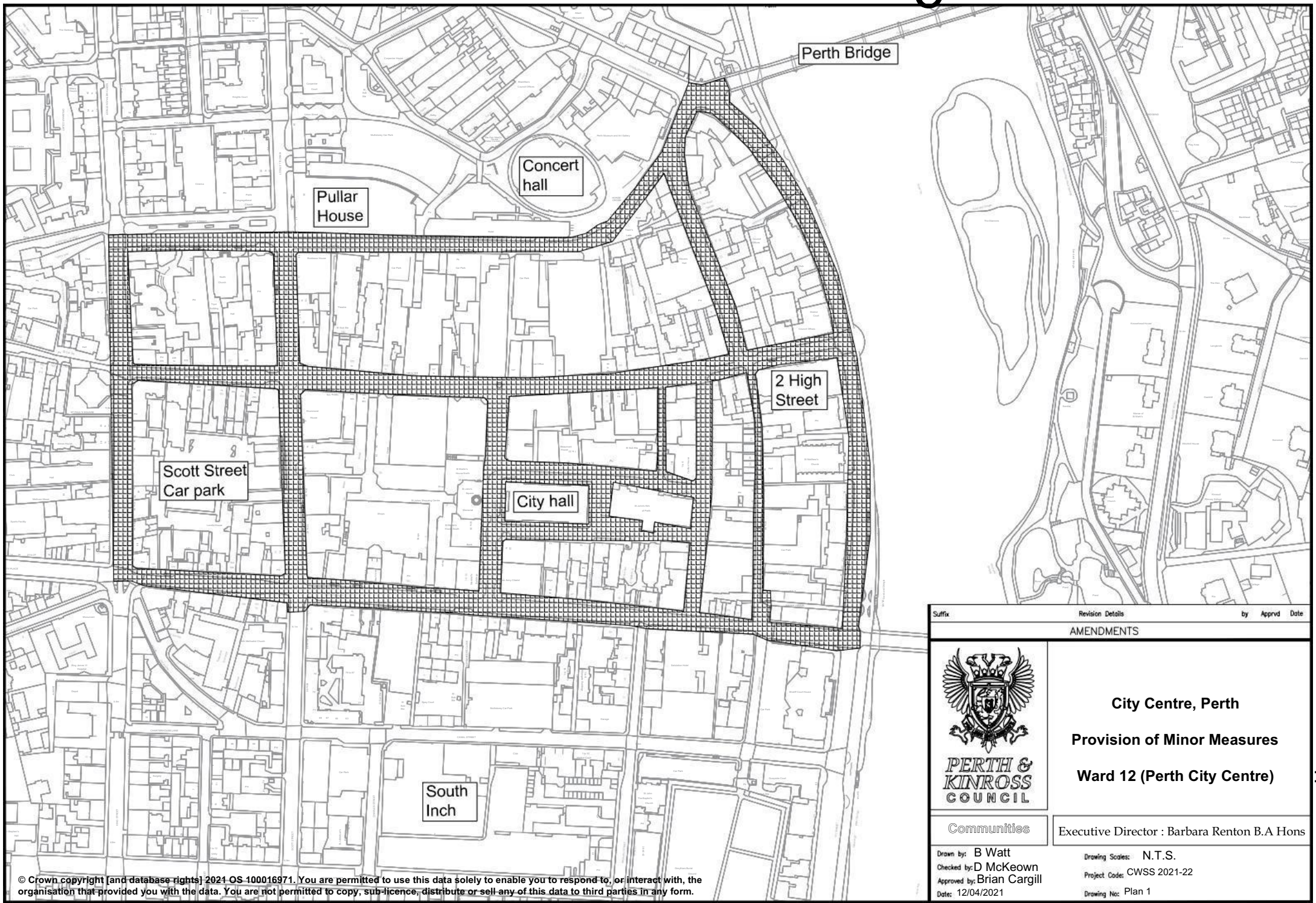
8	A923 Leys Crossroads	CWSR £10,000	G
	Provision of 1.5m footway link and bus drop off / pick up point. Ward 2		
9	West Moulin Road, Pitlochry	CWSR £6000	G
	Provision of buildouts on West Moulin Road to improve pedestrian crossing facilities. Ward 4.		
10	A913 Aberargie Phase 5	CWSR £151,000	G
		Tactran £72,000	
Provision of shared use path along A913 to provide shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Funding also provided by Tactran. Ward 9.			
11	A912 Baiglie Straight	CWSR £21,000	G
	Provision of traffic signal equipment for measures along the A912 to provide shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Project being carried out in partnership with P&K Countryside Trust. Ward 9.		
12	Sandy Road, Scone	CWSR £15,500	G
	Provision of minor measures to improve pedestrian crossings on Sandy Road, Scone. Ward 2		
13	Back Dykes, Abernethy	CWSR £76,000	G
	Provision of new Puffin Crossing outside of Abernethy Primary School. Ward 9		
	Engineering Administration	CWSR £65,000.00	
	TOTALS	CWSR (Eng Admin) £65,000 CWSR £600,000 Tactran £72,500	


Cycling, Walking and Safer Routes (CWSR) Projects 2021/22

Shared Use Paths / Community Schemes / Safer Routes to Schools		
1	Perth City	CWSR £50,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the city centre for pedestrians with visual and mobility impairment. Wards 10, 11, 12. See Plan No 1	
2	Town Centre, Auchterarder	CWSR £25,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 6. See Plan No 2	
3	Town Centre, Blairgowrie/Ratray	CWSR £25,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 3. See Plan No 3	
4	Town Centre, Dunkeld	CWSR £25,000
	Provision of minor measures such as dropped kerbs and tactile paving to improve the town centre for pedestrians with visual and mobility impairment. Ward 5. See Plan No 4	
5	Western Road Auchterarder Phase 3	CWSR £80,000
	Alterations and improvements to existing path to create a 2.5m wide shared use path linking the core path network to Auchterarder. Ward 7. See Plan No 5	
6	Church Street, Milnathort	CWSR £10,000
	Provision of footpath and junction realignment linking residential area to primary school. Ward 8. See Plan No 6	
7	Primrose Crescent, Perth (Phase 1)	CWSR £30,000
		Sustrans £30,000
	Provision of a 2.5m wide cycle path to connect Lade Cycle Path to Gillespie Crescent and Tulloch Primary School. Ward 11. See Plan No 7	

Shared Use Paths/Community Links or Safer Routes to Schools continued		
8	Tulloch Road, Perth	CWSR £25,000
		Sustrans £25,000
Provision of footway for pedestrians between Wallace Crescent and Tulloch Terrace to connect residential area with shopping centre and community facilities. Ward 11. See Plan No 8		
9	Fairies Road, Perth	CWSR £50,000
		Sustrans £50,000
Provision of footway for pedestrians across frontage of Perth Academy between Viewlands Road and Oakbank Crescent. Ward 10. See Plan No 9		
10	Viewlands Road, Perth	CWSR £75,000
		Sustrans £75,000
Provision of footway for pedestrians across frontage of Perth Academy between Fairies Road and Murray Terrace. Ward 10. See Plan No 10		
11	A912 Baiglie Straight	CWSR £30,000
		Contribution towards the provision of shared use path for cyclists and pedestrians between A912 Baiglie Straight and Aberargie. Project being carried out in partnership with P&K Countryside Trust. Ward 9. See Plan No 11
12	King Street/Commissioner Street, Crieff	CWSR £20,000
		Provision of build-out around King Street/Commissioner Street junction to improve pedestrian crossing facilities. Ward 6. See Plan No 12
13	Broich Road, Crieff (Phase 1 & 2)	CWSR £50,000
		Sustrans £50,000
Provision of 3.0m wide shared use path and continuous footway to connect supermarket to Crieff Primary School and Strathearn Community Campus. Ward 6. See Plan 13		

Shared Use Paths/Community Links or Safer Routes to Schools continued		
14	Spoutwells Place, Scone	CWSR £20,000
		Sustrans £20,000
	Provision of 2.5m wide shared use path to connect residential area to Primary school. Ward 2. See Plan No 14	
15	Stormont Road, Scone	CWSR £20,000
		Sustrans £20,000
	Provision of 2.5m wide shared use path to connect residential area to Primary school. Ward 2. See Plan No 15	
16	Grandtully Primary School	CWSR £20,000
		Provision of 2.5m wide shared use path through park to connect main road to Primary school. Ward 4. See Plan No 16
17	C484 Station Road Errol	CWSR £45,000
		Strip widening of footway along Station Road from Preston Watson Street and Thieves Walk core path to provide shared use path for cyclists and pedestrians. Ward 1. See Plan No 17
Engineering Administration		£65,000
TOTALS		CWSR (Eng. Admin.) £65,000 CWSR (Works) £600,000 Possible Sustrans £270,000



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		City Centre, Perth Provision of Minor Measures Ward 12 (Perth City Centre)		
		Executive Director : Barbara Renton B.A Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 1		
Drawn by: B Watt Checked by: D McKeown Approved by: Brian Cargill Date: 12/04/2021				

Town Centre, Auchterarder




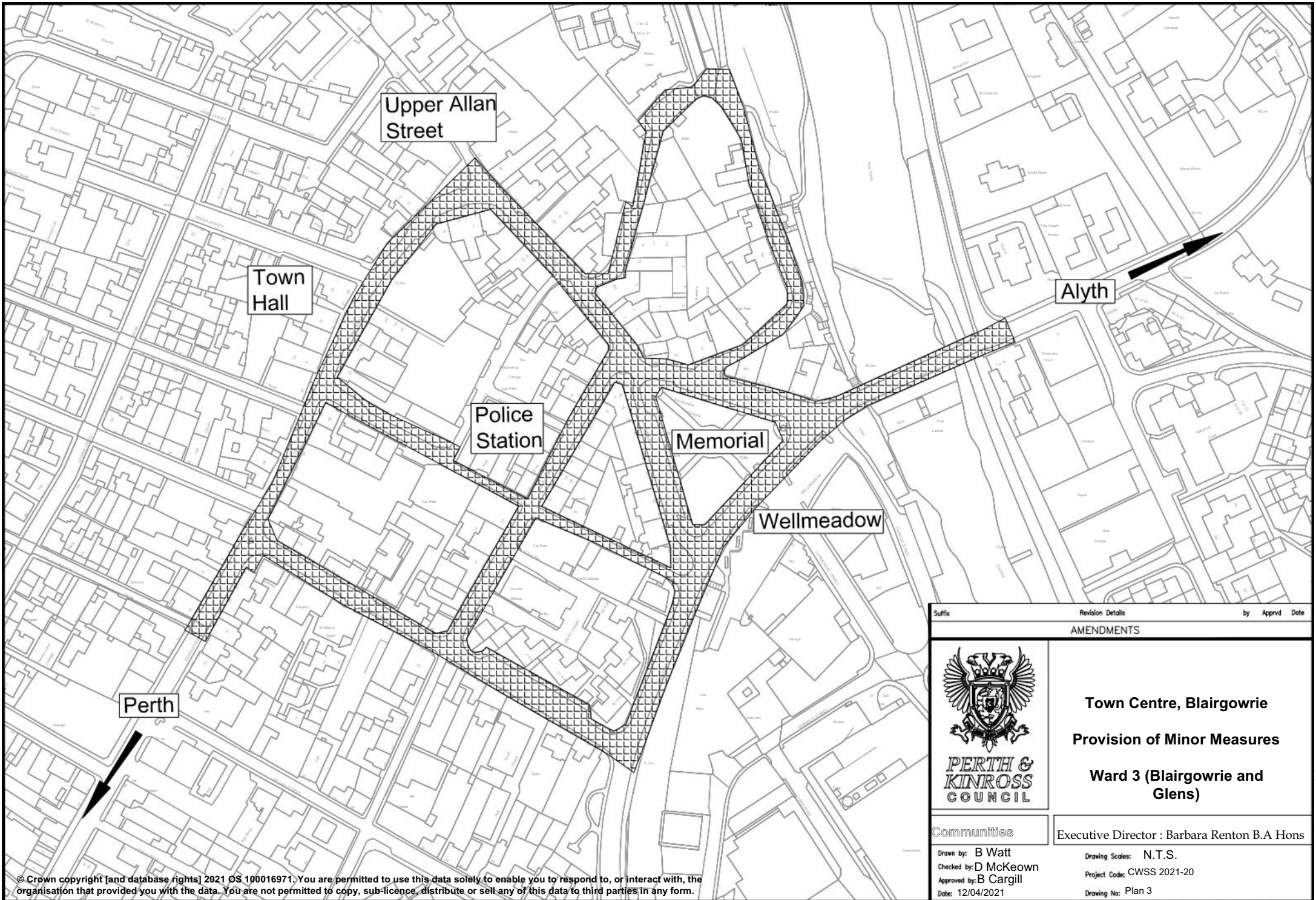
Community Campus

School Lane

North Crofts

Co-op

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Town Centre, Auchterarder Provision of Minor Measures Ward 7 (Strathallan)		
		Executive Director : Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S.		
Drawn by: B Watt		Project Code: CWSS 2021-22		
Checked by: D McKeown		Drawing No: Plan 2		
Approved by: B Cargill				
Date: 12/04/2021				



Upper Allan Street

Town Hall

Alyth

Police Station

Memorial

Wellmeadow

Perth

Suffix Revision Details by Apprd Date

AMENDMENTS



PERTH & KINROSS COUNCIL

Town Centre, Blairgowrie
Provision of Minor Measures
Ward 3 (Blairgowrie and Glens)

Communities

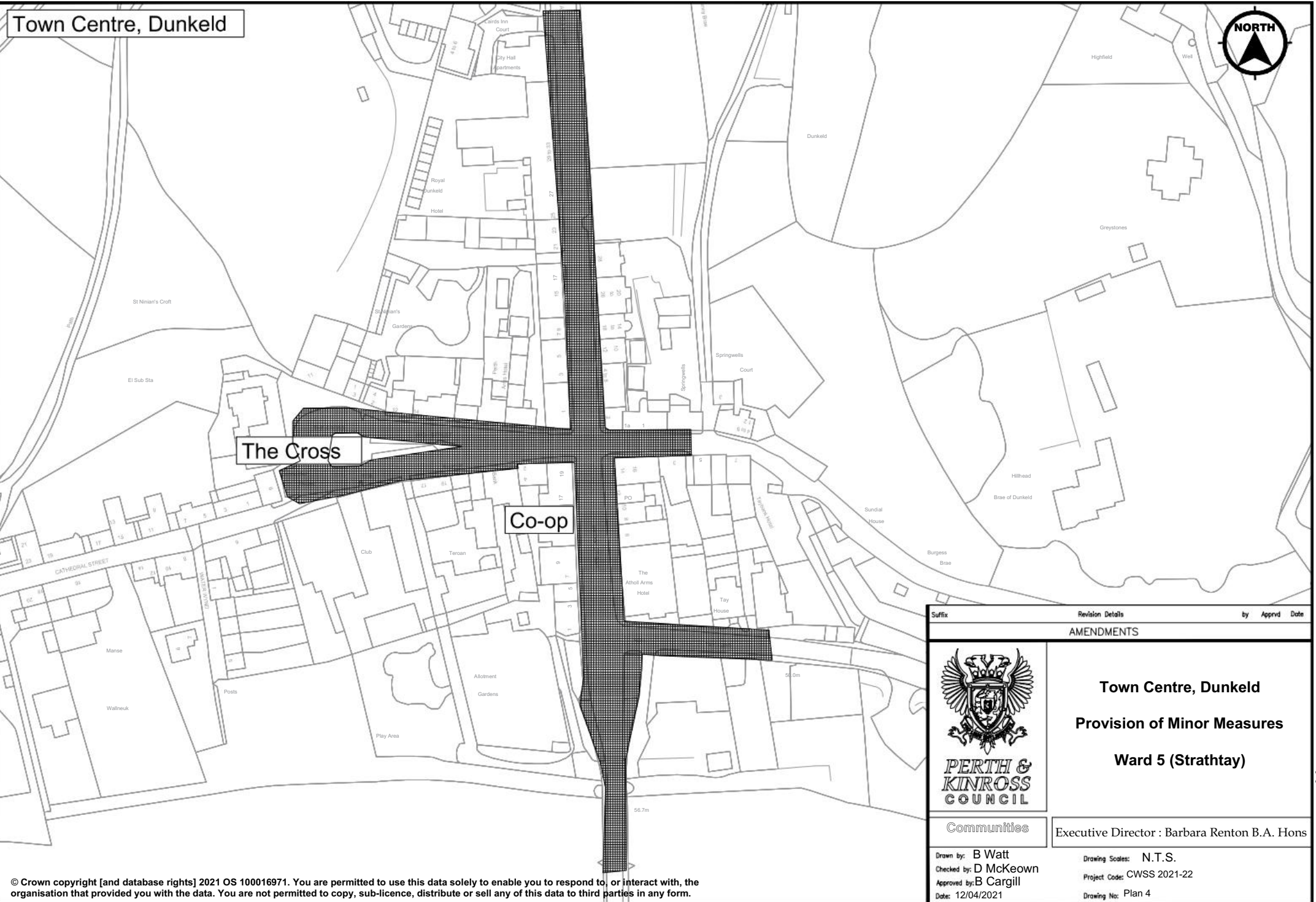
Executive Director : Barbara Renton B.A Hons


Drawn by: B Watt
 Checked by: D McKeown
 Approved by: B Cargill
 Date: 12/04/2021

Drawing Scales: N.T.S.
 Project Code: CWSS 2021-20
 Drawing No: Plan 3

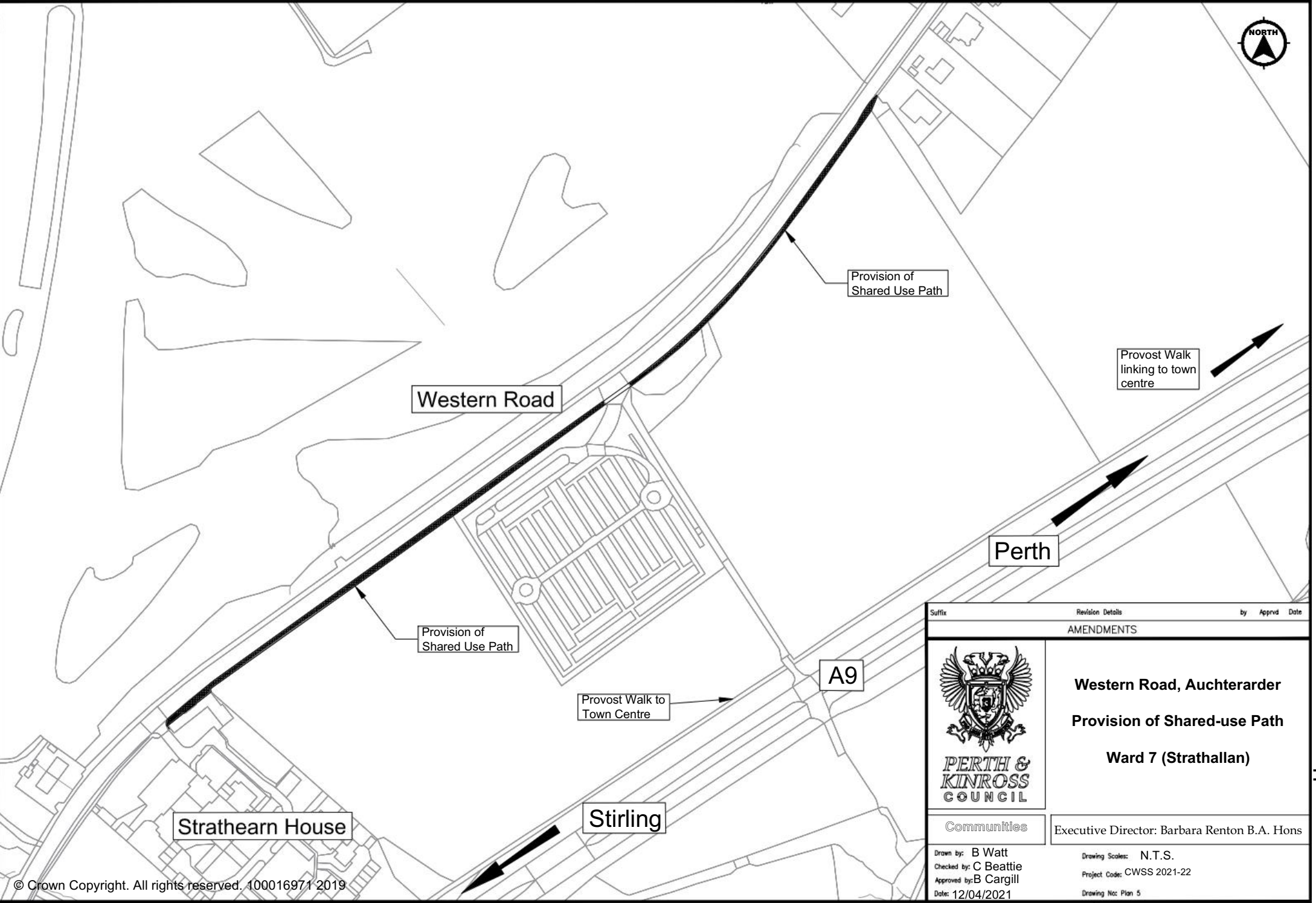
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Town Centre, Dunkeld



