



28<sup>th</sup> 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 18<sup>th</sup> 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



12/03/21

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