

July 2018

**Perth Transport Futures
Project, Phase 2**

Cross Tay Link Road

Spring 2018 Public
Consultation Sessions

**QUESTIONS &
ANSWERS**



Spring 2018 Public Consultation Sessions – Questions & Answers

The Cross Tay Link Road (CTLR) is the second phase of Perth Transport Futures Project. Perth & Kinross Council appointed Sweco to design the CTLR in July 2017. The design is currently ongoing and more information on this scheme can be found on the project website:

www.perthtransportfutures.co.uk/cross-tay-link-road

The Council, along with representatives from Sweco, carried out public consultation sessions on the design of the Cross Tay Link Road in Spring 2018. These sessions were a chance for the public to view the current plans, ask any questions and give their views on the current design. The following sessions were held:

21 May 2018 14:00 to 18:00

Perth Concert Hall, Perth

23 May 2018 16:00 to 19:00

Luncarty Memorial Hall, Luncarty

28 May 2018 14:00 to 20:00

RDM Institute, Scone

18 June 2018 16:00 to 19:00

Coupar Angus Town Hall

The consultation sessions were a success with over 400 members of the public attending over the various events, demonstrating the importance of this project to the local area. Many questions were asked and answered on the day but questions were also sent to the Council after the events by email. Rather than reply to individual queries on a case by case basis, the questions have been collated and answers given in this 'questions and answers' document. This will ensure that everyone who sent in a query will see all questions that have been asked at the consultation sessions along with the answers given therefore ensuring that everyone who has taken part is as informed as possible about the scheme.

The following questions and concerns were raised by members of the public during the consultations. These are listed along with an answer to the question and, where applicable, the proposed actions associated with the issue.

Q1

Should the Cross Tay Link Road (CTLR) be a dual carriageway rather than a single carriageway?

There were significant concerns over future proofing the Cross Tay Link Road (CTLR) for increases in traffic volumes in the coming decades. Many consultees were of the opinion that it should be a dual carriageway.

ANSWER

There is no need for the CTLR to be dual carriageway based on the traffic modelling which includes all development in the current LDP and is projected up to 2038. Therefore the additional environmental impact, land take and cost associated with a dual carriageway cannot not be justified.

Q2

How will the CTLR affect pedestrian access in and around Highfield woods?

Concerns were raised over the CTLR severing the paths to and within the woods. Many consultees noted how well used these paths are and that they need to be retained wherever possible.

ANSWER

It is acknowledged that a section of the CTLR route severs this area of woodland and some of the paths within it. The project team are aware of the significance of this to the local community. Various options are being considered to mitigate this severance including pedestrian crossings, toucan crossings and provision of a pedestrian and wildlife bridge to retain the connection between the woodland on either side of the CTLR. The project team is working with various external user groups and access officers within the Council to establish the best solutions for this issue. Proposals will be presented to the public at the next round of consultations in early 2019.

Q3

What impact will the CTLR have on Highfield Woodland?

Concerns were raised about the environmental impact of the road in this area and specifically the loss of woodland which is an amenity to the local community and a habitat for local wildlife.

ANSWER

The CTLR cuts through Highfield woodland at a lower level than the existing woodland floor. This will result in a significant excavation through the woodland and the loss of an area of trees. Work is already underway to identify areas for tree planting to compensate for the loss of this woodland and habitat. This is being done in conjunction with the Forestry Commission, Historic Environment Scotland and the landowner. As stated above the project team are also working on solutions to ensure connectivity of the woodland for use by the local community and wildlife once the CTLR is in place.

Q4

What will be the speed limit on the CTRLR?

Concerns were raised over the proposed 50mph speed limit through the section of the CTRLR through the future H29 housing development at Scone North. Comments were received stating that they believed that this section should be a 30mph speed limit.

ANSWER

The speed limit will be 50mph on the mainline CTRLR from its junction with the A94 to its junction with the A9. The project team are currently reviewing the proposed speed limit on the A94 for when the CTRLR is in place and it is likely that there will be a reduced speed limit on the A94 which extends further north than it does at present. It should be noted that the section of the CTRLR through the Scone North (H29) development will need to be reviewed and will likely be reduced to a 30mph once this phase of the development commences and is completed.