Suffix	Revision Details	by	Apprd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Town Centre, Dunkeld Provision of Minor Measures Ward 5 (Strathhtay)		
		Executive Director : Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 4		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 12/04/2021		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 4		

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Western Road

Provision of Shared Use Path

Provost Walk linking to town centre

Perth


Provision of Shared Use Path

Provost Walk to Town Centre

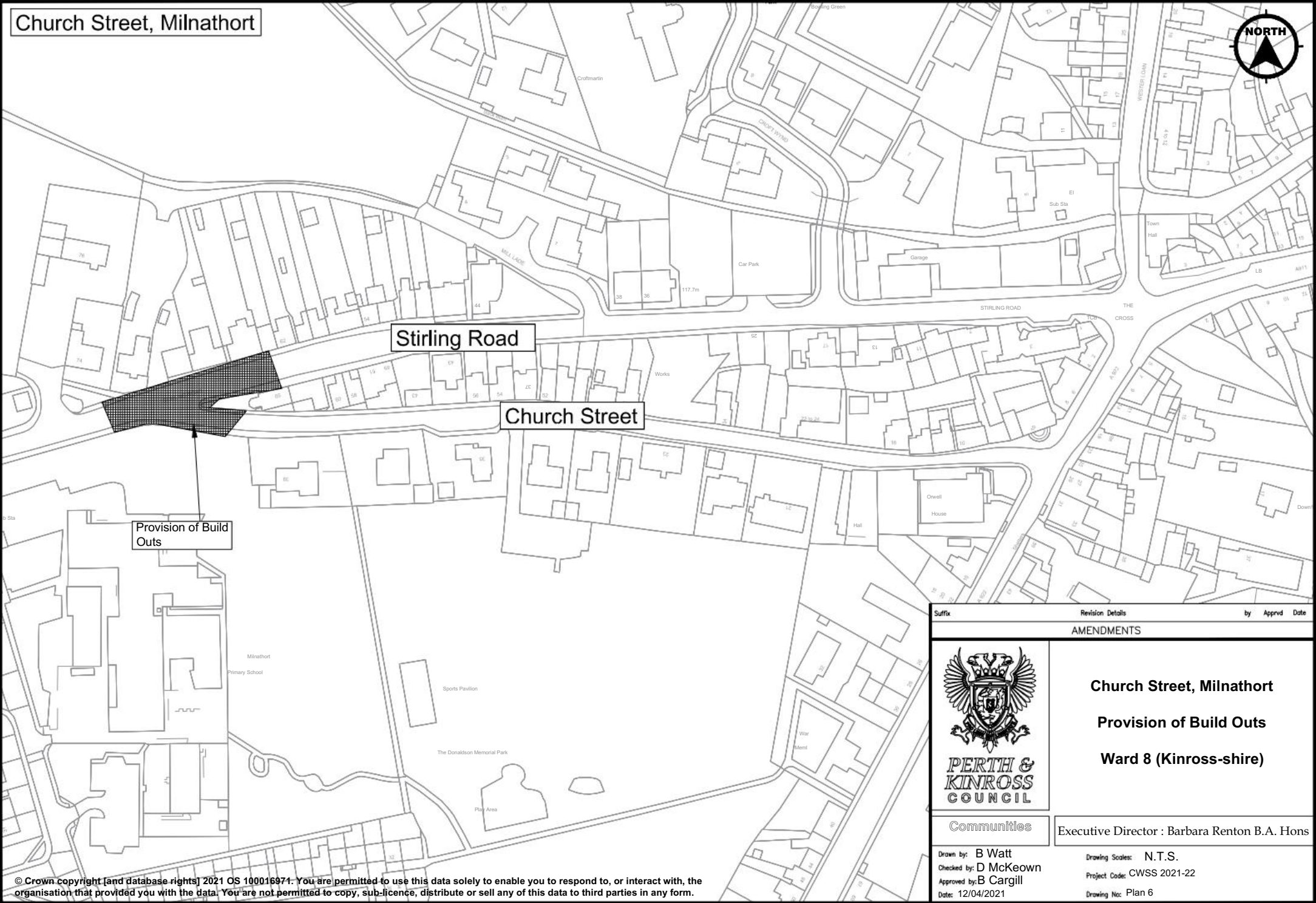
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Strathearn House


Stirling

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Western Road, Auchterarder Provision of Shared-use Path Ward 7 (Strathallan)		
		Executive Director: Barbara Renton B.A. Hons		
Communities				
Drawn by: B Watt Checked by: C Beattie Approved by: B Cargill Date: 12/04/2021		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 5		

Church Street, Milnathort




Provision of Build Outs

Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Church Street, Milnathort Provision of Build Outs Ward 8 (Kinross-shire)		
		Executive Director : Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 6		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 12/04/2021				

Tulloch, Perth



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Primrose Crescent, Tulloch, Perth Provision of Shared-use Path Ward 11 (Perth North)		
		Executive Director: Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 7		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 30/04/2021		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 7		


Tulloch Road, Perth

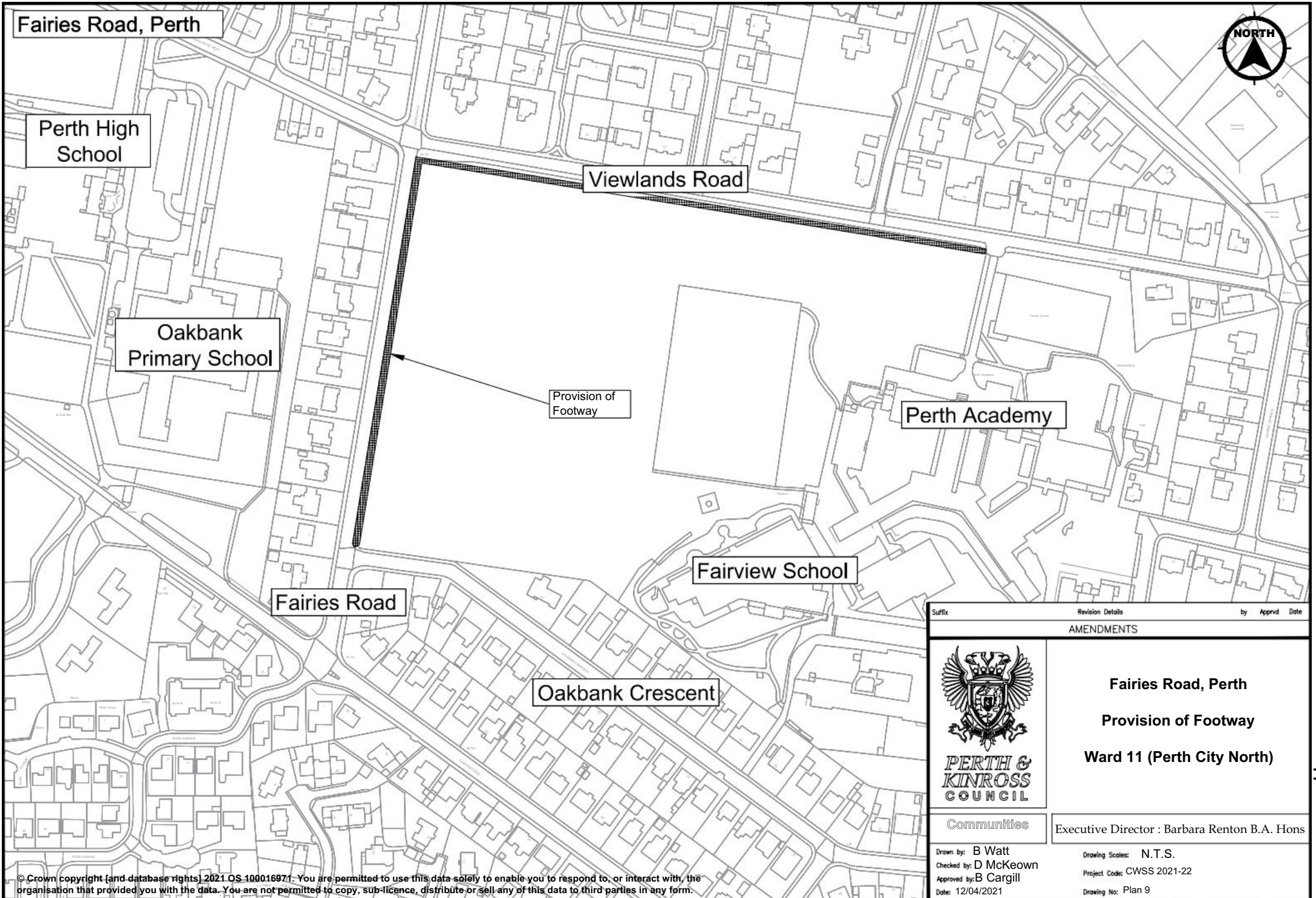



Tulloch Road

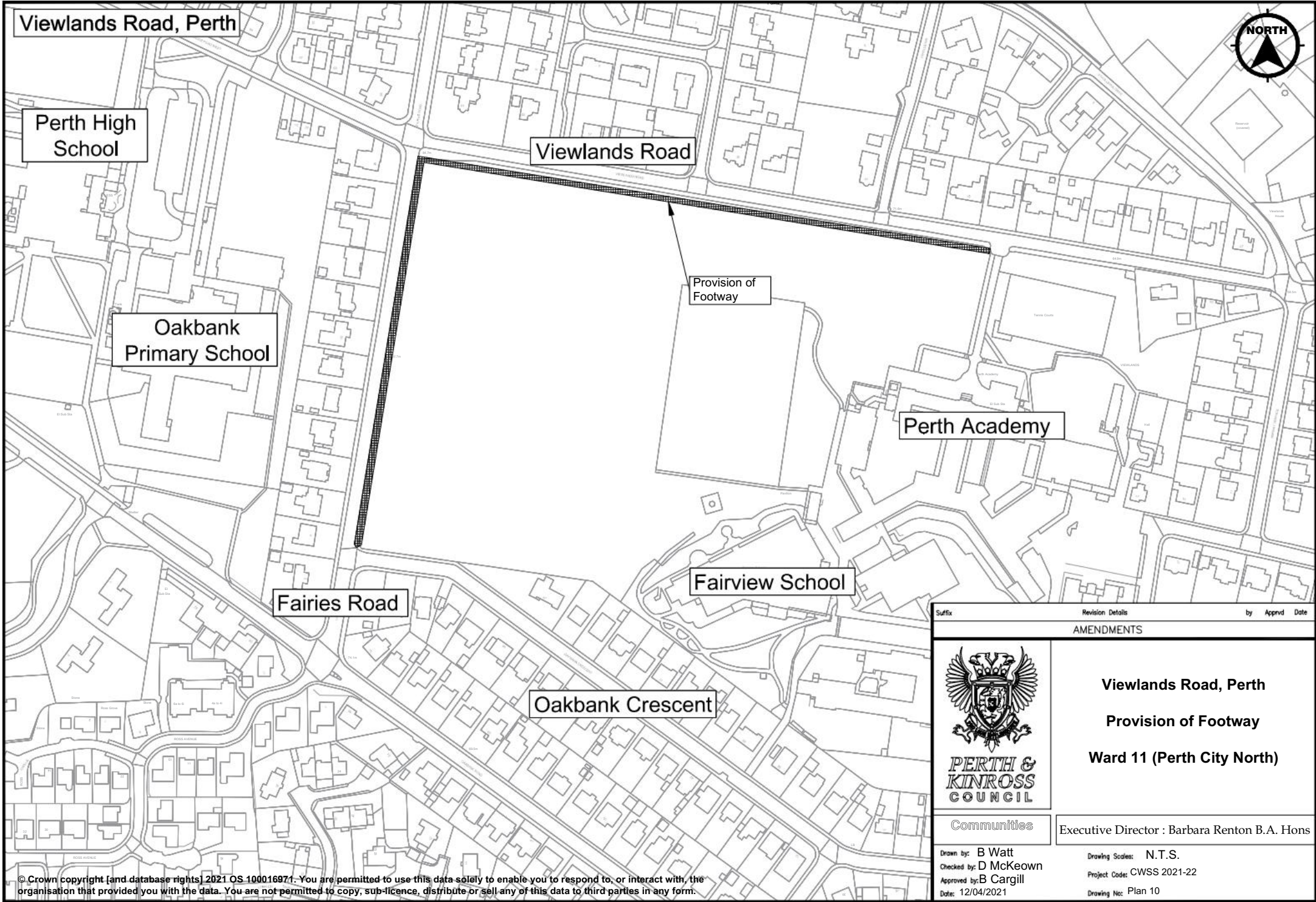
Wallace Crescent

Provision of Footway

Revision Details		by	Appr'd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL	Tulloch Road, Perth Provision of Footway Ward 11 (Perth City North)			
	Executive Director : Barbara Renton B.A. Hons			
Communities				
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 12/04/2021	Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 8			



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Fairies Road, Perth Provision of Footway Ward 11 (Perth City North)		
		Executive Director : Barbara Renton B.A. Hons		
Communities		Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 12/04/2021		
		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 9		



Viewlands Road, Perth

Perth High School

Viewlands Road

Provision of Footway

Oakbank Primary School

Perth Academy

Fairies Road

Fairview School

Oakbank Crescent

Suffix Revision Details by Appr'd Date

AMENDMENTS



Viewlands Road, Perth
Provision of Footway
Ward 11 (Perth City North)

Communities

Executive Director : Barbara Renton B.A. Hons

Drawn by: B Watt
 Checked by: D McKeown
 Approved by: B Cargill
 Date: 12/04/2021

Drawing Scales: N.T.S.
 Project Code: CWSS 2021-22
 Drawing No: Plan 10

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Bridge of Earn



Contribution to
PKCT Active
Travel Project

A94

Aberargie

Abernethy

Glenfarg

Suffix Revision Details by Apprd

AMENDMENTS



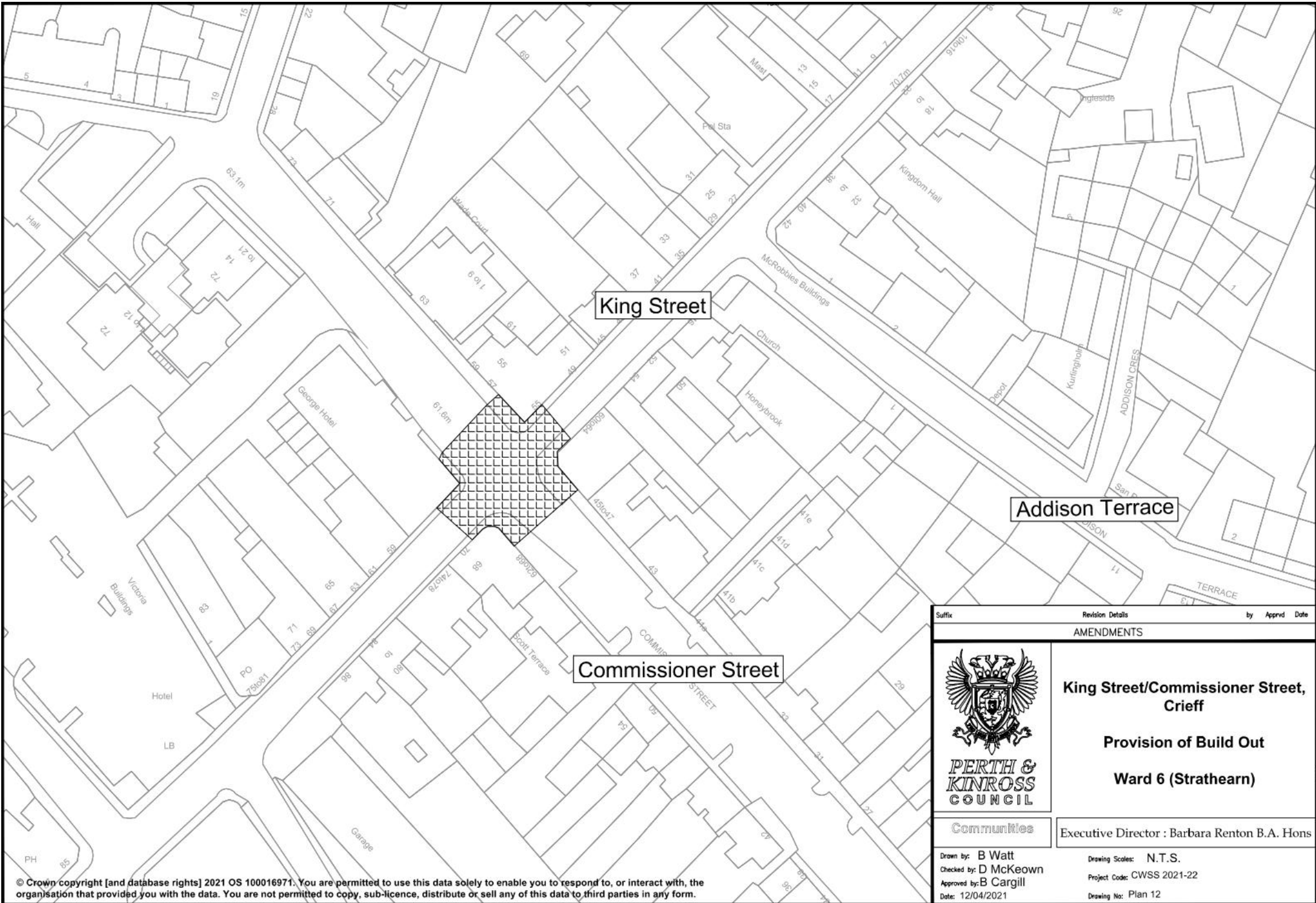
Baigie Straight
**Contribution to Perth and
Kinross Countryside Trust**
Ward 9 (Almond and Earn)

Communities


Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 12/04/2021

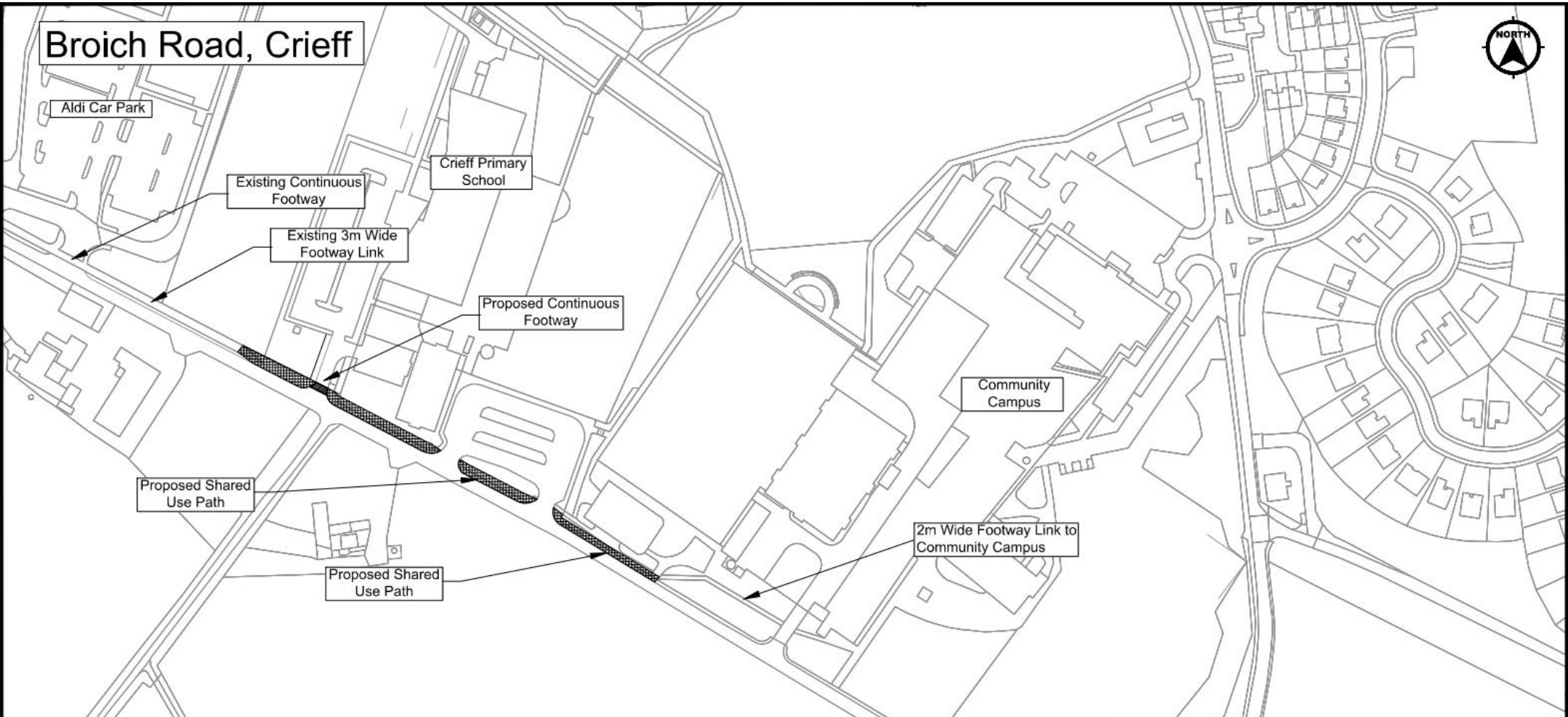
Drawing Scales: N.T.S.
Project Code: CWSS 2021-22
Drawing No: Plan 11




