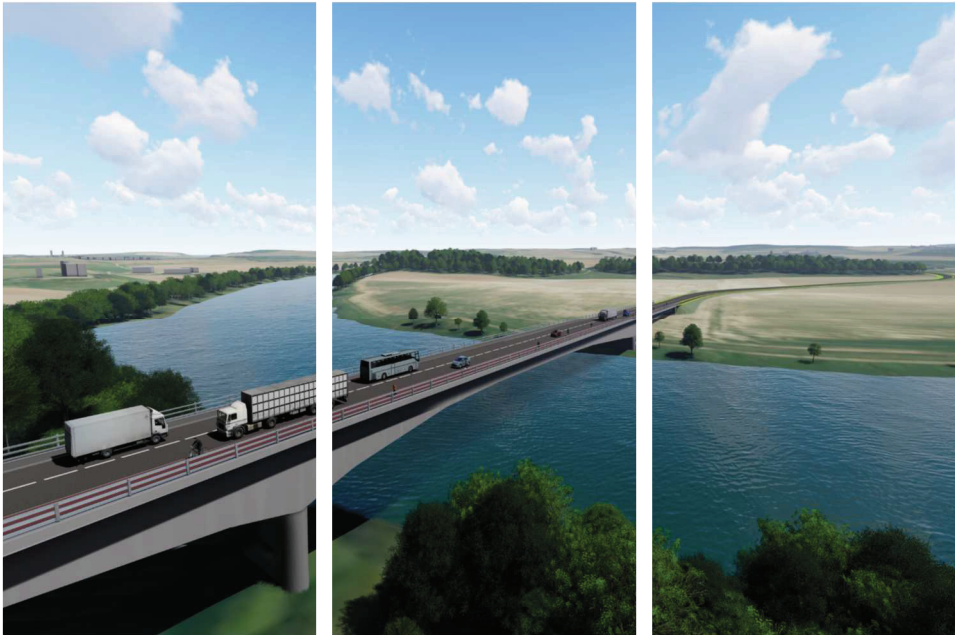

CROSS TAY LINK ROAD

119046

PUBLIC CONSULTATION FEEDBACK REPORT STAGE 3



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Glossary

EIA – Environmental Impact Assessment

DMRB – Design Manual for Roads and Bridges

CTRLR – Cross Tay Link Road

NMU – Non-Motorised Users

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Executive Summary

The Perth Transport Futures Project is an integrated series of infrastructure improvements developed over the last decade to address Perth's long-term transportation needs and facilitate the sustainable growth of the city.

The Cross Tay Link Road (CTLR) is Phase 2 of the Perth Transport Futures Project, and is the much needed new road infrastructure linking the A9 over the River Tay to the A93 and A94 north of Scone. It includes realignment of a section of the A9, provision of a new bridge over the River Tay and railway, and provision of a new grade separated junction on the A9 north of Inveralmond Roundabout. By diverting through traffic away from Perth City Centre, this phase will help to improve air quality and alleviate traffic congestion in the city centre and Bridgend, as well as facilitating sustainable development as envisaged in the Council's Local Development Plan.

The CTLR is currently progressing through Stage 3 of the DMRB Scheme Assessment process and part of this is the development of the specimen design. The road geometry will be fixed at the end of July 2018 therefore Perth and Kinross Council decided that it was important to invite the public to see the proposals and express their views in a series of consultations before that point to enable any changes to be made. These events took place in venues at Perth, Luncarty, Scone, and Coupar Angus, all of which were well attended and a range of views were expressed.

The consultations were effective in gauging public opinion of the project overall and in identifying specific areas of concern. The road scheme was widely viewed as a long awaited measure which will bring significant benefits to the city centre of Perth in the relief of traffic flows, albeit there are a number of issues which remain of concern to local people.

The main areas of concern are:

1. Inveralmond Roundabout – Long delays on all approaches to the roundabout were reported as being a current problem. In the future this will be exacerbated by the development traffic and the redirected traffic which currently goes through the city centre which will take the CTLR via Inveralmond Roundabout. Broxden Roundabout is also a concern due to the proposed new developments. Transport Scotland have informed the Council that they are exploring options for improvements at both junctions.
2. The A94 north of the CTLR will likely experience additional traffic flows. A significant number of vehicles currently divert from the A90 onto the A94 via Forfar to avoid the Kingsway at Dundee. The CTLR will make this option more attractive given that the CTLR will provide an alternative to the A94 through Scone and the centre of Perth.
3. Highfield Plantation is locally recognised as a high amenity area and the existing network of paths through the woodland provide a valuable recreational facility to local walkers including children. The CTLR cuts through the plantation and the design team are working to minimise the impact on the walkers, ecology and drainage.