Q6

What impact will the CTRLR have on local drainage systems and will it cause any flooding problems?

Queries were raised over the design of drainage systems for the CTRLR and the flood assessments that will need to be carried out as part of the planning process.

Q5

What will be done to mitigate the noise and air pollution caused by vehicles throughout CTRLR route?

Concerns were raised over noise and air pollution due to the traffic being routed through this area. Specifically, mention was made of the caravan park at Scone Estates, Balboughty Farm cottages and the Scone North development (H29).

ANSWER

The noise and air quality impacts of the CTRLR will be assessed as part of the EIA that will accompany the planning application for the scheme. Where required, mitigation will be proposed as part of the design. This will not be decided until next year when the latter stages of the EIA have been reached and the impacts can be properly determined. Examples of typical mitigation include noise barriers, landscaping and earth bunds. It is likely that these type of mitigation features will need to be included at sensitive areas along the CTRLR route in the final design.

ANSWER

The CTRLR will be subject to a full flood risk assessment which will be submitted as part of the planning process. All drainage systems will have the required attenuation built in to the design as well as two levels of water treatment to ensure that the CTRLR does not exacerbate flooding or pollution of local watercourses.

Q7

Is Stormontfield roundabout being adequately designed to cope with events at Scone Palace and the racecourse?

Concerns were raised over the design of this roundabout and whether it will be sufficient to allow for event traffic entering and exiting Scone Palace or the racecourse.

ANSWER

The CTLR and the widened Stormontfield Road are being designed to accommodate, where possible, for events at the race course and Scone Palace. Extra lanes will be provided on the roundabout exits (CTLR and Stormontfield Road south) to ensure that any impact on the CTLR is minimised.

Q9

What off-road cycle facilities are to be provided as part of the CTLR scheme?

There were concerns from families that the cyclist provision will be aimed at commuters and not leisure cyclists.

Q8

What impact will the CTLR have on the landscape with regard to excavations?

Queries were raised with regard to the extent of the excavations required and the resultant effect on the landscape through the CTLR corridor.

ANSWER

There will be significant excavations required as part of the scheme. At present it is estimated that the CTLR east of the River Tay will require the excavation of approximately 150,000 cubic metres of material. This has been reduced from 330,000 cubic metres over the past year through design review and alterations as the project team seek to make the design as efficient and environmentally friendly as possible. The project team will continue to work to reduce this further if possible over the coming months, as they work positively with environmental bodies and landowners to make sure the final scheme design is as sympathetic to the surrounding landscape as possible.

ANSWER

A 3m wide shared use cycle / footpath is to be provided as part of the CTLR. This will be on the south side of the CTLR with a separation strip currently proposed at 1.5 metres between the road and the path (plus a further 1 metre hardstrip beside the running surface of the road). This is under review following comments received from representatives of non-motorised users. It is also proposed to improve pedestrian and cycle links on the A93, the A94 and along the line of the existing A9 from the CTLR to Inveralmond Roundabout. The design of these facilities will be carried out in the coming year based on feedback from the public consultations and from user groups.

Q10

Can you confirm what tree planting is to be proposed to mitigate the visual effect of the CTRL on the landscape?

Some members of the public asked that adequate tree planting and landscaping is provided to minimise the visual impact of the road on the landscape.

ANSWER

The project team are keen that the visual impact of the road is mitigated as much as possible through good landscaping design. In some areas this will involve tree planting however in other areas, such as the designed landscape which surrounds Scone Palace, this would not be appropriate. These areas will need to be assessed on a case by case basis. The project team has already been liaising with Historic Environment Scotland, the Forestry Commission, Scottish Natural Heritage and the affected landowners in this regard. The proposed landscape design will be on show at the public consultations in early 2019.

Q11

Are traffic controlled pedestrian crossings to be provided along the CTRL to provide safe crossing points for children and people with mobility issues?

Concerns were raised that the CTRL will sever pedestrian routes and it was requested that provision for continued safe use of these routes is included in the design.