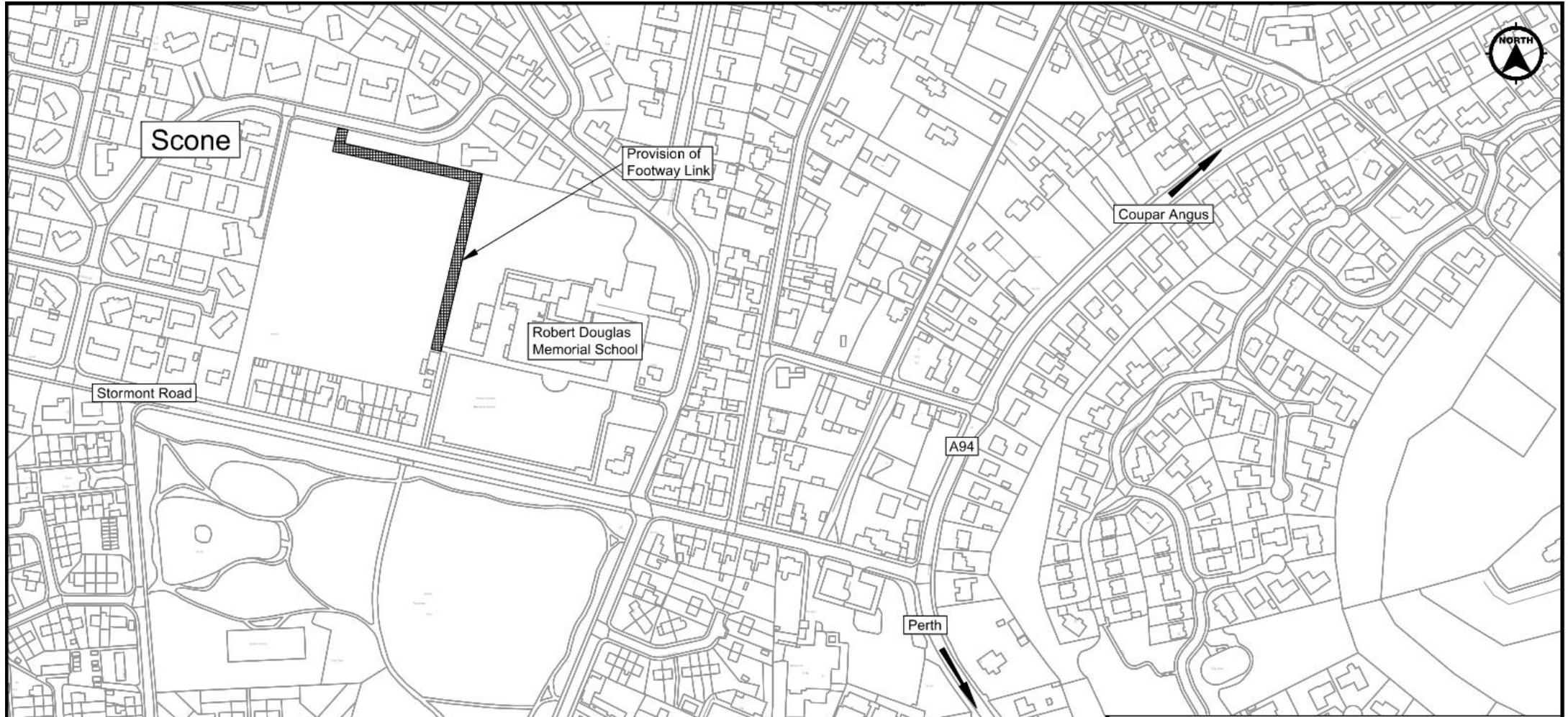
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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		King Street/Commissioner Street, Crieff Provision of Build Out Ward 6 (Strathearn)		
		Executive Director : Barbara Renton B.A. Hons		
Communities				
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 12/04/2021		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 12		

Broich Road, Crieff



Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Broich Road, Crieff Provision of Shared-use Path Ward 6 (Strathearn)		
		Executive Director: Barbara Renton B.A. Hons		
Communities		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 13		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 12/04/2021		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 13		



Scone

Provision of Footway Link

Robert Douglas Memorial School

Stormont Road

A94

Perth

Coupar Angus

Suffix Revision Details by Apprd

AMENDMENTS



PERTH & KINROSS COUNCIL

Communities

Sputwells Place, Scone
Provision of Footway Link
Ward 2 (Strathmore)

Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 12/04/2021

Drawing Scales: N.T.S.
Project Code: CWSS 2021-22
Drawing No: Plan 14



Scone

Coupar Angus

Robert Douglas
Memorial School

Stormont Road

Provision of
Footway Link

A94

Perth

Suffix Revision Details by Apprd

AMENDMENTS



**PERTH &
KINROSS
COUNCIL**

**Stormont Road, Scone
Provision of Footway Link
Ward 2 (Strathmore)**

Communities

Executive Director : Barbara Renton B.A Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill

Drawing Scales: N.T.S.
Project Code: CWSS 2021-22

Date: 12/04/2021

Drawing No: Plan 15

Grandtully Primary School




A827

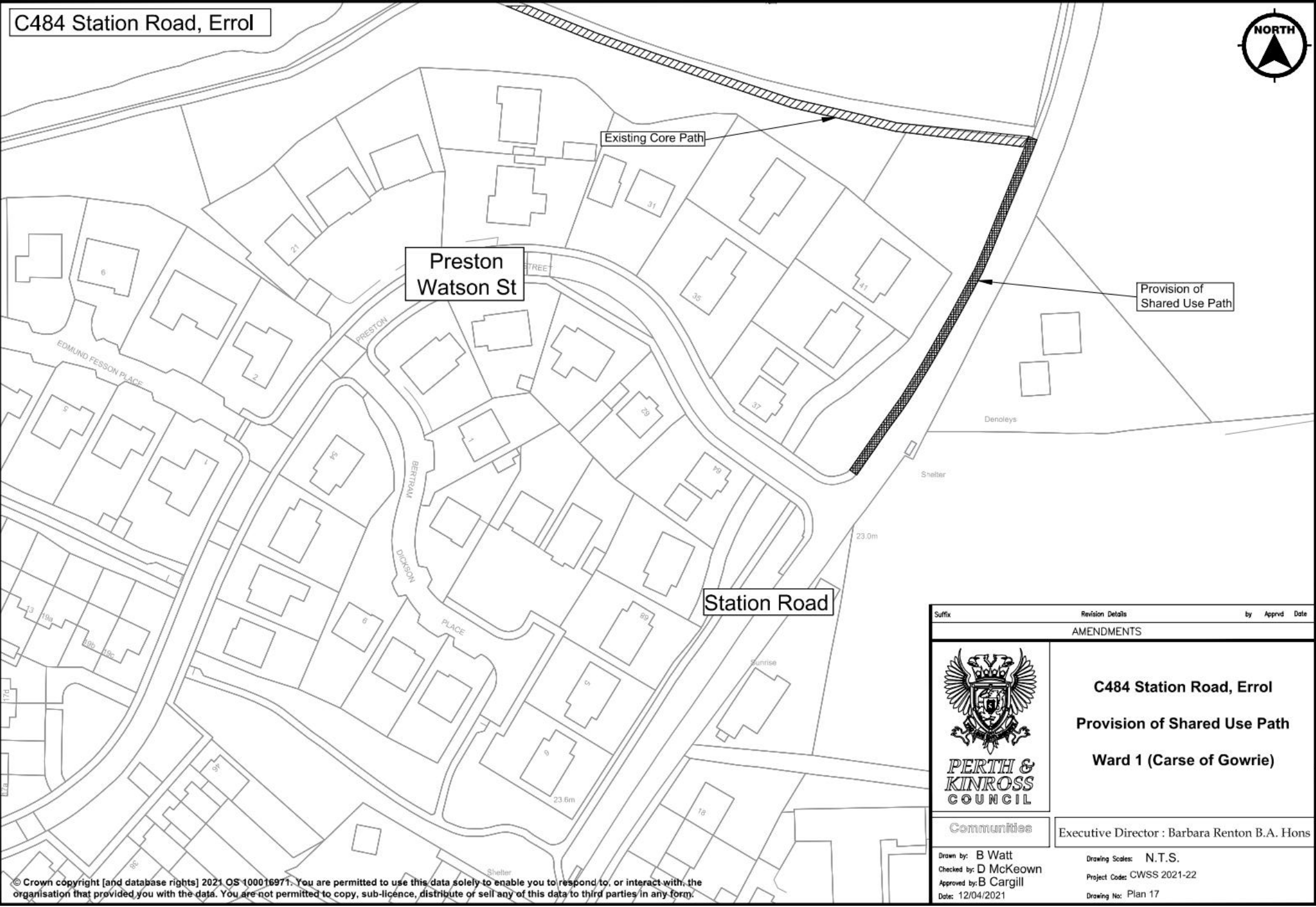
Grandtully Village Hall

Provision of Shared Use Path

Grandtully Primary School

Revision Details		by	Appr'd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Grandtully Primary School Provision of Shared Use Path Ward 4 (Highland)		
		Executive Director : Barbara Renton B.A. Hons		
Communities		Executive Director : Barbara Renton B.A. Hons		
Drawn by: B Watt Checked by: D McKeown Approved by: B Cargill Date: 12/04/2021		Drawing Scales: N.T.S. Project Code: CWSS 2021-22 Drawing No: Plan 16		

C484 Station Road, Errol



Suffix Revision Details by Apprd Date

AMENDMENTS



C484 Station Road, Errol
Provision of Shared Use Path
Ward 1 (Carse of Gowrie)

Communities

Executive Director : Barbara Renton B.A. Hons

Drawn by: B Watt
Checked by: D McKeown
Approved by: B Cargill
Date: 12/04/2021

Drawing Scales: N.T.S.
Project Code: CWSS 2021-22
Drawing No: Plan 17

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PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee – 19 May 2021

PROPOSED 40mph SPEED LIMITS

Report by Depute Director (Communities)
(Report No. 21/62)

This report summarises the proposed 40mph speed limits associated with the Cross Tay Link Road scheme on a section of the U88 Stormontfield Road and a section of the A94 Angus Road and details objections received. It recommends Committee set aside the objections, noting the rationale and benefits of the proposals and agrees that the Orders are made as advertised.

1. BACKGROUND

- 1.1 The Cross Tay Link Road (CTLR) Scheme, received planning approval by the Planning and Development Management Committee in October 2020. Report No. 20/194 refers. The scheme is of significant strategic importance and will bring many key benefits to the area by :
- delivering improved local and regional access in and around Perth,
 - enabling economic growth by releasing strategic development sites for housing and employment;
 - reducing traffic congestion pressure in and around Perth;
 - freeing up capacity to improve and promote sustainable travel options in line with the Perth City Plan
 - contributing towards meeting the objectives of the Air Quality Management Area
- 1.2 To support the successful introduction of the CTLR and ensure the safety of all drivers, pedestrians and cyclists on the CTLR and adjacent road network, it was assessed (by the scheme's road designer in liaison with the Council's Traffic & Network Team) as necessary to introduce 40 mph speed limits on a section of the U88 Stormontfield Road and a section of the A94 Angus Road (north of Scone). Police Scotland have also been consulted in the preparation of these proposed speed limits.
- 1.3 The two 40mph speed limits proposed are shown on the proposed Orders and drawings at Appendix 1:
- 40mph speed limit on a section of the A94 Angus Road north of Scone
 - 40mph speed limit on the section of the U88 Stormontfield Road, which forms the improved access to Scone Place, the Racecourse, the caravan park and the residential properties on this section of road
- 1.4 In line with current national guidance for setting speed limits, the proposed speed limits reflect the function of the roads and consider the conditions and needs of the community, pedestrians, cyclists and other vulnerable road

users. The roundabouts and road layout for the CTRLR scheme in these locations have been designed in accordance with current guidance for the speed limits proposed in this report.

- 1.5 In the case of Stormontfield Road, a 40mph speed limit is required due to the anticipated increase in vehicular traffic, pedestrians and cyclists as a result of the proposed improved access to Scone Palace, the racecourse and caravan park.
- 1.6 In the case of the A94 Angus Road north of Scone, a 40mph speed limit is required to lower vehicle speeds on approach to the new roundabout in the interest of safety of all road users (including pedestrians and cyclists).
- 1.7 Scone and District Community Council (SDCC) and one local resident in the Stormontfield area have formally objected to the 40mph speed limit proposal for the U88 Stormontfield Road. Both of these objectors refer to other separate objections which they have also made to a Stopping Up Order recently published for the CTRLR scheme (for a short section of Stormontfield Road west of Old Scone Cottages). The Stopping Up Order referred to in these objections is a separate matter (not relevant to this report which deals only with the proposed 40 mph speed limits) and it has been remitted to the Scottish Government for determination as required by the relevant regulations. The section to be stopped up is outwith the extents of the proposed 40mph on Stormontfield Road. This is because the speed limits proposed reflect the CTRLR scheme design which includes the stopping up of this section of Stormontfield Road. Both objectors clearly state that they would support a 40mph speed limit on Stormontfield Road if the Stopping Up Order does not proceed i.e. they would support a 40mph over the whole length of Stormontfield Road. Hence it is clear that it is the extent of the 40mph speed limit which is their main concern and not the speed limit itself.
- 1.8 SDCC have also objected to the 40mph speed limit proposal for the A94 on approach to Scone from the north. This objection is not to the proposed 40mph speed limit but to the extents of it as they have stated they would like to see it extended further north (this is covered in the response to the objection).
- 1.9 Extensive consultations were carried out in advance of submission of the planning application for the CTRLR. This included four exhibitions which were attended by over 380 members of the local communities. The exhibition in Scone was the most popular with over 160 attendees. It is noted that there were no concerns raised about the proposed speed limits at these events.
- 1.10 The objections are summarised as follows, along with the responses that were sent to each objector to explain the reasoning behind the proposed Orders. No objections were withdrawn following the responses from the Council.

Objections to the proposed 40 mph speed limit on the U88 Stormontfield Road		
Name on file	Reason for objection	Response
(1)	Objection is to the proposal of 40mph on U88 Stormontfield Road if the associated Stopping Up order (for a short section of the U88 at its junction with the A93) is promoted, creating 'the rarity of a speed controlled cul-de-sac' only providing access to the Caravan Site, Racecourse, Residential properties, and Scone Palace. They would be supportive of the proposed 40mph speed limit if the Stopping Up Order is not successfully promoted.	It is proposed to implement a 40mph speed limit on the section of Stormontfield Road which will provide access to the Racecourse, the caravan park and Scone Palace (as well as some other residential properties). As part of the CTRLR scheme, access in this area for non-motorised road users will be vastly improved. An active travel route is to be provided for the full length of the CTRLR, bus stops are being provided adjacent to Stormontfield Road, and the section of Stormontfield Road to be stopped up (to the south of the section of Stormontfield Road relevant to the objection) is to remain open for use by non-motorised users. It is therefore expected that there will be significant pedestrian and cyclist use of this section of Stormontfield Road in the future, especially when there are events taking place at the Racecourse and Scone Palace. The caravan park is also in this area. Therefore, for the benefit of road safety, it is proposed to have this section of Stormontfield Road subject to a speed limit of 40mph.
(2) Scone and District Community Council	Objection is to the proposal of 40mph on U88 Stormontfield Road if the associated Stopping Up order is promoted (for a short section of the U88 at its junction with the A93), creating 'the rarity of a speed controlled cul-de-sac', only providing access to the Caravan Site, Racecourse, Residential properties, and Scone Palace. They would be supportive of the proposed 40mph speed limit if the Stopping Up Order is not successfully promoted.	Objection identical to above. Response also as above.

Objections to the proposed 40 mph speed limit on the U88 Stormontfield Road		
Name on file	Reason for objection	Response
(2) Scone and District Community Council	<p>Objection was combined in the same letter with the one above. It is an objection to the proposal of 40mph on Angus Road, Scone for a distance of 702 metres for the reason that the objector believes that the overall length is insufficient.</p> <p>The objector would like the proposed 40mph limit extended further north to encompass the access to the airport for safety reasons due to increasing operations at the airport and increasing traffic using the junction.</p>	<p>It is proposed to implement a 40mph speed limit on the A94 from a point north of Newmains Steadings to the existing 30mph speed limit at Scone which will encompass the new A94 / CTLR junction and the accesses to Newmains Steadings. This is to provide a suitable speed limit gateway which will encourage lower speeds as drivers approach and leave the village of Scone, passing through the new CTLR / A94 junction.</p> <p>In the objection letter, the objector requested that the 40mph speed limit on the A94 is extended further north to encompass the access to Perth Airport due to increasing operations at the airport and increasing traffic. These concerns were shared with the Council's Traffic & Network Team, who agreed that they will keep the extent of the 40mph speed limit under review and liaise with the airport to ensure that an extended speed limit can be implemented if it is appropriate in the future to do so.</p> <p>The requested extension of the proposed speed limit to encompass the access to the airport is not considered to be a matter appropriate to be addressed by the CTLR scheme. It is proposed however, that this issue will be reviewed and monitored separately by the Council's Traffic & Network Team.</p>

1.11 Copies of the full objections and responses are contained in Appendices 2 and 3.

2. PROPOSALS

2.1 The proposed speed limit Orders, relevant drawings, objections and responses are shown in Appendices attached to this report as listed below:

- Appendix 1 40mph drawings and Variation Order
- Appendix 2 Objection (1) and Response
- Appendix 3 Objection (2) and Response

3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report provides details of objections received to proposals to introduce 40 mph speed limits at Stormontfield Road and A94 Angus Road north of Scone. It also highlights that both of the objections to the Stormontfield Road speed limit refer to separate objections to a Stopping Up Order which is subject to Scottish Government determination. Details of the responses sent to objectors are included as appendices to the report and also provide an overview of the benefits and rationale for the speed limits which will support the safety of residents, pedestrians, drivers and cyclists.
- 3.2 Both objectors stated that they would be supportive of the proposed 40mph speed limit on Stormontfield Road if the Council does not proceed with the separate Stopping Up Order for the section of Stormontfield Road (west of Old Scone Cottages). Since that Stopping Up Order has been remitted to the Scottish Government for a decision, it was considered whether the Council should delay its decision on the proposed 40mph Orders until the Scottish Government's decision on the Stopping Up Order is known (since this decision could potentially remove objections referred to in this report). However, it has been decided that delaying this decision is not appropriate for the following reasons:
- The timescales for the Scottish Government's decision on the Stopping Up Order is not known and not within the Council's control therefore the length of delay is unknown;
 - SDCC's objection is to both of 40mph speed limits proposed therefore, even if the Stopping Up Order the objectors refer to does not go ahead (allowing both objectors to remove their objections to the 40mph speed limit proposed on Stormontfield Road), an objection will remain to the 40mph speed limit proposed on the A94 Angus Road: a decision on that 40mph will still require be required by Committee;
 - The Council is currently programmed to enter into a contract for the detailed design and construction of the CTRLR scheme in June 2021. This contract contains the design specification the successful Contractor must comply with. This design is based on the design speeds (and therefore the proposed speed limits) associated with the scheme. It is therefore necessary for these to be confirmed to allow the progression of the detailed design as per the contract. If they are not confirmed, then the successful Contractor will be unable to commence the detailed design. Alternatively, the Contractor could begin the detailed design, but this may result in abortive work if the 40mph speed limit is not approved.
 - There are embargoes on development under the local development plan in the area to the north of Perth until such time as the CTRLR is a 'committed project'. Having the necessary Orders in place is part of the CTRLR becoming a 'committed project', therefore delaying this decision has the potential to delay progress on these developments.
 - The Council is currently awaiting an important decision by the Scottish Government on the Compulsory Purchase Order (CPO) for land required for the CTRLR scheme as well as a decision on the Stopping Up Order. The Reporter, who is currently considering the CPO with a view to

advising the Scottish Government, has shown an interest in the progress the Council is making with the other Orders required for the CTRLR scheme. Delaying decisions on Orders that are within the Council's control does not demonstrate to the Reporter and the Scottish Government a willingness on the Council's part to ensure that the CTRLR scheme moves forward timeously; and

- The Environment and Infrastructure Committee making this decision at this meeting to proceed with the 40mph Orders does not in any way pre-empt the outcome of the Stopping Up Order process since the 40mph Orders associated with this report, and all other Orders relating to the implementation of the scheme, will only come into effect when the CTRLR scheme is delivered.

3.3 In addition, if the Scottish Government do not confirm the Stopping Up Order for Stormontfield Road (west of Old Scone Cottages) this does not affect the 40mph speed limit which is the subject of this report. The impact of such a decision by the Scottish Government would mean that the 40mph would be extended to include this section of Stormontfield Road. Consideration would also be given to making this a 'green route' to compliment the improvements in active travel as part of the CTRLR scheme.