The tables in section 2.1 and 2.2 describe the feedback received from the attendees and state the actions required as appropriate. These actions will be agreed then progressed.

In addition to progressing the actions the next step is to respond individually to the feedback received providing a link to Perth and Kinross Council's website where the Question & Answer document will be uploaded. This will give everyone access to the responses to all of the questions raised.

1 Introduction

1.1 Perth Transport Futures Project

The Perth Transport Futures Project is an integrated series of infrastructure improvements developed over the last decade to address Perth's long-term transportation needs and facilitate the sustainable growth of the city. It consists of four phases:

- 1 - A new A9 / A85 junction and Link Road to Bertha Park;
- 2 - The Cross Tay Link Road;
- 3 - Bertha Park Connection (between Phases 1 & 2); and
- 4 - Associated City Centre Improvements including sustainable transport measures and improvements envisaged by the City Plan.

1.2 Phase 2: The Cross Tay Link Road

The Cross Tay Link Road (CTLR) consists of new road infrastructure linking the A9 over the River Tay to the A93 and A94 north of Scone. It includes realignment of a section of the A9, provision of a new bridge over the River Tay and railway, and provision of a new grade separated junction on the A9 north of Inveralmond Roundabout. This phase will help to improve air quality and alleviate traffic congestion in Perth City Centre and Bridgend as well as facilitating sustainable development as envisaged in the Council's Local Development Plan.

1.3 Benefits

The CTLR project will:

- Reduce traffic congestion in and around Perth;
- Improve City Centre and Bridgend air quality issues;
- Provide new transport infrastructure which will enable new, planned and committed developments for both housing and employment; and
- Enable City Centre improvements as envisaged in the Perth City Plan.

1.4 Delivery

The project is being delivered by the Council's Roads Infrastructure Team who has employed Sweco to progress the site investigations, specimen design and planning application.

1.5 Project Costs

The estimated cost of the project is in the region of £120million with the majority of the funding being provided by Perth and Kinross Council, highlighting the significance of the project to the local economy. Additional funding is being sought from the UK and Scottish Governments, through the Tay Cities Deal, reflecting the importance to the wider Tay Cities area economy.

1.6 Public Consultations held May/June 2018

The Council held a round of public consultations in advance of the upcoming statutory consultations for Stage 3 of the DMRB Scheme Assessment process. The specimen design phase is underway and the first pass of the road geometry should be concluded in August. The drainage and other ancillary design items will follow thereafter, including road restraint systems, traffic signs and road markings, and pavement design. At this stage it was helpful to gauge the public's views and listen to their concerns and suggestions. This report consolidates the feedback responses received into tabular form (see the table in section 2.1) and provides a summary of them. In addition, there were a number of further points which were made by individuals and these are covered in the table in section 2.4.

In general, the public were supportive of the Cross Tay Link Road and appreciate the benefits it offers in the relief of traffic in the city centre. However, concerns were raised on aspects which affect the daily lives of those living and working in and around Perth. Many of these were well-considered and due consideration has been given to the proposed actions in section 2.3. In addition, Perth and Kinross Council (assisted by Sweco) are providing individual responses, as required, by email where contact details have been left on the forms.

Overall the public consultation exercise was found to be a great success with an attendance estimated at around 400 people over the course of four sessions held in Perth, Luncarty, Scone and Coupar Angus. The discussions were lively and engaging and the public were clearly very interested in the project.

2 Summary of Responses

A total of 63 responses were received as a result of the consultations at the 4 venues: 8 at Perth Concert Hall; 24 at Luncarty Memorial Hall; 25 at the Robert Douglas Memorial Institute in Scone; 6 at Coupar Angus Town Hall, and subsequently 11 further feedback responses have been received by email/letter.

2.1 Responses received at Consultation Events

There were a number of general comments received in the feedback forms left at the events which can be summarised as follows:

1. A significant number of participants voiced enthusiasm for the project as a whole and the benefits that it will bring in relieving traffic in Perth City Centre (particularly Bridgend and Atholl Street) and Scone. The potential to improve and regenerate the city centre area was recognised by the large majority of attendees.
2. The reduction in air pollution associated with the above reduction in traffic in the centre of Perth and Scone was appreciated.
3. There were positive comments received on the presentation material which was generally thought to be clear and informative.
4. There was a general request to be kept informed with progress.

2.2 Responses received subsequent to Consultation Events

There were also a number of comments received in the feedback emails received subsequent to the events which can be summarised as follows:

1. Scone and District Community Council made a specific request to be consulted further. In a letter dated 5 June 2018, Scone and District Community Council listed numerous concerns and requested a meeting to discuss these in more detail. Their concerns are covered in the table in section 2.3 below. The Community Council would like opportunities to comment as the design progresses and requested a schedule of proposed consultations rather than waiting until mid-2019 when the design will be completed.
2. A few emails were received reiterating some of the concerns in the Community Council letter, including: a request for an alternative alignment of the CTRLR to the north of Newmains to avoid the CTRLR route passing through the proposed Scone North development.
3. Comments were also received on behalf of the Newmains residents. These are listed in the table in section 2.3 below and the main concerns related to the CTRLR alignment being moved closer to Newmains and the proposed closure of their existing south access.