ANSWER

Traffic light controlled pedestrian crossings, are being considered for inclusion in the design where they are appropriate based on projected traffic flows and pedestrian movements. It is likely that crossing facilities will be provided near the A94 and Highfield Lane at the east end of the CTRL where pedestrian movements are higher. There may be scope for including them elsewhere on the route and this will be assessed as the design and planning application process moves forward.

Q12

How much land (arable and woodland) is affected by the CTRL scheme?

Concerns were raised about the amount of land being taken for the scheme and it was highlighted that this should be minimised.

ANSWER

The current areas of land required to accommodate the proposals are:

- Agricultural: 60.4 hectares (20.8 hectares temporary landtake for the purposes of construction)

- Woodland: 9.1 hectares (1.28 hectares temporary landtake for the purposes of construction)

Land will be required to accommodate sustainable drainage facilities such as ponds, and for environmental mitigation measures, such as noise bunds. However, it is emphasised that the design team will seek to minimise landtake in the developing design and the above areas are expected to reduce as the design progresses.

Any land acquired for the scheme but not required will be handed back to the landowner.

Q13

Can the scheme be delivered more quickly?

Many consultees felt that the road should be delivered more quickly than the programmed opening year of 2023.

ANSWER

The timescale for delivery of the Cross Tay Link road is dictated by the land purchase process, and funding. The Council is currently finalising the areas of land that will be required through a series of site investigations. Experience on previous similar schemes shows that it is likely to be early 2021 before the required land is acquired. If the land purchase process goes particularly well there may be scope to bring construction forward by six months or so.

(See Q.14 on funding.)

Q14

Is the scheme now certain to go ahead and is all funding in place?

Consultees asked if the scheme was now certain to proceed and if the Council had secured all of the money required.

ANSWER

The Council committed £78million of capital funding to this project in its capital budget in June 2016. The remaining £42million is being sought as part of the Tay Cities Deal. News of the success of the Tay Cities Deal is expected in Summer 2018. More information is available at <https://www.taycities.co.uk/>.

Q15

What impact will the CTRLR have on existing traffic delays at Inveralmond Roundabout?

Significant concerns were raised over Inveralmond Roundabout and the possibility that the CTRLR will result in increased traffic volumes and therefore increased delays at this existing junction.

ANSWER

The current traffic modelling shows that additional traffic will be diverted via Inveralmond Roundabout. The Council is working positively with Transport Scotland to encourage them to make relatively minor improvements to Inveralmond Roundabout that could mitigate the delays caused by this extra traffic. It is also highlighted that Phase 1 of Perth Transport Futures Project is due to be fully open by Spring 2019 and provides an alternative access into Inveralmond Industrial Estate thereby reducing traffic approaching Inveralmond Roundabout from the south. We acknowledge that members of the public also expressed concerns over the existing traffic delays at Inveralmond Roundabout, regardless of the CTRLR, however the Council is not responsible for this junction and therefore concerns should be taken to Transport Scotland and/or BEAR Scotland. The project team has advised Transport Scotland and BEAR Scotland of these concerns.

Q16

Can the old A9 between Luncarty and Inveralmond roundabout be turned into a cycle / walkway?

Concern was raised that the redundant section of the A9 dual carriageway would be left as it is. Requests were made that this is enhanced with landscaping and used as a facility for walking and cycling.

ANSWER

Yes. It is currently envisaged that the final design will include an enhanced cycle and pedestrian facility in this location as well as a good quality landscaping scheme.

Q17

What impact will the CTRL have on traffic levels on the A94 north of Scone?

Consultees expressed concerns over the CTRL causing an increase in traffic on the A94 north of Scone, notably HGV traffic.

ANSWER

It is acknowledged that the CTRL has the potential to attract more traffic on to the A94 north of Scone, however it is currently envisaged that this will be negligible. The current traffic modelling shows a traffic increase of approximately 2-4% when the CTRL is complete. This modelling is yet to be finalised and final figures will be included in the Environmental Impact Assessment (EIA) which will accompany the planning application for the CTRL. The Council's Traffic & Network Team are currently working on a route safety strategy for the A94 and will also closely monitor the A94 upon completion of the CTRL.

Q18

Will the CTRL affect the number of vehicles speeding on the A94?