3.4 Taking account of the above, it is recommended that the Committee:-

- (i) sets aside the objections received and proceed to make the Orders to introduce the new 40mph speed limits as advertised and shown in Appendix 1.

Author

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

Approved

Name	Designation	Date
Clare Mailer	Depute Director (Communities)	21 April 2021

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All Council Services can offer a telephone translation facility.

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	No

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 primarily to objectives iii), iv) and v).

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 within this report contribute primarily to objectives iii), iv) and v).

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.

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 through the Council's impact assessment toolkit.

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 and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland have also been consulted and are supportive of the proposals.

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:

- Full Council December 2016 (Report 16/560 refers)
- Full Council June 2019 (Report 19/189 refers)
- Full Council September 2019 (Report 19/276 refers)
- Planning & Development Management Committee October 2020 (Report 20/194 refers)

3. APPENDICES

- 3.1 Appendix 1 40mph drawings and Variation Order
- 3.2 Appendix 2 40mph Objection 1 and Response
- 3.3 Appendix 3 40mph Objection 2 and Response

**PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT)
(VARIATION) (NO 30) ORDER 202X**

The Council proposes to make the above Order under the Road Traffic Regulation Act 1984.

1. The effect of the Order shall be to introduce a 40mph speed limit on the U88 Stormontfield Road and A94 Angus Road. The speed limit is being introduced to reduce the risk of road accidents and to improve conditions for pedestrians and all road users.
2. In line with the requirements of the Coronavirus (Scotland) Act 2020, full details may be examined on the Perth and Kinross Council website (<https://www.pkc.gov.uk/tro>) and on the Tell Me Scotland website (www.tellmesotland.gov.uk/notices) from 19/2/21 to 12/3/21.
3. Any objectors must state their reasons in writing by 12/3/21 to the Head of Legal & Governance Services, Perth and Kinross Council, 2 High Street, Perth PH1 5PH and/or to LegalServices@pkc.gov.uk.

PERTH AND KINROSS COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT)
(VARIATION) (NO 30) ORDER 202X**

Perth and Kinross Council in exercise of the powers conferred on them by Sections 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (which Act of 1984 is hereinafter referred to as “the Act”) and of all other powers enabling them in that behalf 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 (40mph Speed Limit) (Variation) (No 30) Order 202X” and shall come into operation once the new roads are constructed, open to traffic and the regulatory signs are in place.
2. The “Perth and Kinross Council (40mph Speed Limit) Order 2012” is hereby varied and shall henceforth have effect subject to the amendments thereto specified and described in the Schedule hereto.

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

.....
Legal Manager

**PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT)
(VARIATION) (NO 30) ORDER 202X
SCHEDULE**

The Schedule to the “Perth and Kinross Council (40mph Speed Limit) Order 2012” requires to be varied as follows:-

1. At **PART I** of the **SCHEDULE**, at item **36. SCONE (A94), SCONE ROAD, PERTH, PERTH/ROAD** delete the existing and substitute with:-

“36 SCONE

- (a) (A94) Scone Road, Perth

From a point 62 metres or thereby southwest of the junction of Perth Road with Mayfield Road, Scone southwestwards to a point in Scone Road, Perth 1.2 kilometres or thereby northeast of the junction of Strathmore Street with Main Street, Perth a distance of 620 metres or thereby.

- (b) (A94) Angus Road, Scone

From a point 40 metres or thereby northeast of its junction with David Douglas Avenue, northwestwards for a distance of 702 metres or thereby.

2. At **PART I** of the **SCHEDULE**, after item **36 SCONE** insert the following:-

“36E STORMONTFIELD (U88) OLD SCONE - STORMONTFIELD ROAD

From a point 230 metres of thereby west of its junction with A93 northwestwards for a distance of 660 metres or thereby.”

3. At **PART I** of the **SCHEDULE**, after **36. SCONE** renumber headings as:-

“36A SCONE (OLD SCONE U87)

36B SOUTH LOCH EARN

36C. ST DAVIDS

36D ST MADDOES

36E STORMONTFIELD (U88) OLD SCONE – STORMONTFIELD ROAD

36F STRATHTUMMEL (B8019), PITLOCHRY – TUMMEL BRIDGE ROAD

36G TIBBERMORE

36H. TILLYRIE (U232), TILLYWHALLY – TILLYRIE ROAD”

COUNCIL REASONS

In the interests of safety, the Council wish to introduce a 40mph speed limit on the U88 Stormontfield Road and A94 Angus Road. The speed limit is being introduced to reduce the risk of road accidents and to improve conditions for pedestrians and all road users.

PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT) ORDER 2012

(NO/01/12)

AMENDMENT TO *****

EXPLANATORY NOTES

	AMENDING ORDERS	OPERATIVE FROM
1	[] ¹ words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 1) Order 2012 (07/12)	3 May 2012
2	[] ² words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 2) Order 2012 (15/12)	28 November 2012
3	[] ³ words inserted by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 3) Order 2013 (09/13)	17 August 2013
4	[] ⁴ words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 4) Order 2014	5 February 2014
5	[] ⁵ words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 5) Order 2014 (06/14)	2 August 2014
6	[] ⁶ words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 6) Order 2014 (10/14)	1 November 2014
	[] ⁷ words inserted by }	
	[...] ⁸ words deleted by }	
7	[...] ⁹ words deleted by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 7) Order 2015 (03/15)	22 January 2015
	[] ¹⁰ words substituted by }	
	[] ¹¹ words added by }	
	[] ¹² words inserted by }	
8	[...] ¹³ words deleted by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 8) Order 2015 (23/15)	Once the new roads are constructed, open to traffic and the regulatory signs are in place.
	[] ¹⁴ words inserted by }	
9	[] ¹⁵ words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 9) Order 2015 (29/15)	26 September 2015
	[...] ¹⁶ words deleted by }	
	[] ¹⁷ words substituted by }	
10	[] ¹⁸ words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 10) Order 2016 (10/16)	24 March 2016
	[...] ¹⁹ words deleted by }	
	[] ²⁰ words inserted by }	
11	[] ²¹ words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 11) Order 2016 (17/16)	1 October 2016
12	[] ²² words added by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 12) Order 2017 (04/17)	4 February 2017
	[...] ²³ words deleted by }	
	[] ²⁴ words substituted by }	
13	[...] ²⁵ words deleted by } Perth and Kinross Council (40mph Speed Limit) (Variation) (No 13) Order 2017 (05/17)	4 February 2017
	[] ²⁶ words inserted by }	
	[] ²⁷ words added by }	

14	[] ²⁸ words added by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 14) Order 2017 (10/17)	20 April 2017
15	[...] ²⁹ words deleted by [] ³⁰ words substituted by [] ³¹ words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 15) Order 2017 (18/17)	23 September 2017
16	[...] ³² words deleted by [] ³³ words substituted by [] ³⁴ words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 16) Order 2017 (01/18)	10 February 2018
17	[] ³⁵ words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 17) Order 2018 (17/18)	15 September 2018
18	[...] ³⁶ words deleted by [] ³⁷ words substituted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 18) Order 2018 (15/18)	4 August 2018
19	[] ³⁸ words inserted by [] ³⁹ renumbered by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 20) Order 2018 (18/18)	15 September 2018
20	[] ⁴⁰ words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 21) Order 2018 (22/18)	22 September 2018
21	[] ⁴¹ words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 19) Order 2019 (02/19)	23 January 2019
22	[] ⁴² words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 22) Order 2019 (03/19)	23 January 2019
23	[...] ⁴³ words deleted by [] ⁴⁴ words substituted by [] ⁴⁵ words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 23) Order 2019 (04/19)	23 January 2019
24	[...] ⁴⁶ words deleted by [] ⁴⁷ words substituted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 24) Order 2019 (05/19)	23 January 2019
25	[] ⁴⁸ words inserted by [] ⁴⁹ headings renumbered by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 25) Order 2019 (14/19)	16 March 2019
26	[...] ⁵⁰ words deleted by [] ⁵¹ words substituted by [] ⁵² words inserted by [] ⁵³ headings renumbered	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 26) Order 2019 (19/19)	22 June 2019
27	[] ⁵⁴ words inserted by	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 27) Order 2020 (02/20)	24 January 2020
28	[] ⁵⁵ words inserted by [...] ⁵⁶ words deleted by [] ⁵⁷ words substituted by [] ⁵⁸ headings renumbered	}	Perth and Kinross Council (40mph Speed Limit) (Variation) (No 28) Order 2020 (06/20)	4 December 2020

PERTH AND KINROSS COUNCIL
ROAD TRAFFIC REGULATION ACT 1984

PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT) ORDER 2012

(NO/01/12)

Perth and Kinross Council in exercise of the powers conferred on them by Sections 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (which Act of 1984 is hereinafter referred to as "the Act") and of all other powers enabling them in that behalf 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 (40 mph Speed Limit) Order 2012" and shall come into operation on the Fourteenth day of January Two thousand and twelve.
- 2 No person shall drive any motor vehicle at a speed exceeding forty miles per hour in or upon the roads or lengths of roads specified in Part I the Schedule to this Order.
- 3 The Order specified at Part II of the Schedule is hereby revoked.

SIGNED and the COMMON SEAL of the COUNCIL hereto AFFIXED at PERTH on the SIXTH day of JANUARY TWO THOUSAND AND TWELVE

Signed "I T Innes"

.....
Head of Legal Services

**PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT) ORDER 2012
SCHEDULE**

PART I

1. [...] ⁴³[ABERARGIE****

- (a) (A913) Aberargie – Newburgh – Cupar Road
From its junction with the Perth – Gateside Road (A912) eastwards to a point 70 metres or thereby east of its junction with Back Row, Aberargie, a distance of 704 metres or thereby.
- (b) (U65) Dron – Aberargie Road
From its junction with (C416) Bridge of Earn – Glenfarg Road eastwards to its junction with (A913) Bridge of Earn – Aberargie Road, a distance of 1 kilometre or thereby.]⁴⁴

2. **ABERFELDY (A827), BALLINLUIG – ABERFELDY – KILLIN ROAD**

From a point 380 metres or thereby northeast of the junction of Breadalbane Terrace with Home Street northeastwards for a distance of 600 metres or thereby.

[2A. **ABERNETHY (A913), ABERARGIE – NEWBURGH – CUPAR ROAD**

From a point 440 metres or thereby east of the junction of Newburgh Road with Main Street eastwards to a point 68 metres east of the access to Jamesfield Farm, a distance of 860 metres or thereby.]⁴⁰

3. **ABERNYTE (B953)**

From a point 504 metres or thereby northwards of its junction with the Abernyte – Tullybaccart Road (C142) southwards for a distance of 915 metres or thereby.

4. **ALYTH**

- (a) (A926), Blairgowrie – Kirriemuir – Forfar Road
From a point 120 metres or thereby east of its junction with the B952, Alyth – Barony Road westwards to a point 215 metres or thereby west of its junction with the C423 New Alyth – Bardmony – Cronan – Ardler Road a distance of 1.14 kilometres or thereby;
- (b) (B952) Alyth – Barony
From its junction with the A926 Blairgowrie – Kirriemuir – Forfar Road northwards to a point 40 metres or thereby south of its junction with Cemetery Access Road, a distance of 135 metres or thereby;
- (c) [...] ⁹[(C423) New Alyth – Bardmony – Cronan – Ardler Road
From its junction with the A926 Blairgowrie – Kirriemuir – Forfar Road southwards to its junction with the (A94) Perth – Forfar Road.]¹⁰
- [(d) (C446) Alyth – Blackhall Farm Road
From a point 45 metres or thereby west of the junction with Strathmore Terrace westwards to the junction with (U96) Alyth – Rattray Road, a distance of 1 kilometre or thereby;
- (e) (U96) Alyth – Rattray Road
From its junction with (C446) Alyth – Blackhall Farm Road westwards, southwards then southwestwards to a point 125 metres or thereby north of the junction with Back Wynd, a distance of 6.1 kilometres or thereby.]³⁴
- [(f) (C425) Half Way House – Boat of Bardmony Road
From a point 270 metres south of its junction with the (A926) Rattray – New Alyth Road southwards, then southeastwards to its junction with (C423)

New Alyth – Bardmondy – Cronan – Ardler Road, a distance of 2.3 kilometres or thereby.

- (g) (U103) Bothrie – Burnhead Road
From its junction with (C423) New Alyth – Bardmondy – Cronan – Ardler Road to its junction with (425) Half Way House – Boat of Bardmony Road, a distance of 1.8 kilometres or thereby.]⁴⁵

[4A. AMULREE

- (a) (A822), Greenloaning – Crieff – Amulree – Dunkeld Road
From a point 100 metres or thereby south of its junction with the (U173), Amulree – Kenmore Road northwards then eastwards for a distance of 720 metres or thereby.
- (b) (U173), Amulree – Kenmore Road
From its junction with the (A822) Greenloaning – Crieff – Amulree – Dunkeld Road westwards for a distance of 130 metres or thereby.]²

[4B. ARDARGIE (U54, ARDARGIE – INVERMANY COTTAGE ROAD)

From its junction with the (C414) Glenfarg – Newhill – Path of Condie – Ardargie – Forgandenny Road northwestwards to its junction with the (C412) Dunning – Forgandenny Road, a distance of 1.3 kilometres or thereby.]⁵⁵

5. AUCHMUIRBRIDGE (A911), MILNATHORT – SCOTLANDWELL – LESLIE – GLENROTHES ROAD

From a point 230 metres or thereby northeast of its junction with the B922 southwestwards then northwestwards for a distance of 570 metres or thereby. (A section of the distance noted above is within the Fife Council area.)

6. AUCHTERARDER

- [(a)]⁶ (A824), Auchterarder – Aberuthven Road
[(i)]¹⁵That length of the Auchterarder – Aberuthven Road (A824) at Auchterarder between a point 25 metres or thereby east of its junction with the access road to Auchterarder House at its South Lodge and a point 5 metres or thereby east of its junction with The Feus, Auchterarder at the Roads Yard Access Road, a distance of 0.72 kilometres or thereby.
[(ii) That length of the Auchterarder – Aberuthven Road at Auchterarder from a point 390 metres or thereby southwest of the junction of Western Road, with Orchil Road southwestwards for a distance of 700 metres or thereby.]¹⁵
- [(b) C467 Auchterarder – Braco Road
That length of the Auchterarder – Braco Road (C467) at Auchterarder from a point 700 metres or thereby west of its junction with the (A824) Auchterarder – Aberuthven Road westwards for a distance of 2.6 Kilometres or thereby.]⁷
- [(c) (U20) Easthill Road
From a point 10 metres or thereby north from its junction with Tullibardine Road north then northwestwards for a distance of 393 metres or thereby.]³⁵

[6A. AUCHTERARDER (GLENEAGLES)

A823 – Rumbling Bridge – Gleneagles – Bishops Bridge Road
From a point 144 metres or thereby south of its junction with the Gleneagles Golf Course Access Road, to a point 100 metres or thereby south of its junction with south parapet of the railway bridge carrying the Inverness to London railway line a distance of 1.7 kilometres or thereby.]⁵

[6[B.]⁵BALADO

(a) (C494)

From its junction with the (A977), Kinross – Crook of Devon – Powmill - Kincardine Road southwards then westwards to its junction with the (B9097) then continuing westwards until it rejoins the (A977), Kinross – Crook of Devon – Powmill - Kincardine Road at Powmill.

[...] ²⁵ ³ (b) U212 (west leg)

From its junction with the C494 southwards to its junction with the (C493).] ²⁶

7. BALGOWAN (C410), TIBBERMORE – MADDERTY ROAD

From a point 25 metres or thereby west of its junction with the (U50 Old Balgowan Station Road) eastwards for a distance 380 metres or thereby.

8. BALLINLUIG (A827),

(a) Ballinluig – Aberfeldy – Killin Road

From a point 258 metres or thereby southeast of its junction with the Perth – Inverness Road (A9T) southeastwards then southwestwards for a distance 535 metres or thereby;

(b) Ballinluig – (A9T) Merge and Diverge Roads

(i) Diverge Road (from A9T to A827) From its junction with the A827 roundabout southeastwards for a distance of 100 metres or thereby;

(ii) Merge Road (from A827 to A9T) From its junction with the A827 roundabout southeastwards then northwestwards for a distance of 180 metres or thereby.

[8A BALVARRAN (A924) PITLOCHRY – KIRKMICHAEL – BRIDGE OF CALLY ROAD

From a point 150 metres or thereby southwest of the entrance road to Milton of Balvarran farm northwestwards for a distance of 700 metres or thereby.] ²²

9. BANKFOOT (B867), BANKFOOT – LITTLE DUNKELD ROAD

From a point 60 metres or thereby south of its junction with the C408 Bankfoot – Stewart Tower Road southwards for a distance of 644 metres or thereby.

[9A BLACKFORD

(a) (C467)

From a point 428m or thereby eastwards from its junction with the access road to Easterton Farm, westwards to a point 45m or thereby westwards of its junction with the (U188) a distance of 1.43km or thereby.

(b) (U188)

From its junction with the (C467) southeastwards to its junction with the (B8081) a distance of 3.22km or thereby.

(c) (U188) South leg

From its junction with the (B8081) at the level crossing westwards then northwards to its junction with the (U188) a distance of 504m or thereby.] ⁵⁴

10. BLAIRGOWRIE

[...] ¹⁶

(a) (A93) Blairgowrie Perth Road

From a point 500 metres or thereby south of its junction of Essendy Road (B947) southwards to a point 70 metres or thereby south of its junction with Whiteloch Avenue, Carsie, a distance of 1.17 kilometres or thereby.

- [(b) (U106)
From its junction with (A923) Coupar Angus Road northeastwards, then northwestwards then southwestwards to a point 170 metres west of West Myreriggs Farm, a distance of 5.7 kilometres or thereby.
- (c) (U107)
From its junction with (U106) northwestwards then southwestwards to a point 18 metres east of (A923) Coupar Angus Road, a distance of 3.2 kilometres or thereby.
- (d) (U108)
From its junction with (U107) northwestwards to its junction with Welton Road, a distance of 1.9 kilometres or thereby.]⁴⁵

[10A. BLAIRINGONE

- (a) (U213) Blairingone to Saline Road
 - (i) From its junction with the (A977) Kinross – Crook of Devon – Powmill - Kincardine Road southwards to Saline a distance of 5.5 kilometres or thereby. (including the distance within Fife Council area);
 - (ii) The East leg of the (U213) from a point at Easter Muirhead eastwards to its junction with the Saline – Hill End Road (C51) a distance of 3.5 kilometres or thereby. (including the distance within Fife Council area).
- (b) (U215)
From a point 250 metres or thereby north of its junction with the (A977), Kinross – Crook of Devon – Powmill - Kincardine Road to a point 150 metres or thereby north west of its junction with the (U240).
- (c) (U240)
From its junction with the (U215) eastwards to its junction with the (A977), Kinross – Crook of Devon – Powmill - Kincardine Road.]³

11. [...] ³²[BRIDGE OF EARN

- (a) (A912) Perth – Gateside Road
From a point 110 metres or thereby southeast of the junction of the Perth – Gateside Road with the slip road to Old Edinburgh Road southwards for a distance of 800 metres or thereby;
- (b) (C416) Bridge of Earn – Glenfarg Road
From a point 300 metres or thereby south from the junction with Kintillo Road southwards then southwestwards to the junction with (B996) Kelty – Kinross – Glenfarg Road a distance of 7.4 kilometres or thereby;
- (c) (U57) Drummonie House – Dron Road
From its junction with (U60) Bridge of Earn – Drummonie House Road southwards then eastwards to its junction with (C416) Bridge of Earn – Glenfarg Road, a distance of 4.1 kilometres or thereby;
- (d) (U58) Brickhall Dron Road

From its junction with (C416) Bridge of Earn – Glenfarg Road southwards to its junction with (U57) Drummonie House – Dron Road, a distance of 580 metres or thereby;

- (e) (U60) Bridge of Earn – Drummonie House Road
From a point 115 metres or thereby from the junction with Durley Dene Crescent southwards then westwards to its junction with (U57) Drummonie House – Dron Road, a distance of 1.1 kilometres or thereby.]³³

12. BRUAR

- (a) (B8079) Bruar – Pitlochry Road
From its junction with the Perth – Inverness Road (A9T) northwards then eastwards for a distance of 300 metres or thereby;
- (b) (B847) Bruar – Calvine Road
From its junction with the B8079 Bruar – Pitlochry Road southwestwards for a distance of 370 metres or thereby.

13. BUTTERSTONE (A923), COUPAR ANGUS - BLAIRGOWRIE – DUNKELD ROAD

From a point 37 metres or thereby east of the east gable of Craighton Cottage southwestwards for a distance of 250 metres or thereby.

