

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



12<sup>th</sup> 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 CTRLR 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