Consultees raised concerns over the possibility of the CTRL generating more through traffic which is more likely to speed, specifically in the vicinity of the A94 at Scone.

ANSWER

Although the CTRL is likely to cause a slight increase in traffic on the A94 north of Scone, there is no reason to believe that this will make any difference to vehicle speeds or driver behaviour. As stated the Council's Traffic & Network Team are currently working on a route safety strategy for the A94 and will also closely monitor the A94 upon completion of the CTRL.

Q19

What will be done to mitigate the effects of the CTRL on the nearby Newmains Steading?

Residents in Newmains Steading requested that the road be moved further away from their properties citing road safety, pedestrian safety, noise, air pollution and the closure of one of their accesses as the reasons for this.

ANSWER

The project team are working with the residents of Newmains Steading to try and alleviate concerns that they have with the existing design. Positive discussions are ongoing and solutions are being sought to address their main issues.

Q21

Can the Council provide traffic calming through Scone to help deter HGVs using this route after CTRL is open?

Concerns were raised about the number of HGVs using the main route through Scone and the safety and health implications associated with this for Scone residents.

Q20

Why are the Council considering closure of a section of Stormontfield Road?

Concerns were raised by residents who use this route regularly over the potential stopping up of Stormontfield Road.

ANSWER

This is being considered as part of a strategy to ensure better access in this area, including to the racecourse and Scone Palace from the CTRL. The current proposal is to widen Stormontfield Road from the CTRL southwards to the access to Scone Palace. The remainder of Stormontfield Road (between the palace access and the A93) will then no longer be required as traffic can use the CTRL to get onto the A93. This will be a safer route with better capacity. The section of Stormontfield Road to be stopped up will be left available to non-motorised users and for use during events and emergencies. This proposal has not yet been finalised but it is currently intended to include this in the final design.

ANSWER

It is not envisaged that this will be required due to the predicted reduction in HGVs using the A94 through Scone as a result of the CTRL opening. However, the Council's Traffic & Network Team will continue to monitor the safety of the A94 (including the section through Scone) after the CTRL has opened.

Q22

Will this road and subsequent development cause Perth and Scone to lose their character and become less attractive places?

Concerns were raised about the scale of the changes to the character of the city and villages in the Perth area caused by the development that is proposed in line with the Council's local development plan.

ANSWER

New development in Perth and its surrounding villages will inevitably change the visual landscape, but this does not necessarily make them less attractive. New development can often help to support the sustainability of town and village centres, allow for the provision of new or improved educational facilities and ensure the accessibility of key services. These qualities can make places more desirable to live in. All development was once new; character is created through time and people rather than strategy. It is of note that evidence suggests that villages which have seen little development over a sustained period often see a decline in their services. The Council is committed to good placemaking principles and has produced guidance to support the community, developers and planners through the process. This can be found here www.pkc.gov.uk/placemaking.

Q23

How will the Luncarty South development affect the CTRL?

Concerns were raised over the proposed development at Luncarty South and whether this will be accounted for in the design of the CTRL and specifically the new junction on the A9.

ANSWER

The Luncarty South development has been included in the traffic modelling which is used to inform the design of the CTRL.

Q24

Why has the current route through Scone North (H29) been selected?

Concerns were raised about the route through the proposed Scone North development given that there will be development on both sides of it. Requests were made for the CTRL to be moved further north, preferably to become the boundary of the proposed development.

ANSWER

The route of the CTRL is within a corridor that was included in the Local Development Plan (LDP) 2014. This corridor is also included in the current revision to the LDP. It has been the case since the Council adopted the LDP 2014 that Scone North (H29) extends beyond this corridor. The route of the CTRL within this corridor has been subject to various reports and options appraisals which are all available on the project website (<https://www.perthtransportfutures.co.uk/cross-tay-linkroad/>). When determining the route of a road many factors are considered, and include the environment, engineering, buildability and cost. In summary the route of the CTRL has been subject to a lengthy selection and appraisal process and it is not proposed to revisit this.

Q25

Why is Highfield roundabout shown on the plans when there is no development there when the road is to be opened?

Queries were raised over the need for this roundabout and why it is included in the scheme.