[13A. CAMPMUIR

- [(a)]⁶ (C405), Meiklour to Abernyte Road
From a point 285 metres or thereby southeast of its junction with the (C443), Campmuir – Coupar Angus Road northwestwards to a point 385 metres or thereby northwest of its junction with the (C443), Campmuir – Coupar Angus Road a distance of 670 metres or thereby.]³
- [(b) (C443) Campmuir - Coupar Angus Road
From its junction with the (C405) Meiklour to Abernyte Road northwards [...] ¹⁶[to its junction with [...] ⁵⁰[Pleasance Road, Coupar Angus] ⁵¹] ¹⁷]

14. CAPUTH (A984), COUPAR ANGUS - MEIKLEOUR – DUNKELD ROAD

From a point 110 metres or thereby east of its junction with Bridge Road (B9099) eastwards for a distance of 300 metres or thereby.

15. CARNBO, STIRLING – CUPAR – ST ANDREWS (A91)

- a) **[Gelvan Moor Road** from its junction with the A91 southwards for a distance of 200 metres or thereby:]²²
From a point 32 metres or thereby west of the junction of Gelvan Road (U221) eastwards for a distance of 710 metres or thereby.

[15A CLEISH

- a) **C493**
- i) From its junction with the U212 (west leg) eastwards for a distance of 650 metres or thereby.
- ii) From a point 830 metres or thereby east of its junction with the U212 (west leg) eastwards to its junction with the U212 (east leg).]²⁷

16. COUPAR ANGUS

- (a) (A94) Perth – Coupar Angus - Forfar Road
From a point 95 metres or thereby southwest of its junction with Brodie's Yard, Coupar Angus, southwestwards to a point 410 metres or thereby

southwest of the junction of George Street, a distance of 635 metres or thereby;

- (b) (A923), Blairgowrie Road
From a point 246 metres or thereby northwards of its junction with the Butterybank Road (B948) eastwards for a distance of 775 metres or thereby;
- (c) (A923) Dundee - Coupar Angus Blairgowrie – Dunkeld Road
From a point 483 metres or thereby south of the junction of High Street with The Cross, southwards to a point 50 metres or thereby south of its junction with the Lintrose – Newtyle – Glamis Road (C16) a distance of 1.18 kilometres or thereby.
- [(d) (C16) Lintrose – Newtyle – Glamis Road (Part off)
From its junction with the (U137) northeastwards to its junction with the (A923).]⁵²
- [[...]⁵⁰[(e)]⁵³ (C18) Coupar Angus – Meigle Road (Part off)
(i) From its junction with the (C19) northeastwards to a point 175 metres or thereby west of its junction with U139 New Alyth – Bardmondy – Cronan – Ardler Road.
(ii) From a point 255 metres or thereby east of its junction with U139 New Alyth – Bardmondy – Cronan – Ardler Road to a point 32 metres or thereby southwest of its junction with Glebeway in Meigle.
- [...]⁵⁰[(f)]⁵³ (C19) Coupar Angus – Meigle Road (Part off)
From a point [...]²⁹[450]³⁰ metres or thereby east of its junction with the (A94) Perth - Forfar Road southeastwards to its junction with the (C18).
- [...]⁵⁰[(g)]⁵³ (C20) Ardler – Keillor Road
From its junction with the (C18) southeastwards to its junction with the (C16) at KEILLOR.
- [...]⁵⁰[(h)]⁵³ (U139) New Alyth – Bardmondy – Cronan – Ardler Road
From a point 20 metres or thereby north of its junction with the (C18) at ARDLER northwestwards to its junction with the (A94) Perth - Forfar Road.
- [...]⁵⁰[(i)]⁵³ (U234) Coupar Angus – Keillor Road (part off)
From its junction with the (C19) southwestwards to its junction with the (C16) Lintrose – Newtyle – Glamis Road.
- [...]⁵⁰[(j)]⁵³ (C433) Coupar Angus - Abernyste Road (part off)
From a point 600 metres or thereby south of its junction with the A823 Coupar Angus - Dundee Road southwards to its junction with the (U137).
- [...]⁵⁰[(k)]⁵³(U137) Coupar Angus - Abernyste Road (part off)
From its junction with the (C433) southwards to its junction with the (C16) and the (U344).
- [...]⁵⁰[(l)]⁵³(U344) Coupar Angus - Abernyste Road (part off)
From its junction with the (C16) Lintrose – Newtyle – Glamis Road and the (U137) southwards to its junction with (C405).]¹¹

17. CRIEFF

- (a) (A822) South Bridge End
Between a point 230 metres or thereby south of its junction of Strowan Road and a point 160 metres or thereby north of its junction with Balloch Road, a distance of 0.35 kilometres or thereby;

[...] ⁸

[17A. CROOK OF DEVON

(U237) Naemoor Road

From its junction with the A823 – Rumbling Bridge – Gleneagles – Bishops Bridge Road eastwards for a distance of 1.5 kilometres or thereby.] ³

18. [...] ³⁶DRUM

(a) (A977) Kinross – Crook of Devon – Powmill – Kincardine Road

From a point 495 metres or thereby northeast from its junction with the Fossoway School Road (U238) northeastwards to a point 410 metres or thereby northeast from its junction with the Drum Road (U241) a distance of 715 metres or thereby;

(b) (B9097) Crook of Devon – Cleish - Ballingry Road

From a point 85 metres or thereby east from the junction with (A977) Kinross – Crook of Devon – Powmill – Kincardine Road eastwards to a point 20 metres east of the junction with (U241) a distance of 735 metres or thereby.] ³⁷

[...] ⁵⁶DUNNING

(a) (B934), Yetts O' Muchart – Dunning – A9 Road

From a point 70 metres or thereby northeast of the junction with Romangate northeastwards for a distance of 340 metres or thereby.

(b) (C412), Dunning – Forgandenny Road

From a point 250 metres or thereby northeast of its junction with Upper Granco Street northeastwards to its junction with the (U54) Invermany Cottage – Ardargie Road, a distance of 5.2 kilometres.

(c) (U29), Dunning – Path of Condie Road

From a point 40 metres south of its junction with Newton of Pitcairns southeastwards to its junction with the (C414) Glenfarg – Newhill – Path of Condie – Ardargie – Forgandenny Road, a distance of 5.9 kilometres or thereby.] ⁵⁷

[[18B.] ³⁹ C503 EAST HAUGH ROAD (OLD A9 ROAD)

From a point 200 metres or thereby southeast of its junction with the A924 – Pitlochry – Kirkmichael – Bridge of Cally Road southeastwards for a distance of 1.18 kilometres or thereby.] ¹

[[18C.] ³⁹ ENOCHDHU (A924) PITLOCHRY – KIRKMICHAEL – BRIDGE OF CALLY ROAD

From a point 50 metres or thereby southwest of the entrance road to Inverchroskie House northwestwards for a distance of 375 metres or thereby.] ²²

[[18D.] ³⁹ERROL

a) **U151**

- (i) From a point 200 metres or thereby north of the main Perth – Dundee railway line northwards for a distance of 1 kilometre or thereby.] ²⁸

19. FEARNAN (A827), BALLINLUIG – ABERFELDY – KILLIN ROAD

From a point 485 metres or thereby west from the junction with the Fortingall – Strongfearn Road (C449) to a point 1100 metres or thereby east of the junction with the Fortingall – Strongfearn Road (C449), a distance of 1.585 kilometres or thereby

20. FORNETH (A923), COUPAR ANGUS - BLAIRGOWRIE – DUNKELD ROAD

From a point 200 metres or thereby northwest of its junction with the C428 southeastwards for a distance of 836 metres or thereby.

[20A.FORTEVIOT

(a) (B935), Forteviot House – Forgandenny – Bridge of Earn Road
From its junction with the (B934) Yetts O’ Muchart – Dunning – A9 Road to its junction with the (U53) Forteviot – Greylag House Road, a distance of 400 metres or thereby.

(b) (U52) Forteviot House – Green of Invermay Road
From its junction with the (B935) Forteviot House – Forgandenny – Bridge of Earn Road to its junction with the (C412) Dunning – Forgandenny Road, a distance of 1.3 kilometres or thereby.]⁵⁵

[[20B.]⁵⁸ GAIRNEYBANK (B996), KELTY - KINROSS – GLENFARG ROAD

From a point 685 metres or thereby north of its junction with Hatchbank Road southwards to a point 890 metres or thereby south of its junction with Hatchbank Road a distance of 1.575 Kilometres or thereby.

[[20C.]⁵⁸ GAULS OF MURTHLY (U116) – MURTHLY ROAD

From its junction with Bankfoot – Birnam Road (B867) eastwards for a distance of 837 metres or thereby.]⁴⁸

[20D.]⁵⁸ GLENALMOND (C409), METHVEN – BUCHANTY ROAD

From a point [...]⁴⁶[286]⁴⁷ metres or thereby west of its junction with the U30 Methven - College Road westwards for a distance of [...]⁴⁶[1.5]⁴⁷ Kilometre or thereby.]¹⁵

[[20E.]⁵⁸ GLENDEVON

(A823) Rumbling Bridge – Gleneagles – Bishops Bridge Road

[(a)]²² From a point 800 metres or thereby north of its junction with the B934 northwards for a distance of 350 metres or thereby.]¹⁸

[(b) From a point 810 metres or thereby westwards from the centre line of the bridge carrying the A823 over the River Devon northwestwards for a distance of 1.8 kilometres or thereby.]²²

[[20F.]⁵⁸GLENDOICK

(C401) Glendoick - Inchtüre Road

From its junction with the U80 northeastwards then eastwards to its junction with the B953 at Inchtüre.]¹¹

21. [...]⁵⁶[GLENFARG

(a) [(B996), Kelty – Kinross – Glenfarg Road Main Street

From a point 196 metres or thereby south of its junction with Ladeside southwards for a distance of 364 metres or thereby.

(b) (B996), Kelty – Kinross – Glenfarg Road

(i) From its junction with the (A912) Perth – Gateside Road westwards for a distance of 100 metres or thereby;

(ii) From its junction with (C416) Bridge of Earn – Glenfarg Road southwards for a distance of 360 metres or thereby.

- (c) (A912), Perth – Gateside Road
From a point 50 metres or thereby north of its junction with the (A913) Aberargie – Newburgh – Cupar Road southwards for a distance of 3.22 kilometres or thereby.
- (d) (C414), Glenfarg – Newhill – Path of Condie – Ardargie – Forgandenny Road
From a point 140 metres or thereby southwestwards of its junction with Melville Terrace southwards to its junction with (C499) Newhill – Milnathort Road then northwestwards to a point 530 metres or thereby northwestwards of its junction with (U54) Ardargie – Netherholm Road, a distance of 14.7 kilometres or thereby.
- (e) (C415), Glenfarg – Ardargie Road
From its junction with Hayfield Road to its junction with (C414) Glengard – Newhill – Path of Condie – Ardargie – Forgandenny Road, a distance of 8.7 kilometres or thereby.
- (f) (C420), Glenfarg – Milnathort Road
- (i) From a point 820 metres or thereby north of its junction with (U239) Colliston – Muir Road southwestwards to a point 105 metres or thereby north from its junction with (U228) Middleton – Bankhead Road, a distance of 2.2 kilometres or thereby;
 - (ii) From a point 415 metres or thereby southwest from its junction with (U228) Middleton – Bankhead Road southwards to its junction with (B996) Kelty – Kinross – Glenfarg Road, a distance of 1.1 kilometres or thereby.
- (j) (C499), Newhill – Milnathort Road
- i) From its junction with (C414) Glenfarg – Newhill Road southwards to a point 193 metres or thereby north from its junction with (U228) Middleton – Bankhead Road, a distance of 1.5 kilometres or thereby;
 - ii) From a point 183 metres or thereby southwest from its junction with (U228) Middleton – Bankhead Road southwards to a point 220 metres or thereby south of the junction with (C413) Milnathort – Path of Condie Road, a distance of 1.6 kilometres or thereby.
- (k) (U66), Glendy Mill – Duncrrieve Road
From its junction with the (C414) – Glenfarg – Newhill Road northeastwards for a distance of 250 metres or thereby.
- (l) (U68), Glenfarg – Arngask House Road
From its junction with the (U69) – Glenfarg – Burnside Road westwards for a distance of 670 metres or thereby.
- (m) (U69), Glenfarg – Burnside Road
From its junction with the (B996) – Kelty – Kinross – Glenfarg Road southeastwards for a distance of 1.8 kilometres or thereby.
- (n) (U70), Newton of Balcanquhal – Conland Road
From its junction with the (U73) Muirfield – Newton of Balcanquhal Road northwestwards then westwards to its junction with the (U69) Glenfarg – Burnside Road, a distance of 2.3 kilometres or thereby.
- (o) (U72), Cavilston – Balvaird Castle Road

From its junction with the (A912) Gateside – Bridge of Earn – Perth Road to its junction with the (U70) Newton of Balcanqual – Conland Road, a distance of 725 metres or thereby.

- (p) (U73), Muirfield – Newton of Balcanquhal Road
From its junction with the (U69) Glenfarg – Burnside Road northeastwards for a distance of 1.6 kilometres or thereby.]⁵⁷

22. GLENFOOT (C418), GLENFOOT – STRATHMIGLO ROAD

From a point 50 metres or thereby south of its junction with the A913 Aberargie to Abernethy Road, southeastwards for a distance of 800 metres or thereby.

[...] ²³

[22A. GRANGE

(U150) Grange to Horn Road

From a point 50 metres or thereby southwest of its junction with the entrance to the Horn Restaurant Access Road northeast wards for a distance of 390 metres or thereby.]³

23. GREENLOANING

- (a) (A822), Greenloaning – Crieff – Amulree – Dunkeld Road

From its junction with the slip roads leading to and from the A9 Stirling – Perth Trunk Road northwards to a point 54 metres or thereby north of the centre line of the bridge over the Allan Water a distance of 946 metres or thereby;

- (b) (C479), Sheriffmuir - Greenloaning Road

From its junction with the A822 Greenloaning – Crieff Road eastwards then southwards to its junction with the A9 a distance of 435 metres or thereby.

24. HARRIETFIELD (B8063), BUCHANTY – MURRAYFIELD – REDGORTON ROAD

From a point 26 metres or thereby west of the centre line of the bridge over the Kindrum Burn eastwards for a distance of 377 metres or thereby.

[24A INCHCOONANS (U155), ERROL – A90 ROAD

- (i) Northwest leg, from its junction with Beechgrove Place Errol, northwestwards to a point 100 metres or thereby northwest of the Perth – Dundee railway line, a distance of 1.5 Kilometres or thereby.

- (ii) West leg, from its junction with the northwest leg westwards then northwards to a point 150 metres or thereby south of its junction with the A90 Perth Dundee Trunk Road, a distance of 2.5 Kilometres or thereby.]¹⁵

[24A KENMORE/KILLIN

(C451/C107) South Loch Tay Road

From a point 880 metres or thereby west of its junction with the A827 Ballinluig –Aberfeldy - Killin Road at Kenmore westwards for its entire length along the south side of the loch until it re-joins the A827 at Killin (including the distance of the C107 which lies within Stirling Council area) [and (excluding the short section of the 30mph Speed Limit, through the Hamlet of Acharn)]²¹.]¹⁸

25. KETTINS (C16), LINTROSE – NEWTYLE – GLAMIS ROAD

- [...] ⁹ (a) From a point 164 metres or thereby east of its junction with the A923 Dundee – Coupar Angus Road westwards to its junction with the U344 and the U137.

- (b) From a point 1.5 kilometres or thereby eastward from its junction with the A923 Dundee – Coupar Angus Road eastwards via KEILLOR to NEWTYLE (including its section within Angus).]¹²

[25A. KINGOODIE

(C484) Low Carse Road

[...]¹⁹[From a point 185 metres or thereby west of the junction of The Shore with Kings Mason, Kingoodie westwards through Templehall to its junction with the (U143) Longforgan – Templehall Road (East).]²⁰]³

26. KINLOCH (A923), COUPAR ANGUS - BLAIRGOWRIE – DUNKELD ROAD

From a point 660 metres or thereby west of its junction with the U115 eastwards for a distance of 985 metres or thereby.

27. [...]⁹[KINNAIRD (PITLOCHRY)]¹⁰

From a point 175 metres or thereby north of the junction of Kirkmichael Road with Baledmund Road eastwards to the eastern end of Kinnaird a distance of 1.2 kilometres or thereby.

[27A. KINNAIRD (CARSE OF GOWRIE)

(U142) Abernyte – Tullybaccart Road

- (i) From its junction with the C401 south of Kinnaird northwestwards to its junction with the B953 at ABERNYTE village.
- (ii) From its junction with the B953 at ABERNYTE village eastwards then northwards then westwards to its junction with the C405.
- (iii) (C405) Coupar Angus - Abernyte Road (part off)
From its junction with the U142 Abernyte – Tullybaccart Road northwestwards to its junction with the U344.]¹¹

28. KINNESSWOOD - SCOTLANDWELL (A911), MILNATHORT - SCOTLANDWELL – LESLIE – GLENROTHES ROAD

From a point 109 metres or thereby southeast of the junction of Main Street (Kinnesswood) with Bruce Road (Kinnesswood) southeastwards to a point 260 metres or thereby northwest of the southeast gable line of Portmoak Parish Church, a distance of 730 metres or thereby.

[28A KINROSS – JUNCTION ROAD

From a point 280 metres or thereby west of the junction of the B996 with the High Street westwards then northwards for a distance of 560 metres or thereby.]²¹

29. LAWERS (A827)

From a point 315 metres or thereby south of the south gable of Lawers Hotel northwards then northeastwards for a distance of 946 metres or thereby.

[29A LAWMUIR (C409)

C409 Methven - Buchanty Road

- (i) That length of the Methven – Buchanty Road (C409) from a point 140 metres or thereby west of its junction with the C407 Methven – Pitcairngreen Road northwestwards for a distance of 470 metres or thereby.]⁴

30. LOGIERAIT (A827), BALLINLUIG – ABERFELDY – KILLIN ROAD

From a point 267 metres or thereby east of its junction with the Logierait - Foss Road (C552) northwestwards for a distance of 790 metres or thereby.

[...]⁴³[30B. LONGFORGAN

- (a) (C403) Longforgan – Tullybaccart Road

From its junction with the A90 (T) Perth – Dundee Slip Road at Longforgan westwards then northwestwards to its junction with the A923 at Tullybaccart.

- (b) (U143) Longforgan – Carmichael Cottages – Old Rossie Lodge Road
From a point 48 metres northeast of its junction with the A90(T) Perth – Dundee Slip Road at Longforgan northwards to Carmichael Cottages and then westwards to its junction with the (C403) Longforgan – Tullybaccart Road, including the connecting leg, a distance of 2.4 kilometres or thereby.]⁴⁴

31. MAWCARSE (B 919), GLENFARG – BALGEDIE ROAD

From a point 35 metres or thereby south of its junction with the (A91) Stirling – Cupar – St Andrews Road southeastwards for a distance of 1.21 kilometres or thereby.

32. [...] ⁵⁶[MILNATHORT

- (a) (B996), Kelty – Kinross – Glenfarg Road
From a point 320 metres or thereby northeastwards from the junction of Perth Road with New Road (A911) eastwards for a distance of 300 metres or thereby.
- (b) (C413), Milnathort – Path of Condie Road
From its junction with the (C499) Newhill – Milnathort Road northwestwards to its junction with the (C414) Glenfarg – Newhill – Path of Condie – Ardargie – Forgandenny Road, a distance of 11.2 kilometres.
- (c) (U214), Meikle Seggie – Ballingall Road
From its junction with the (C413) Milnathort – Path of Condie Road southwards to its junction with the (U227) Dalqueich – Waulkmill Farm Road, a distance of 1.2 kilometres or thereby.
- (d) (U219), Meikle Seggie – Mawhill Road
From its junction with the (C413) Milnathort – Path of Condie Road westwards then southwards to a point 165 metres south of its junction with the (U227) Dalqueich – Waulkmill Farm Road, a distance of 3.2 kilometres or thereby.
- (e) (U227), Dalqueich – Waulkmill Farm Road
From its junction with the (U219) Meikle Seggie – Mawhill Road eastwards to its junction with the (U214) Meikle Seggie – Ballingall Road, a distance of 2.2 metres or thereby.]⁵⁷

33. MURTHLY (B9099), STANLEY – MURTHLY – CAPUTH ROAD

[...] ¹⁹

- (i) That length of the Stanley – Murthly – Caputh Road (B9099) from a point 135 metres or thereby south of its junction with Station Road to a point 170 metres or thereby south of its junction with the entrance to Murthly School a distance of 950 metres or thereby.

[...] ⁴³[34A. MUTHILL

- (a) (U11)
From its junction with the C457 at Caerlaverock northwards to its junction with the U10 and U13 a distance of 1.2 kilometres or thereby.
- (b) (U13)

From its junction with the U10 and U11 westwards to its junction with the U12 a distance of 725 metres or thereby.

(c) (C457) Muthill – Caerlaverock Road

From its junction with (U11) eastwards to its junction with Station Road, Muthill, a distance of 2.7 kilometres or thereby.]⁴⁴

34. PERTH

[...(a) (A85), Crieff Road

Between a point 123 metres or thereby west of its junction with Tulloch Terrace and its roundabout junction with Newhouse Road, a distance of 350 metres or thereby;..]¹³

(a) (A85), Dundee Road

Between a point 10 metres or thereby south of its junction with Island View and the extended line of the southeast gable of the Old Toll House, Barnhill, a distance of 0.77 kilometres or thereby;

(b) A912), Dunkeld Road

Between its junction with the London – Edinburgh – Thurso (A9T) at Inveralmond Roundabout and a point in Dunkeld Road 640 metres or thereby southeast of the bridge carrying the main Perth – Inverness railway, a distance of 1.1 kilometres or thereby;

(c) (A912), Edinburgh Road

Between a point 99 metres or thereby south of its junction with Rhynd Road (C417) and a point 196 metres or thereby south of Friarton Road, Perth, a distance of 511 metres or thereby.

(d) (A913), Glasgow Road

From a point 165 metres or thereby west of the junction of Oakbank Place westwards to a point 173 metres or thereby west of the roundabout junction with Broxden Business Park, a distance of 1.3 kilometres or thereby;

(e) (A93), Isla Road

(i) From a point 280 metres or thereby north of its junction with the Stormontfield - Old Scone – New Scone Road (U87) southwards for a distance of 575 metres or thereby;

(ii) From a point 1.185 kilometres or thereby north of its junction with Strathmore Street, Bridgend, Perth northwards for a distance of 440 metres or thereby.

(f) [(B9993)

From a point 130 metres or thereby north-west of its junction with the A85 (New Connector Road) and A9 northbound (on) slip road, in a north-westerly, then north-easterly direction, for a distance of 1.520 kilometres or thereby.]¹⁴

[(i) C404 Muirhall Road

From its junction with Corsiehill Road eastwards then southwards for a distance of 1.3 kilometres.]²²

35. POWMILL (A977), – KINCARDINE BRIDGE – CROOK OF DEVON – KINROSS ROAD

From a point 184 metres or thereby southwest of its junction with the Dunfermline – Forth Road Bridge road (A823) westwards to a point 305 metres or thereby west of its junction with Garwhinzean Feus a distance of 785 metres or thereby.

- [(b) (U223)
From its junction with the (A977) Kinross – Crook of Devon – Powmill - Kincardine Road at Gartwhinzean Fues southwestwards for its entire length to its junction with the (A977) Kinross – Crook of Devon – Powmill - Kincardine Road at Whitegates.]³

[35A. RATTRAY (U104) ASHGROVE – WEST MILL ROAD

From a point 10 metres or thereby east of the junction with Old Mill Road eastwards to its termination, a distance of 1.6 kilometres or thereby.]³⁴

[35B. REDGORTON

- (a) (B8063) Luncarty – Moneydie Road

From its junction with the Redgorton – Pitcairngreen Road (U42) northeastwards, then northwards then northwestwards to its junction with the Luncarty - Stanley Road (B9099) for a distance of 617 metres or thereby.

- (b) (B9099) Luncarty – Stanley Road

From a point 15 metres or thereby south from its junction with the Luncarty - Moneydie Road (B8063) northeastwards for a distance of 202 metres or thereby.

- (c) (U42) Redgorton – Pitcairngreen Road

From its junction with the Luncarty - Moneydie Road (B8063) southwestwards for a distance of 60 metres or thereby.]⁵²

36. SCONE (A94), SCONE ROAD, PERTH, PERTH/ROAD

From a point 62 metres or thereby southwest of the junction of Perth Road with Mayfield Road, Scone southwestwards to a point in Scone Road, Perth [...] ²⁹[1.2 kilometres] ³⁰ or thereby northeast of the junction of Strathmore Street with Main Street, Perth, a distance of [...] ²⁹[620] ³⁰ metres or thereby.

[36A. SCONE (OLD SCONE U87)

From its junction with the A93 Perth – Blairgowrie – Braemar Road eastwards for a distance of 780 metres or thereby.

36B. SOUTH LOCH EARN

- [...] ¹⁹[(C470/C106)) South Loch Earn Road

From its junction with the (A85T) Perth – Crieff – Crianlarich Road at St Fillans westwards for its entire length along the south side of the loch to its junction with the (A84) Stirling – Lochearnhead Road (including the distance of the C106 which lies within Stirling Council area).] ²⁰³

[36[C.]⁵ ST. DAVIDS

- C460 St. Davids – Madderty**

That length of (C460) from a point 140 metres southwest of its junction with the U9 northeastwards for a distance of 670 metres or thereby.

36[D.]⁵ ST. MADDOES

- C484 St. Madoes - Errol Road**

That length of the St. Madoes – Errol Road (C484) between a point 280 metres west of its junction with Cottown Road and a point 80 metres east of its junction with Sidlaw Park, a distance of 360 metres or thereby.]⁴

[36E. STRATHTUMMEL (B8019), PITLOCHRY – TUMMEL BRIDGE ROAD

From a point 110 metres or thereby east of the access road to Loch Tummel House westwards to a point 60 metres or thereby west of the access road to Tressait House, a distance of 1.1 kilometres or thereby.]⁴¹

[36F TIBBERMORE

(a) (C410) Perth – Crieff Road

From a point 550 metres or thereby west of its junction with the U47 eastwards for a distance of 1.1 kilometres or thereby;

(b) (U47) A85 – A9 Road

From a point 338 metres or thereby north of its junction with the C410 southwards for a distance of 790 metres or thereby.]⁴²

[36G. TILLYRIE (U232), TILLYWHALLY – TILLYRIE ROAD

From its junction with the (C413) Milnathort – Path of Condie Road northwards to a point 80 metres south of its junction with Tillyrie Mains, a distance of 1.2 kilometres of thereby.]⁵⁵

37. TUMMEL BRIDGE

(a) (B846) Aberfeldy – Tummel Bridge – Rannoch Station Road

From a point 440 metres or thereby northwest of its junction with the B8019 Strathtummel Road southeastwards then eastwards for a distance of 940 metres or thereby;

(b) (B8019) Strathtummel Road

From a point 475 metres or thereby eastwards from its junction with the (B946) Aberfeldy – Tummel Bridge – Rannoch Station Road, eastwards for a distance of 415 metres or thereby.

38. TURFHILLS

(a) (A977) Kincardine – Crook of Devon - Kinross Road

From its junction with the (A922) Kinross – Milnathort Road encompassing the entire northern section of the roundabout over the M90 Perth – Edinburgh Motorway westwards for a distance of 570 metres or thereby;

(b) (A922) Kinross – Milnathort Road

From a point 60 metres or thereby west of the junction of Springfield Road with Station Road to its junction with the A977 Kincardine – Crook of Devon - Kinross Road encompassing the entire southern section of the roundabout over the M90 Perth – Edinburgh Motorway a distance of 230 metres or thereby.

39. WATERLOO (B867), BANKFOOT – DUNKELD ROAD

From a point 400 metres or thereby northwest of its junction with the U36 Meikle Obney Road southwestwards for a distance of 1.7 kilometres or thereby.

40. WEEM (B846), ABERFELDY – TUMMEL BRIDGE ROAD

From a point 110 metres or thereby southwest of the west building line of the Weem Hotel eastwards then southwards then eastwards to a point 25 metres or thereby north of the junction of Taybridge Road with Taybridge Drive (C519) a distance of 1.4 kilometres or thereby.

41. WESTER BALGEDIE (A911), MILNATHORT – SCOTLANDWELL – LESLIE – GLENROTHES ROAD

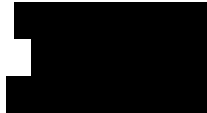
From a point 93 metres or thereby west from its junction with Lochleven Court (Wester Balgedie) eastwards then southeastwards to a point 238 metres or

thereby northwest of the junction of Main Street (Kinnesswood) with The Cobbles, (Kinnesswood), a distance of 1.6 kilometres or thereby.

PART II

TRAFFIC REGULATION ORDER TO BE REVOKED

The Perth and Kinross Council (40 mph Speed Limits) Order 1998.



27th February 2021

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

Dear Sirs,

ROADS (SCOTLAND) ACT 1984

PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT)
(VARIATION) (NO 30) ORDER 202X
SCHEDULE

We wish to object to the Proposed Variation to **PART I** of the **SCHEDULE**, after item **36 SCONE** where it is proposed to insert the following:-

“36E STORMONTFIELD (U88) OLD SCONE - STORMONTFIELD ROAD

The proposal is to have a 40mph limit over a length of the U88, some 660m long.

A separate part of Order 202X there is the proposed stopping up of a length of the U88, some 230m long from the A93.


As a result of this stopping up proposal the 660m length in this changed schedule is in fact a Cul-de-sac, which only provides access to the Caravan site, the Racecourse, residential properties, Scone Palace Events and Scone Palace itself.

We object to the unnecessary creation of a 40mph limit on a Cul-de-Sac, which is an unnecessary proposal since it would create the rarity of a speed controlled cul-de-sac.

We have lodged a separate objection to the proposed U88 Stopping Up Order and if this objection is sustained then the U88 will be a through road from the A93 to the CTRL roundabout.

In this instance, whilst we have objected to the Schedule Variation as proposed, we would agree with a revised Schedule 36E, which encompasses the full length of 890m.

Yours faithfully



RESPONSE

From: TES TRO - Generic Email Account <TRO@pkc.gov.uk>

Sent: 19 March 2021 15:22

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: (40MPH SPEED LIMIT) (VARIATION) (NO 30) ORDER 202X

Dear [REDACTED]

Thank you for your letter of 27 February 2021 in relation to the Perth and Kinross Council (40mph Speed Limit) (Variation) (No 30) Order 202X. Perth and Kinross Council is required in the first instance to respond to your comments and to further explain the need for the order.

These proposed 40mph speed limits are being proposed as a result of the Cross Tay Link Road (CTLR) scheme. The planning application for the CTLR was approved in October 2020 and more information on this (including further plans and a summary of the extensive consultations carried out) can be found on the Council's Planning Portal under reference 19/01837/FLM should you require to see further details on the scheme.

As stated in the proposed order it is proposed to implement a 40mph speed limit on the section of Stormontfield Road which will provide access to the Racecourse and Scone Palace (as well as some other residential properties). As part of the CTLR scheme, access in this area for non-motorised road users is to be vastly improved. An active travel route is to be provided for the full length of the CTLR, bus stops are being provided adjacent to Stormontfield Road, and the section of Stormontfield Road to be stopped up (to the south of the section of Stormontfield Road relevant to your objection) is to remain open for use by non-motorised users. It is therefore expected that there will be significant pedestrian and cyclist use of this section of Stormontfield Road in the future, especially when there are events taking place at the Racecourse and Scone Palace. The caravan park is also in this area. Therefore, for the benefit of road safety it is proposed to have this section of Stormontfield Road subject to a lower speed limit of 40mph. The Council does not intend to amend this proposed speed limit.

It is noted that your objection states that you are in agreement with the principle of a 40mph speed limit on Stormontfield Road, but only if a stopping up order associated with the CTLR scheme for a section of Stormontfield Road does not proceed as planned.

We hope that the response to your objection addresses your concerns and that the rationale for the proposed speed limits is clearer, allowing you to withdraw your objections. Please reply to this email to confirm your position in this regard. If no reply is received within two weeks of the date of this correspondence, it will be assumed that these explanations have satisfied your concerns and your objection is withdrawn.

Kind Regards
Blair Watt
Project Officer
Traffic and Network Team

28th February 2021

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

Dear Sirs,

ROADS (SCOTLAND) ACT 1984

PERTH AND KINROSS COUNCIL (40MPH SPEED LIMIT)
(VARIATION) (NO 30) ORDER 202X
SCHEDULE

We wish to object to the Proposed Variations to **PART I** of the **SCHEDULE**, initially to the Variation which states after item **36 SCONE** where it is proposed to insert the following:-

“36 SCONE

(a) (A94) Scone Road, Perth

From a point 62 metres or thereby southwest of the junction of Perth Road with Mayfield Road, Scone southwestwards to a point in Scone Road, Perth 1.2 kilometres or thereby northeast of the junction of Strathmore Street with Main Street, Perth a distance of 620 metres or thereby.

(b) (A94) Angus Road, Scone

From a point 40 metres or thereby northeast of its junction with Douglas David Avenue, northwestwards for a distance of 702 metres or thereby.

We wish to object to part (b) above in respect of its overall length.

We have no concerns regarding actions to limit traffic speeds such that a safer environment is created for members of our Community, however we consider that the restricted length proposed in this Order is insufficient.

We note that the increasingly diverse operations at Scone Airport are such that considerable traffic both enters and leaves these premises.

We therefore suggest that the wording on part (b) be amended to read -
“..... north-westwards for a distance of 1600metres or thereby”

Furthermore we wish to object to the Variation at **PART I** of the **SCHEDULE**, after item **36 SCONE** insert the following:-

“36E STORMONTFIELD (U88) OLD SCONE - STORMONTFIELD ROAD

From a point 230 metres of thereby west of its junction with A93 northwestwards for a distance of 660 metres or thereby.”

The proposal is to have a 40mph limit over a length of the U88, some 660m long.

A separate part of Order 202X there is the proposed stopping up of a length of the U88, some 230m long from the A93.

As a result of this stopping up proposal the 660m length in this changed schedule is in fact a Cul-de-sac, which only provides access to the Caravan site, the Racecourse, residential properties, Scone Palace Events and Scone Palace itself.

We object to the unnecessary creation of a 40mph limit on a Cul-de-Sac, which is an unnecessary proposal since it would create the rarity of a speed controlled cul-de-sac.

We have lodged a separate objection to the proposed U88 Stopping Up Order and if this objection is sustained then the U88 will be a through road from the A93 to the CTRLR roundabout.

In this instance, whilst we have objected to the Schedule Variation as proposed, we would agree with a revised Schedule 36E, which encompasses the full length of 890m.

We trust that due consideration will be given to our objections to the proposals for the Variation proposed for each Section of the Order.

Yours faithfully
For Scone & District Community Council


Secretary

RESPONSE

From: TES TRO - Generic Email Account <TRO@pkc.gov.uk>

Sent: 19 March 2021 15:24

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Scone and District CC objections traffic order 40mph 202X

Dear [REDACTED]

Thank you for your letter of 28 February 2021 in relation to the Perth and Kinross Council (40mph Speed Limit) (Variation) (No 30) Order 202X. Perth and Kinross Council is required in the first instance to respond to your comments and to further explain the need for the order.

These proposed 40mph speed limits are being proposed as a result of the Cross Tay Link Road (CTLR) scheme. The planning application for the CTLR was approved in October 2020 and more information on this (including further plans and a summary of the extensive consultations carried out) can be found on the Council's Planning Portal under reference 19/01837/FLM should you require to see further details on the scheme.

A94

As stated in the proposed order, it is proposed to implement a 40mph speed limit on the A94 from a point north of Newmains Steadings to the existing 30mph speed limit at Scone which will encompass the new A94 / CTLR junction and the accesses to Newmains Steadings. This is to provide a suitable speed limit gateway which will encourage lower speeds as drivers approach and leave the village of Scone. Your support for the reduced speed limit is noted and appreciated.

In your objection letter you have requested that the 40mph speed limit on the A94 is extended further north to encompass the access to Perth Airport due to increasing operations at the airport and increasing traffic. These concerns have been shared with the Traffic & Network Team within the Council, who have agreed that they will keep the extent of the 40mph speed limit under review and liaise with the airport to ensure that an extended speed limit can be implemented if it is appropriate in the future to do so.

The requested extension of the proposed speed limit to encompass the access to the airport is not considered to be a matter appropriate to be addressed by the CTLR scheme. The Council therefore does not propose to change its proposals in this regard. It is confirmed however, that this issue will be reviewed and monitored separately by the Council's Traffic & Network Team.

U88 Stormontfield Road

As stated in the proposed order it is proposed to implement a 40mph speed limit on the section of Stormontfield Road which will provide access to the Racecourse and Scone Palace (as well as some other residential properties). As part of the CTLR scheme, access in this area for non-motorised road users is to be vastly improved. An active travel route is to be provided for the full length of the CTLR, bus stops are being provided adjacent to Stormontfield Road, and the section of Stormontfield Road to be stopped up (to the south of the section of Stormontfield Road relevant to your objection) is to remain open for use by non-motorised users. It is therefore expected that there will be significant pedestrian and cyclist use of this section of Stormontfield Road in the future, especially when there are events taking place at the Racecourse and Scone Palace. The caravan park is also close by. Therefore, for the benefit of road safety it is proposed to have this section of Stormontfield Road subject to a speed limit of 40mph. The Council does not intend to amend this proposed speed limit.

It is noted that your objection states that you are in agreement with the principle of a 40mph speed limit on Stormontfield Road, but only if a stopping up order associated with the CTRLR scheme for a section of Stormontfield Road does not proceed as planned.

We hope that the response to both of your objections addresses your concerns and that the rationale for the proposed speed limits is clearer, allowing you to withdraw your objections. Please reply to this email to confirm your position in this regard. If no reply is received within two weeks of the date of this correspondence, it will be assumed that these explanations have satisfied your concerns and your objections are withdrawn.

Kind Regards
Blair Watt
Project Officer
Traffic and Network Team

PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee – 19 May 2021

PROPOSED 50MPH SPEED LIMITS

**Report by Depute Director (Communities)
(Report No. 21/63)**

This report summarises the proposed 50 mph speed limits associated with the Cross Tay Link Road scheme on the A9294 Cross Tay Link Road and details the objections received. It recommends Committee set aside these objections, noting the rationale and benefits of the proposals and agrees that the Orders are made as advertised.

1. BACKGROUND

- 1.1 The Cross Tay Link Road (CTLR) Scheme received planning approval by the Planning and Development Management Committee in October 2020. Report No. 20/194 refers. The scheme is of significant strategic importance and will bring many key benefits to the area by:
- delivering improved local and regional access in and around Perth,
 - enabling economic growth by releasing strategic development sites for housing and employment;
 - reducing traffic congestion pressure in and around Perth;
 - freeing up capacity to improve and promote sustainable travel options in line with the Perth City Plan
 - contributing towards meeting the objectives of the Air Quality Management Area
- 1.2 A 50mph speed limit is proposed on the entire length of the proposed A9294 CTLR, and this is illustrated on the proposed Order and drawings at ~Appendix 1.
- 1.3 In line with current national guidance for setting speed limits, the proposed speed limit reflects the function of the road and consider the conditions and needs of the community, pedestrians, cyclists and other vulnerable road users. The roundabouts and road layout for the CTLR scheme in these locations have been designed in accordance with current guidance for the speed limit proposed in this report.
- 1.4 The 50mph speed limit is required to ensure the road alignment is more flexible through the landscape and to minimise the impact on environmentally sensitive sites. The 50mph speed limit also aims to ensure road safety for all road users.
- 1.5 Scone and District Community Council and a representative on behalf of both Perth Area Living Streets and Cycling UK have formally objected to the 50mph speed limit proposal. The objections are summarised below along

with the responses that were sent by officers to each objector to explain the reasoning behind the proposed Order. No objections were withdrawn following the responses from the Council.

Objections to the proposed 50mph on A9294 CTRL		
Name on file	Reason for objection	Response
(1) On behalf of both Perth Area Living Streets and Cycling UK	Objection to the proposed 50mph on the A9294 CTRL requesting for it to be 30mph at the area North of Scone at the proposed Scone North Development and at Highfield woodland. The reasons for the objection are in the interests of pedestrian safety and cyclist safety and to encourage cycling and walking in line with the Council's Active Travel Strategy. The objector welcomes the crossing points provided but is concerned not all pedestrians will use them. The objector also cites the Council's use of reduced speed limits on other designated green routes.	<p>It is proposed to implement a 50mph speed limit on the CTRL as well as traffic light controlled pedestrian and cyclist crossing facilities (Toucan crossings) providing safe crossing of the CTRL where the Highfield core path crosses (and other crossing locations throughout the CTRL). In addition to this a green bridge is to be provided which is located approximately 550 metres to the west of the Highfield core path and caters for pedestrians as well as a wildlife and ecology.</p> <p>On opening, the CTRL in this area will be a rural link road with no frontage development. It would therefore not be appropriate to implement a 30mph speed limit on this section of the CTRL in accordance with current guidance.</p> <p>It is noted however that there will be a requirement for the speed limits on the CTRL to be revised, and for revisions to the street scape to be carried out, as part of the Scone North housing development as it reaches the CTRL in this vicinity. This will be managed by the Council's Development Management Team through the planning process.</p>

Objections to the proposed 50mph on A9294 CTRL		
Name on file	Reason for objection	Response
(2) Scone and District Community Council	<p>Objection submitted in two parts:</p> <p>Part 1 of the objection is due to concerns that the CTRL dissects the Scone North housing development, passing through a residential area and a school site at 50mph.</p> <p>Part 2 of the objection is due to concerns about pedestrian safety for users of the core path network at Highfield woodland. Concern is that users will not want to walk to the green bridge and instead will use the traffic light controlled crossing facility proposed at the Highfield core path.</p> <p>The objector asked that the speed limit is reduced to 30mph in this vicinity.</p>	<p>The response to part 1 of the objection is that the Scone North housing development and school will not be in place on opening of the CTRL. On opening, the CTRL in this area will be a rural link road with no frontage development. It would therefore not be appropriate to implement a 30mph speed limit on this section of the CTRL in accordance with current guidance.</p> <p>It is noted however that there will be a requirement for the speed limits on the CTRL to be revised, and for revisions to the street scape to be carried out, as part of the Scone North housing development as it reaches the CTRL in this vicinity. This will be managed by the Council's Development Management Team through the planning process.</p> <p>The response to part 2 of the objection highlighted that traffic light controlled pedestrian and cyclist crossing facilities (Toucan crossings) are proposed which will provide safe crossing of the CTRL where the Highfield core path crosses. In addition to this a green bridge is to be provided which is located approximately 550 metres to the west of the Highfield core path and caters for pedestrians as well as a wildlife and ecology.</p>

1.6 Copies of the full objections and responses are contained in Appendices 2 and 3.

2. PROPOSALS

2.1 The proposed speed limit Order, relevant drawings, objections and responses are shown in the Appendices attached to this report as listed below:

- Appendix 1 50mph drawings and Variation Order
- Appendix 2 Objection (1) and Response
- Appendix 3 Objection (2) and Response

3. CONCLUSION AND RECOMMENDATIONS

3.1 This report outlines the objections received during the advertising of the proposed speed limits and the responses sent to objectors to explain the reasons for the proposed Order. Details of the responses sent to objectors are included as appendices to the report and also provide an overview of the benefits and rationale for the speed limits which will support the safety of residents, pedestrians, drivers and cyclists.