ANSWER

Highfield Roundabout is not required as part of the CTLR scheme but is a requirement of the developer as part of the Scone North (H29) development. It is currently proposed that the Council includes this roundabout in the scheme on the basis that the developer pays for the extra associated cost. This will minimise future delays and disruption as the roundabout will not need to be retrofitted at a later date. It also makes sense economically to build the roundabout at this time.

Q27

What impact will the CTLR have on the number of HGVs using the road network in Perth City Centre?

Concerns were raised over the large volumes of HGV traffic using the roads in the city centre. Queries were raised with regard to the possibility of introducing restrictions to prevent this.

Q26

What will the CTLR do for Air quality in the Perth area?

Concerns were raised specifically with regard to Bridgend and Perth City Centre but also with regard to air quality along the proposed route of the CTLR.

ANSWER

Air quality is directly linked to the traffic levels on a route and the traffic modelling carried out to date shows that there will be a significant reduction in traffic in Bridgend and various streets within the City Centre once the CTLR is in place. For example the A94 south of the CTLR shows a reduction in traffic at morning peak times of 37-40% and Old Perth Bridge shows a reduction of 26-27% for the same period at the year of opening. This modelling is yet to be finalised and final figures and air quality assessments will be included in the Environmental Impact Assessment which will accompany the planning application for the CTLR.

ANSWER

The current traffic modelling shows that there will be a reduction in traffic on many roads in Perth City Centre as a result of the CTLR. The following indicates the expected reductions in HGV traffic in Perth city centre with the CTLR in place:

- Queen's Bridge eastbound – 33%
- Queen's Bridge westbound – 36%
- South Street – 62%
- Canal Street – 44%
- Main St northbound (north of Perth Bridge) – 46%
- Main St southbound (north of Perth Bridge) – 47%

The traffic modelling is yet to be finalised and final figures may vary. These will be included in the Environmental Impact Assessment which will accompany the planning application for the CTLR.

Q28

What work has been carried out to establish the predicted reduction in traffic levels through Scone, Bridgend and Perth City Centre?

The logic that the provision of the CTLR will reduce traffic in these areas was questioned by some residents.

ANSWER

The Perth Wide Area S-Paramics Transport model managed on behalf of Perth and Kinross Council by consultants SYSTRA has been used as the basis for testing the changes in travel patterns, routing and demand across the modelled area as a result of the CTLR. The process undertaken to test the implications of road scheme follows international best practice and Scottish Government guidance and is described as follows.

The traffic model has been developed to replicate, in the first instance, the prevailing traffic patterns during the AM and PM peak periods for the year 2017. The model outputs are checked against observed traffic flows and journey times in a validation process which must meet certain Government defined criteria. These validated outputs establish the Base model which is then used in forecasting mode, whereby natural traffic growth and trips generated by new developments are overlaid to provide an estimated travel demand

pattern for the year of opening of the CTLR (2023) and the design year (2038). Two scenarios are tested - with and without the CTLR.

The traffic model takes account of the generalised cost of journeys (time, distance, fuel etc.) for all journeys made during the periods tested, and re-routes traffic in a way that balances out flow, delay, speed and congestion across the network, taking account of savings in travel time and distance that could be possible as a result of the scheme. This is based on assumptions of route choices drivers will make. Certain trips will benefit from the scheme and others will not, depending on the origin and destination of each journey. The differences in traffic demand between the with and without CTLR scenarios, will highlight changes in traffic flow, delay (and hence congestion) across the full network as traffic is rearranged because of the scheme. This includes the areas identified in the query.

Q29

Can you please ensure that you involve local schools in the design of the CTLR through Highfield woodland?

It was highlighted that the route of the CTLR through the Highfield woodland will affect amenity well used by local children. It was suggested that the Council should engage with local children so that they can become involved in the development of the scheme.

ANSWER

Consideration will be given to the scope for benefits to the community through the CTLR project. This could include involvement of the community in suitable aspects of the project's development. For example, the school children could have an input to: naming the bridge at Highfield; or the design of appropriate landscape features such as waymarker signs in Highfield woods; or other landscape features. Sweco have been involved with similar successful exercises before and have found these to be particularly beneficial when the children are able to visit and view the outcome of their work.



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