3.2 Both objectors have requested a lower speed limit on the CTRL on its section to the north of Scone for reasons of pedestrian, cyclist safety and because it dissects the proposed Scone North housing development. As detailed in the responses to objectors, it is not considered appropriate at this time to have a lower speed limit. However, the speed limits on this section of the CTRL will be reviewed as and when the Scone North housing development reaches its later phases around the CTRL.

3.3 It was considered whether the Council should delay its decision on the proposed 50mph Orders, however it was decided that delaying this decision was not appropriate for the following reasons:

- The Council is currently programmed to enter into a contract for the detailed design and construction of the CTRL scheme in June 2021. This contract contains the design specification the successful Contractor must comply with. This design is based on the design speeds (and therefore the proposed speed limits) associated with the scheme. It is therefore necessary for these to be confirmed to allow the progression of the detailed design as per the contract. If they are not confirmed, then the successful contractor will be unable to commence the detailed design. Alternatively, the contractor could begin the detailed design, but this may result in abortive work should the 50mph speed limit not be approved;
- There are embargoes on development under the local development plan in the area to the north of Perth until such time as the CTRL is a 'committed project'. Having the necessary Orders in place is part of the CTRL becoming a 'committed project', therefore delaying this decision has the potential to delay progress on these developments; and
- The Council is currently awaiting an important decision by the Scottish Government on the Compulsory Purchase Order (CPO) for land required for the CTRL scheme. The Reporter, who is currently considering the CPO with a view to advising the Scottish Government, has shown an interest in the progress the Council is making with the other Orders

required for the CTLR scheme. Delaying decisions on Orders that are within the Council's control does not demonstrate to the Reporter and the Scottish Government a willingness on the Council's part to ensure that the CTLR scheme moves forward timeously.

3.4 Taking account of the above, it is recommended that the Committee:-

- (i) sets aside the objections received and proceed to make the Order to introduce the new speed limit as advertised and as shown in appendix 1.

Author

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

Approved

Name	Designation	Date
Clare Mailer	Depute Director (Communities)	21 April 2021

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All Council Services can offer a telephone translation facility.

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	No

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 primarily to objectives iii), iv) and v) above.

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 within this report contribute primarily to objectives iii), iv) and v).

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.

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 through the Council's impact assessment toolkit.

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 and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland have also been consulted and are supportive of the proposals.

5. Communication

- 5.1 None

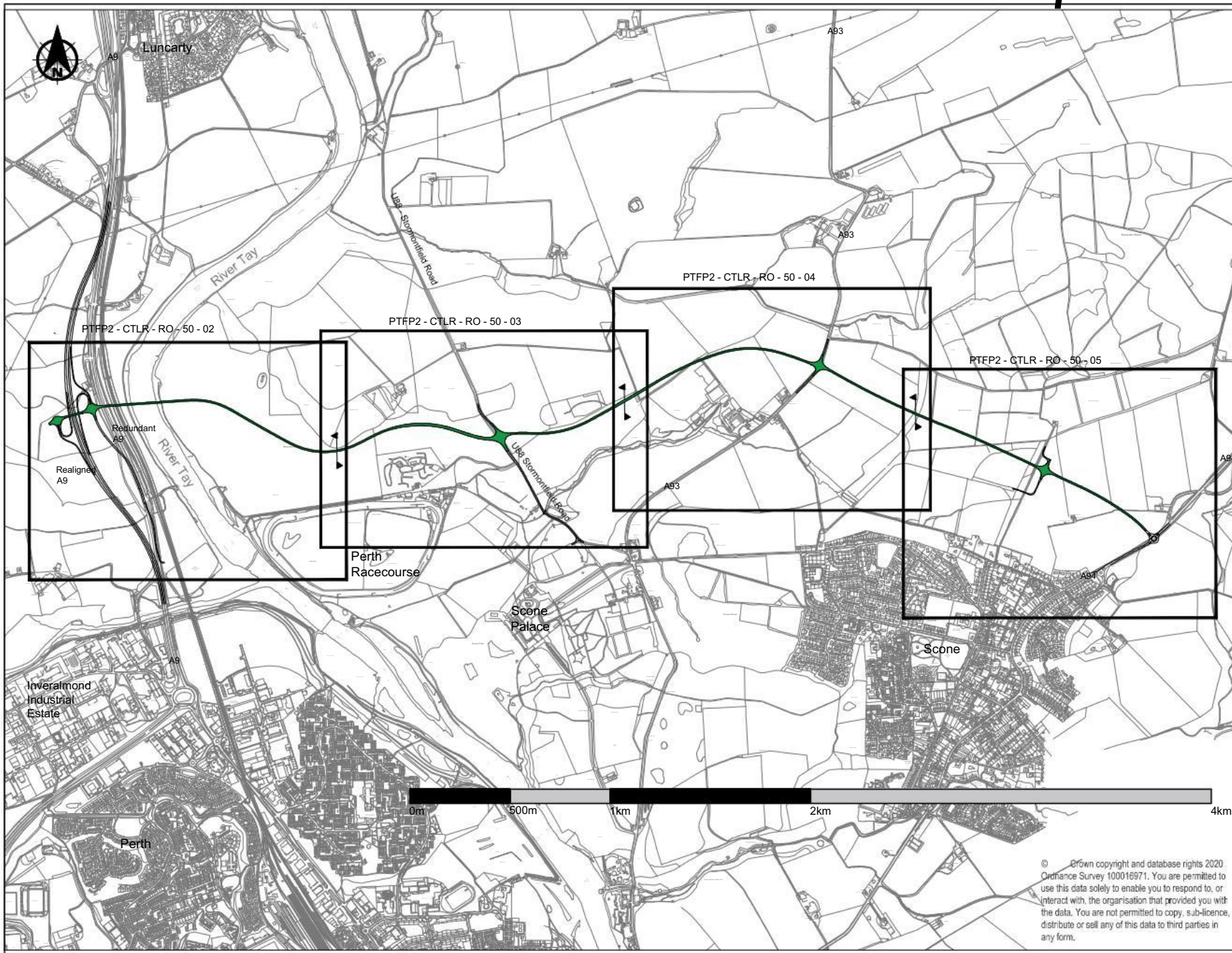
2. BACKGROUND PAPERS


- 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:

- Full Council December 2016 (Report 16/560 refers)
- Full Council June 2019 (Report 19/189 refers)
- Full Council September 2019 (Report 19/276 refers)
- Planning & Development Management Committee October 2020 (Report 20/194 refers)

3. APPENDICES

- 3.1 Appendix 1 50mph drawings and Variation Order
- 3.2 Appendix 2 50mph Objection 1 and Response
- 3.3 Appendix 3 50mph Objection 2 Parts 1 and 2 and Response



 - Proposed 50 mph speed limit

Rev	Date	Amendment Details	Orig	Chk'd	App'd



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Project Title
Perth Transport Futures Project - Phase 2

Drawing Title
PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT) (VARIATION) (NO 2) ORDER 202X - Appendix 1


General Overview - CTLR 50mph

Scale	Designed	Drawn	Checked	Approved
See Scale Bar	SM	JS	RF	---
Original Size A3	Date 09/12/2019	Date 15/12/2020	Date 15/12/2020	Doc XX/XX/2020
Drawing Number	Project - Stage - Type - Drawing - Number			Project Ref No.
PTFP2 - CTLR - RO - 50 - 01				CTLR
				Revision
				Draft



See Drawing
PTFP2 - CTLR - RO - 50 - 02

See Drawing
PTFP2 - CTLR - RO - 50 - 04

Notes
 - Proposed 50 mph
speed limit



Rev	Date	Amendment Details	Orig	Chk'd	App'd



Project Title
**Perth Transport Futures
Project - Phase 2**

Drawing Title
**PERTH AND KINROSS COUNCIL (50MPH
SPEED LIMIT) (VARIATION) (NO 2)
ORDER 202X - Appendix 3**



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CTLR - Stormontfield Roundabout 50mph

Scale	Designed	Drawn	Checked	Approved
See Scale Bar	SM	JS	RF	--
Original Size A3	Date 09/12/2019	Date 15/12/2020	Date 15/12/2020	Date XXXX/2020
Drawing Number	Project Ref. No.			Project Ref. No.
PTFP2 - CTLR - RO - 50 - 03				CTLR
Project	Stage	Type	Drawing - Number	Revision
				Draft

**PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT)
(VARIATION) (NO 2) ORDER 202X**

The Council proposes to make the above Order under the Road Traffic Regulation Act 1984.

1. The effect of the Order shall be to introduce a 50mph speed limit to insure the road alignment can be more flexible through the landscape and to improve conditions for all road users.
2. In line with the requirements of the Coronavirus (Scotland) Act 2020, full details may be examined on the Perth and Kinross Council website (<https://www.pkc.gov.uk/tro>) and on the Tell Me Scotland website (www.tellmescotland.gov.uk/notices) from 19/02/21 to 12/03/21.
3. Any objectors must state their reasons in writing by 12/03/21 to the Head of Legal & Governance Services, Perth and Kinross Council, 2 High Street, Perth PH1 5PH and/or to LegalServices@pkc.gov.uk.

**PERTH AND KINROSS COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**PERTH AND KINROSS COUNCIL
(50MPH SPEED LIMIT) (VARIATION) (NO 2) ORDER 202X**

Perth and Kinross Council in exercise of the powers conferred on them by Sections 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (which Act of 1984 is hereinafter referred to as “the Act”) and of all other powers enabling them in that behalf 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 (50mph Speed Limit) (Variation) (No 2) Order 202X” and shall come into operation once the new roads are constructed, open to traffic and the regulatory signs are in place.
2. The “Perth and Kinross Council (50mph Speed Limit) Order 2012” is hereby varied and shall henceforth have effect subject to the amendments thereto specified and described in the Schedule here to.

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

.....
Legal Manager

**PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT)
(VARIATION) (NO 2) ORDER 202X
SCHEDULE**

The Schedule to the “Perth and Kinross Council (50mph Speed Limit) Order 2012” requires to be varied as follows:-

1. In **PART I** of the **SCHEDULE**, after item 1. **CARSIE (A93), BLAIRGOWRIE – PERTH ROAD** insert the following:-

- “2 **BALBOUGHTY (A93) PERTH – GUILDTOWN – BLAIRGOWRIE ROAD**

- From a point 36 metres or thereby south of its junction with the Cross Tay Link Road (A9294) northwards to a point 34 metres or thereby north of its junction with the Cross Tay Link Road (A9294), a distance of 114 metres or thereby

- 3 **CROSS TAY LINK ROAD (A9294), SCONE – STORMONTFIELD – LUNCARTY ROAD**

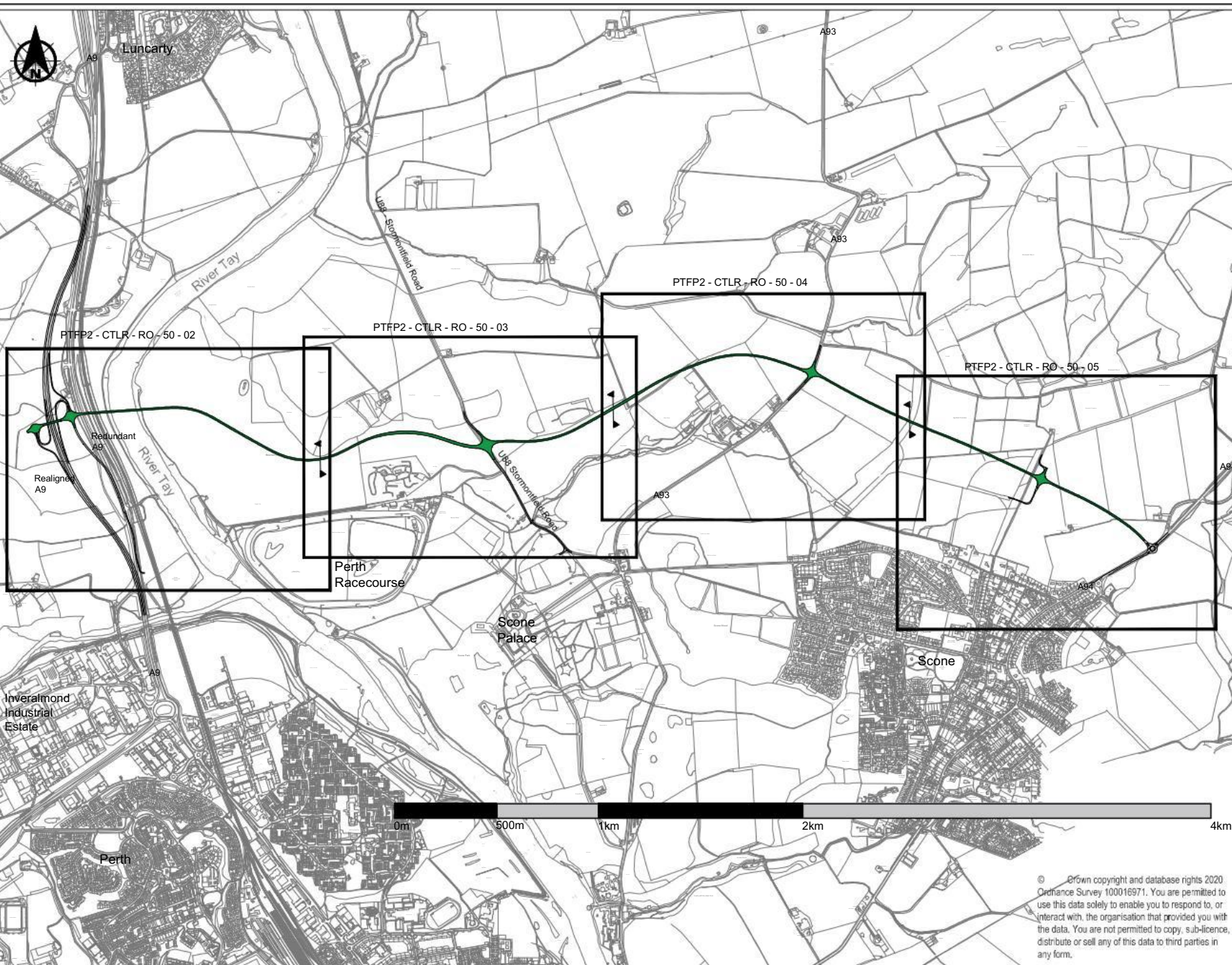
- From a point 40 metres or thereby northwestwards of its junction with A94 Angus Road northwestwards then westwards to a point 264 metres southwest of Broxy Kennels, a distance of 5.9 kilometres or thereby.


- 4 **STORMONTFIELD ROAD (U88)**

- From a point 62 metres or thereby south of its junction with the Cross Tay Link Road (A9294) northwards to a point 58 metres or thereby north of its junction with the Cross Tay Link Road (A9294), a distance of 165 metres or thereby.”

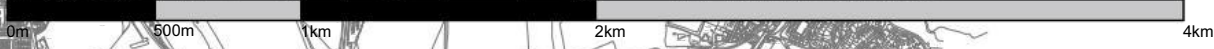
Council Reasons

The 50mph speed limit is required to ensure the road alignment could be more flexible through the landscape and improve road safety for all road users.



 - Proposed 50 mph speed limit

Rev	Date	Amendment Details	Orig	Chk'd	App'd



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General Overview - CTLR 50mph

Project Title
Perth Transport Futures Project - Phase 2


Drawing Title
PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT) (VARIATION) (NO 2) ORDER 202X - Appendix 1

Scale	Designed	Drawn	Checked	Approved
See Scale Bar	SM	JS	RF	---
Original Size A3	Date 09/12/2019	Date 15/12/2020	Date 15/12/2020	Date XX/XX/2020
Drawing Number	Project - Stage - Type - Drawing - Number			Project Ref No.
PTFP2 - CTLR - RO - 50 - 01				CTLR
				Revision
				Draft



See Drawing
PTFP2 - CTLR - RO - 50 - 02

See Drawing
PTFP2 - CTLR - RO - 50 - 04

Notes
 - Proposed 50 mph speed limit

Rev	Date	Amendment Details	Orig	Chk'd	App'd
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Project Title
 Perth Transport Futures
 Project - Phase 2

Drawing Title
 PERTH AND KINROSS COUNCIL (50MPH
 SPEED LIMIT) (VARIATION) (NO 2)
 ORDER 202X - Appendix 3

Scale	Designed	Drawn	Checked	Approved
See Scale Bar	SM	JS	RF	--
Original Size	Date	Date	Date	Date
A3	09/12/2019	15/12/2020	15/12/2020	XXXX/2020
Drawing Number	Project Ref. No.			Project Ref. No.
PTFP2 - CTLR - RO - 50 - 03	CTLR			CTLR
Project - Stage - Type - Drawing - Number	Revision			Revision
	Draft			Draft



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CTLR - Stormontfield Roundabout 50mph



CTLR

A93

A93

See Drawing
PTFP2 - CTLR - RO - 50 - 03

See Drawing
PTFP2 - CTLR - RO - 50 - 05

A93

SCONE

0m 50m 100m 200m 300m 500m



- Proposed 50 mph
speed limit

Rev	Date	Amendment Details	Orig	Chkd	App'd



Project Title
Perth Transport Futures
Project - Phase 2

Drawing Title
PERTH AND KINROSS COUNCIL (50MPH
SPEED LIMIT) (VARIATION) (NO 2)
ORDER 202X - Appendix 4


Scale	Design'd	Drawn	Checked	Approved
See Scale Bar	SM	JS	RF	---
Original Size	Date	Date	Date	Date
A3	09/12/2019	15/12/2020	15/12/2020	XX/XX/2020
Drawing Number	Project Ref. No.			
PTFP2 - CTLR - RO - 50 - 04	CTLR			
Project - Stage - Type - Drawing - Number	Revision			
	Draft			

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CTLR Highfield - A93
50mph



Notes

 - Proposed 50 mph speed limit

See Drawing
PTFP2 - CTLR - RO - 50 - 04



CTLR

A94

A94



**PERTH &
KINROSS
COUNCIL**

Rev Date Amendment Details Orig Chkd App'd

Project Title
**Perth Transport Futures
Project - Phase 2**
Drawing Title
**PERTH AND KINROSS COUNCIL (50MPH
SPEED LIMIT) (VARIATION) (NO 2)
ORDER 202X - Appendix 5**

Scale	Designed	Drawn	Checked	RF	Approved
See Scale Bar	SM	JS	RF		--
Original Size A3	Date 09/12/2019	Date 15/12/2020	Date 15/12/2020		Date XX/XX/2020

Drawing Number PTFP2 - CTLR - RO - 50 - 05	Project Ref. No. CTLR
Project - Stage - Type - Drawing - Number	Revision Draft

100m 200m 300m 500m
SCONE

0m 50m 100m 200m 300m 500m

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**CTLR A94 - Highfield
50 mph**

PERTH AND KINROSS COUNCIL
ROAD TRAFFIC REGULATION ACT 1984

THE PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT)
ORDER 2012

(02/12)

The Perth and Kinross Council in exercise of the powers conferred on them by Sections 84(1) and (2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (which Act of 1984 is hereinafter referred to as "the Act") and of all other powers enabling them in that behalf 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 (50MPH Speed Limit) Order 2012" and shall come into operation on the Twentieth day of January Two thousand and twelve.
2. No person shall drive any motor vehicle at a speed exceeding 50 miles per hour in or upon any of the lengths of road specified in Part I of the Schedule to this Order.
3. The Perth and Kinross Council (50 mph Speed Limits) Order 2003 is hereby revoked and shall henceforth have effect subject to the amendments thereto specified and described in the Schedule hereto.

SIGNED and the COMMON SEAL of the COUNCIL hereto AFFIXED at PERTH on the SIXTEENTH day of JANUARY TWO THOUSAND AND TWELVE


.....
Head of Legal Services

SCHEDULE

PART I

1. CARSIE (A93), BLAIRGOWRIE - PERTH ROAD

From a point 70 metres or thereby south of its junction with Whiteloch Avenue, Carsie, to a point 140 metres or thereby north of its junction with Gothens Farm Road (U110), a distance of 885 metres or thereby.

2. GAIRNEY BANK (B996), KELTY - KINROSS – GLENFARG ROAD

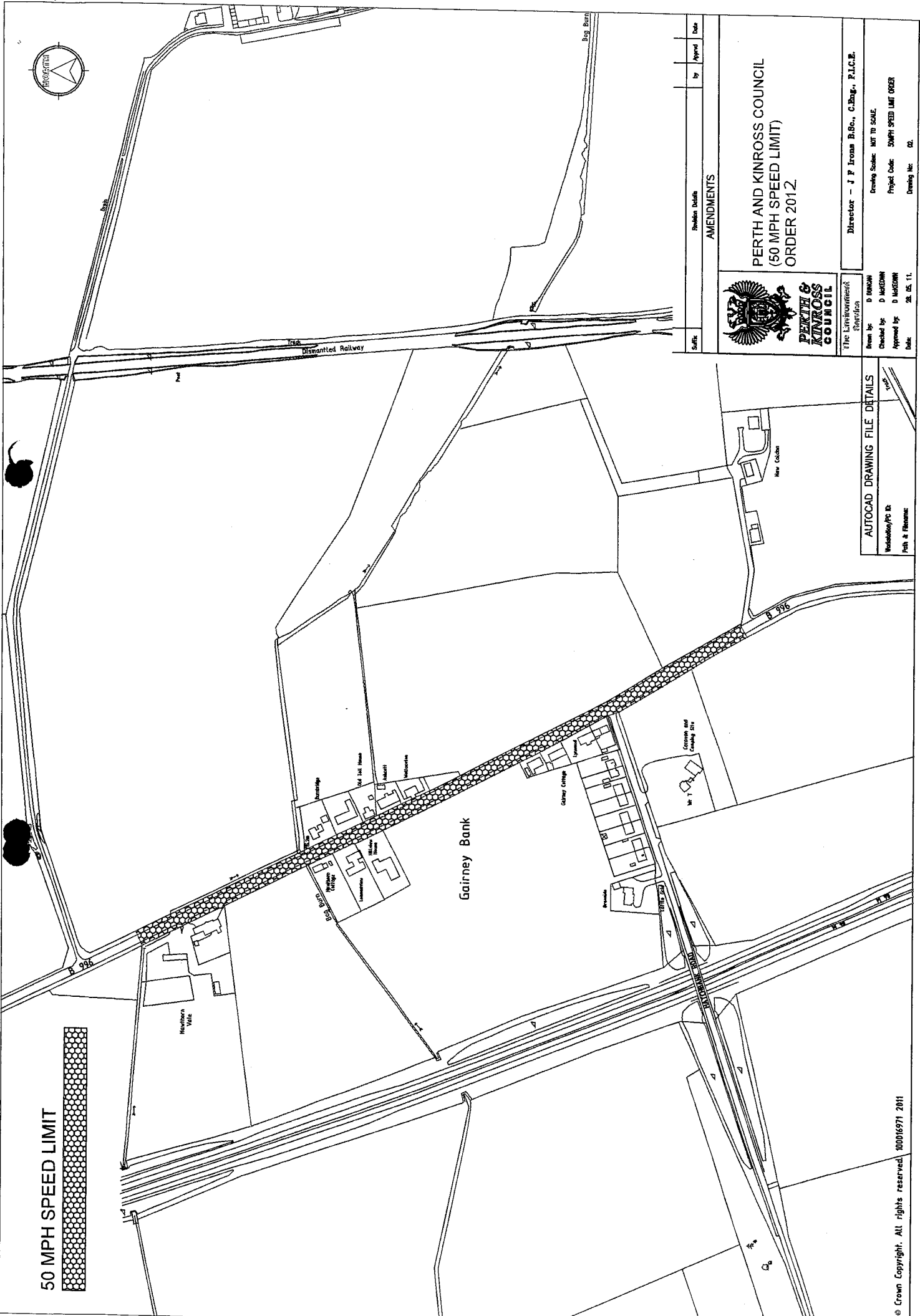
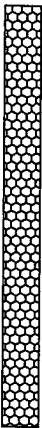
From a point 485 metres or thereby north of its junction with Hatchbank Road southwards to a point 145 metres or thereby south of its junction with Hatchbank Road a distance of 630 metres or thereby.

PART II

TRAFFIC REGULATION ORDER TO BE REVOKED

The Perth and Kinross Council (50 mph Speed Limits) Order 2003 is hereby revoked.

50 MPH SPEED LIMIT



Surf:	Revision Details	By	Date
	AMENDMENTS		



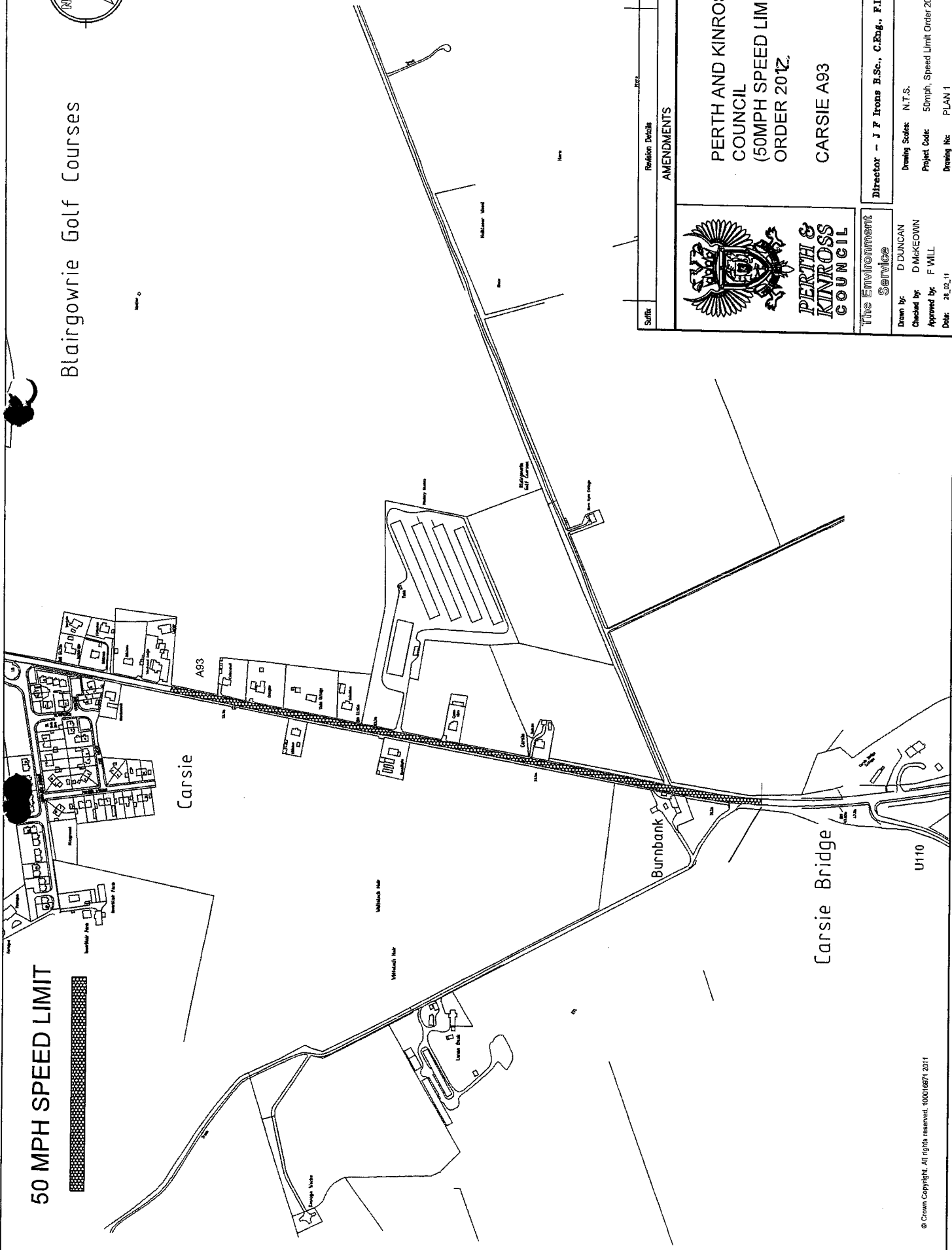
PERTH AND KINROSS COUNCIL
(50 MPH SPEED LIMIT)
ORDER 2012

The Live Environment Services		Director - J P Irons B.Sc., C.Eng., F.I.C.E.
Drawn by: D MACKAY	Checked by: D MACKAY	Drawing Scale: NOT TO SCALE
Approved by: D MACKAY	Date: 28.05.11	Project Code: SMPH SPEED LIMIT ORDER
		Drawing No: 02

AUTOCAD DRAWING FILE DETAILS	
Wednesday/PC It	Word
Path & Filename:	




Blaingowrie Golf Courses



50 MPH SPEED LIMIT



Surfs	Revision Details	Date	by	Appr	Date
AMENDMENTS					



PERTH & KINROSS COUNCIL
The Environment Service

PERTH AND KINROSS COUNCIL
(50MPH SPEED LIMIT)
ORDER 2012.

CARSIE A93

Director - J P Irons B.Sc., C.Eng., F.I.C.E.

Drawn by: D DUNCAN
Checked by: D McKEOWN
Approved by: F WILL
Date: 28.02.11

Drawing Scale: N.T.S.
Project Code: 50mph, Speed Limit Order 2011
Drawing No: PLAN 1

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



12th March 2021

Dear Sirs,

ROADS (SCOTLAND) ACT 1984

PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT)
(VARIATION) (NO 2) ORDER 202X
SCHEDULE

PART 2.

I write on behalf of PALS, the Perth Area branch of the UK charity “Living Streets” and on behalf of Cycling UK (UK charity for cycling) , as one of the Cycling Advocates. We wish to object to what we understand of the Proposed Variations to **PART I section 3** of the **SCHEDULE**, where it is proposed to insert the following:-

3 CROSS TAY LINK ROAD (A9294), SCONE – STORMONTFIELD – LUNCARTY ROAD

From a point 40 metres or thereby northwestwards of its junction with A94 Angus Road northwestwards then westwards to a point 264 metres southwest of Broxy Kennels, a distance of 5.9 kilometres or thereby

The proposed Cross Tay Link Road, as shown on drawing PTFP2-CTLR-50-05 attached to this Order, bisects the Highfield Core Path.

Whilst some people may wish to use proposed official crossing points (which we welcome), it is also the case that PKC should be respecting its own active travel strategy by recognising that evidence shows that pedestrians like to cross where it is convenient and that convenience is greatly affected by road risk. In accordance with the PKC active travel strategy we should be encouraging walking as one of the top modes in the Scottish Transport Strategy’s Sustainable Transport Strategy not discouraging it.

The route with its parallel foot/bike path, has been proposed to be cycle/pedestrian friendly. Vehicular speed is known to be associated with greater danger and also importantly greater *perception* of danger. Elsewhere in the PKC area green routes have been designated by deploying reduced speed limits.

For both these reasons (safe crossing and making the parallel path safe and encouraging for active travel) we request that the speed limit here should be reduced to 30mph. We believe it is inconsistent with existing policy that a 50mph speed limit could be appropriate in such a location and so the Order will require to be modified to suit the planned location of the CTLR.

The amendments to the Order would require to be made as follows:-

“From a point 300m from where the CTLR crosses the Highfield Core Path, on both directions, the speed should be reduced to a Limit of 30 mph”

We trust that due consideration will be given to our objection and that a modified Order will be produced such that local residents and active travel users can walk on the Core Path and cross it safely with due care and attention.

Yours faithfully
For Perth Area Living Streets and Cycling UK



Co-convener of Perth Area Living Streets
&
Cycling Advocate for Cycling UK

RESPONSE

From: TES TRO - Generic Email Account <TRO@pkc.gov.uk>

Sent: 19 March 2021 15:38

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Objection, traffic regulation order: 50mph Speed Limit) (Variation) (No 2) Order 202X

Dear [REDACTED]

Thank you for your letter of 12 March 2021 on behalf of Perth Area Living Streets & Cycling in relation to the Perth and Kinross Council (50mph Speed Limit) (Variation) (No 2) Order 202X. Perth and Kinross Council is required in the first instance to respond to your comments and to further explain the need for the order.

The proposed 50mph speed limits are being proposed as part of the Cross Tay Link Road (CTLR) scheme. The planning application for the CTLR was approved in October 2020 and more information on this (including further plans and a summary of the extensive consultation carried out prior to submission) can be found on the Council's Planning Portal under reference 19/01837/FLM should you require to see further details on the scheme.

It is noted that your objection is related to concerns about active travel user safety in the vicinity of the Highfield core path. It is the Council's view that the proposed CTLR scheme addresses these concerns sufficiently. There is to be a traffic light controlled pedestrian and cyclist crossing facility (Toucan crossing) where the Highfield core path crosses the CTLR to facilitate the safe crossing of path users. In addition to this there is the option of using the green bridge which is located approximately 550 metres to the west of the Highfield core path and provides pedestrian crossing facilities as well as a wildlife / ecology link.

On opening, the CTLR in this area will be a rural link road with no frontage development. It would therefore not be appropriate to implement a 30mph speed limit on this section of the CTLR which would not be as per guidance for setting speed limits for this type of road. Setting an inappropriate 30mph speed limit in this vicinity would be likely to cause issues with speed limit compliance and would therefore also cause the Police unnecessary issues and complaints relating to compliance and enforcement.

The Council therefore considers that it is not required or appropriate to lower the proposed speed limit on the CTLR as per your suggestion. It is noted, however, that there will be a requirement for the speed limits on the CTLR to be revised, and for revisions to the street scape to be carried out, as part of the Scone North development as it reaches the CTLR in this vicinity. This will be managed by the Council's Development Management Team through the planning process.

We hope that the response to both objections address your concerns and that the rationale for the proposed speed limits is clearer, allowing you to withdraw your objections. Please reply to this email to confirm your position in this regard. If no reply is received within two weeks of the date of this correspondence this it will be assumed that these explanations have satisfied your concerns and your objections are withdrawn.

Kind Regards

Blair Watt

Project Officer

Traffic and Network Team



28th February 2021

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

Dear Sirs,

ROADS (SCOTLAND) ACT 1984

**PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT)
(VARIATION) (NO 2) ORDER 202X
SCHEDULE**

Objection Part 1

We wish to object to the Proposed Variations to **PART I section 3** of the **SCHEDULE**, where it is proposed to insert the following:-

3 CROSS TAY LINK ROAD (A9294), SCONE – STORMONTFIELD – LUNCARTY ROAD

From a point 40 metres or thereby northwestwards of its junction with A94 Angus Road northwestwards then westwards to a point 264 metres southwest of Broxy Kennels, a distance of 5.9 kilometres or thereby

Planning Application 16/02127/IPM, for the North Scone Housing Development, was granted consent on 18th April 2018 for housing and included a site for a primary school.

The proposed Cross Tay Link Road, as shown on drawing PTFP2-CTLR-50-05 attached to this Order, bisects this consented residential development and runs adjacent to the proposed school site.

We objected to the planning applications, on the ground of safety, air pollution and noise effects on residents, however such concerns were ignored during the planning process.

However it is inconceivable that a 50mph speed limit can be considered in such a location and the Order will require to be modified to suit the planned location of the CTLR.

The amendments to the Order would require to be made as follows:-

*“From a point 40 metres or thereby northwestwards of its junction A94 Angus Road to a point 490 metres or thereby northwestwards of its junction A94 Angus Road, at a Limit of **30 mph**”*

*“From a point 490 metres or thereby northwestwards of its junction A94 Angus Road to a point 650 metres or thereby northwestwards of its junction A94 Angus Road, at a Limit of **20 mph**”*

*“From a point 650 metres or thereby northwestwards of its junction with A94 Angus Road northwestwards then westwards to a point 264 metres southwest of Broxy Kennels, a distance of 5.25 kilometres or thereby at a Limit of **50 mph**”*

We trust that due consideration will be given to our objection and that a modified Order will be produced such that residents in the Scone Community can live in a safe environment.

Yours faithfully
For Scone & District Community Council


Secretary



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

Dear Sirs,

ROADS (SCOTLAND) ACT 1984

PERTH AND KINROSS COUNCIL (50MPH SPEED LIMIT)
(VARIATION) (NO 2) ORDER 202X
SCHEDULE

PART 2.

We wish to object to the Proposed Variations to **PART I section 3** of the **SCHEDULE**, where it is proposed to insert the following:-

3 CROSS TAY LINK ROAD (A9294), SCONE – STORMONTFIELD – LUNCARTY ROAD

From a point 40 metres or thereby northwestwards of its junction with A94 Angus Road northwestwards then westwards to a point 264 metres southwest of Broxy Kennels, a distance of 5.9 kilometres or thereby

The proposed Cross Tay Link Road, as shown on drawing PTFP2-CTLR-50-05 attached to this Order, bisects the Highfield Core Path.

We objected to the planning application, on the ground of pedestrian safety, however such a concern was ignored during the planning process. It was suggested that people on the Core Path, rather than try to cross a 50mph road would walk 500m to the green bridge. As P&KC Officers refused to endorse moving the road partly based on their assertion that people would not walk the extra 250m to the more northward route, they must surely question whether people will indeed go to the green bridge or try to cross fast moving traffic. We believe people will try to cross this road at this point endangering their own and the drivers lives because of the 50mph and its long stopping distance.

We believe the speed here should be reduced to 30mph. We believe it is inconceivable that a 50mph speed limit can be considered in such a location and the Order will require to be modified to suit the planned location of the CTLR.

The amendments to the Order would require to be made as follows:-

“From a point 300m from where the CTLR crosses the Highfield Core Path, on both directions, the speed should be reduced to a Limit of 30 mph”

We trust that due consideration will be given to our objection and that a modified Order will be produced such that residents in the Scone Community can walk on the Core Path and cross it safely with due care and attention.

Yours faithfully
For Scone & District Community Council

A solid black rectangular box used to redact the signature of the Secretary.

Secretary

RESPONSE

From: TES TRO - Generic Email Account <TRO@pkc.gov.uk>

Sent: 19 March 2021 15:36

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Scone and District Community Council traffic orders objection

Dear [REDACTED],

Thank you for your letters of 28 February and 12 March 2021 in relation to the Perth and Kinross Council (50mph Speed Limit) (Variation) (No 2) Order 202X. Perth and Kinross Council is required in the first instance to respond to your comments and to further explain the need for the order.

The proposed 50mph speed limits are being proposed as part of the Cross Tay Link Road (CTLR) scheme. The planning application for the CTLR was approved in October 2020 and more information on this (including further plans and a summary of the extensive consultations carried out prior to submission) can be found on the Council's Planning Portal under reference 19/01837/FLM should you require to see further details on the scheme.

It is noted that your objection dated 28 February 2021 is related to the future development at Scone North at the east end of the CTLR. Your suggested amendments to the proposed speed limits in your objection appear to relate to the location of the school and housing in the Scone North masterplan. It is also noted that your subsequent objection dated 12 March 2021 is related to concerns over pedestrian safety in the vicinity of the Highfield core path.

The Council confirms that, considering the current phasing programme of the Scone North development, the housing and school shown in the Masterplan will not be in place by the time that the CTLR is proposed to be opened to traffic at the end of 2024. Furthermore, your comments do not relate to an approved development layout but to a masterplan which has the potential for change. On opening, the CTLR in this area will be a rural link road with no frontage development. It would therefore not be appropriate to implement 30mph and 20mph speed limits on this section of the CTLR which would not be suitable and therefore would likely not be adhered to by a significant number of drivers.

With regards to your concerns over pedestrian safety in the vicinity of the Highfield core path, it is the Council's view that the proposed CTLR scheme addresses these concerns sufficiently. There is to be a traffic light controlled pedestrian and cyclist crossing facility (Toucan crossing) where the Highfield core path crosses the CTLR to facilitate safe crossing of path users. In addition to this there is the option of using the green bridge which is located approximately 550 metres to the west of the Highfield core path and provides pedestrian crossing facilities as well as a wildlife / ecology link.

The Council therefore considers that it is not required or appropriate to lower the proposed speed limit on the CTLR as per your suggestion. It is noted, however, that there will be a requirement for the speed limits on the CTLR to be revised, and for revisions to the street scape to be carried out, as part of the Scone North development as it reaches the CTLR. This will be managed by the Council's Development Management Team through the planning process.

We hope that the response to both objections address your concerns and that the rationale for the proposed speed limits is clearer, allowing you to withdraw your objections. Please reply to this email to confirm your position in this regard. If no reply is received within two weeks of the date of this correspondence this it will be assumed that these explanations have satisfied your concerns and your objections are withdrawn.

Kind Regards
Blair Watt
Project Officer
Traffic and Network Team