The following section contains a summary of the responses received and the proposed actions.

2.3 Feedback Responses Received

The issues raised in the feedback (both at the consultation events and subsequently) are listed below in order of the frequency with which they were raised. The benefits are listed separately from the concerns. The actions identified below will be taken forward by Perth and Kinross Council and Sweco as appropriate. Additional actions which have been identified for the first time as an outcome of the consultation are highlighted in yellow. The Council is committed, where reasonably practicable, to the appropriate implementation of the actions identified.

Reference	Theme	Specific Concerns	Response / Actions	Additional Comments
Benefits				
1 (12*)	Improved vehicular access between A9 and Scone	None made	N/A	Many participants voiced this point of view.
2 (6*)	Reduced (HGV) traffic through Scone	Refer to number 4 in 'Concerns Raised' below	N/A	Many of the participants acknowledged the benefits of reduced (HGV) traffic through Scone in addition to those who submitted feedback forms.
3 (5*)	Reduced traffic (noise and pollution) at Bridgend and Atholl Street	Refer to number 5 in 'Concerns Raised' below	N/A	Many of the participants acknowledged the benefits of reduced traffic at Bridgend in addition to those who submitted feedback forms.
4 (4*)	Shared cycleway along CTRLR is appreciated	1 Safe crossing points along CTRLR (considering children and dog walkers). 2 Improve off-road routes for family cycling as well as commuting.	1 Review appropriate pedestrian crossing options in the developing design. 2 The de-trunked A9 corridor will include a cycle / pedestrian route and a landscape scheme.	A small number of comments were received requesting segregated walking and cycle routes. Most were satisfied with the proposed shared cycleway.

(*) Number of times raised in feedback received at the consultation events

(**) Number of times raised in feedback received subsequent to the consultation events

Reference	Theme	Specific Concerns	Actions	Additional Comments
Concerns Raised				
1 (9*) (4**)	Inveralmond Roundabout congestion	Roundabout currently congested. CTLR will bypass the city centre and shed more A94 traffic onto Inveralmond. Development traffic will compound this. One suggestion was a pedestrian bridge to improve safety / traffic flows.	The project team is actively encouraging Transport Scotland to implement relatively minor measures at Inveralmond Roundabout which would alleviate existing delays. Respondents should take their concerns to TS given that these junctions are their responsibility.	Similar concerns were raised about Broxden by a smaller number of participants. This is already a significant issue. The CTLR traffic modelling shows increased traffic flows on Inveralmond Roundabout.
2 (7*) (4**)	Pedestrian access across CTLR including to Highfield Woods	1 Safe and easy access across the road. 2 Pedestrian / cycle link requested along the top of the cutting. 3 Impact on children of CTLR going through their 'playground', including their concerns about ecology. 4 Impact on deer queried.	1a Review options for wildlife / pedestrian crossing provision at Highfield cutting. 1b Review pedestrian crossing options including toucan crossings 2 Provide a path along the top of the cutting to link the severed paths to any wildlife / pedestrian crossing. 3 Consider involving local children in mitigating impact of road. PKC / SWECO to visit nearby schools and other children's groups. 4 Environmental Impact Assessment to address implications for deer.	Involving the local children could help to deliver community benefits which are likely to be required as per contractual requirements.

(*) Number of times raised in feedback received at the consultation events

(**) Number of times raised in feedback received subsequent to the consultation events

Reference	Theme	Specific Concerns	Actions	Additional Comments
3 (6*) (1**)	Additional traffic on A94	<p>1 More long distance traffic will divert onto A94 from the A90 via Forfar. There was a view that this is not accounted for in the traffic model.</p> <p>2 Consultation requested in Coupar Angus, Meigle, Burrelton and Balbeggie.</p>	<p>1 The CTLR traffic model takes account of the potential for increased traffic flows on the A94 and shows an average 2-4% increase in flows in the opening year (2023) on A94. This will not exceed the capacity of the A94 however it is acknowledged that this is a concern to the communities on the A94.</p> <p>2 PKC Traffic & Network Team will monitor the A94 after opening of CTLR. They are also working on a route action plan for the A94 at present.</p> <p>3 A consultation event was subsequently carried out in Coupar Angus.</p>	This is likely to be a significant issue to the residents of the settlements along the A94 corridor. Further consultation required to keep them informed.
4 (6*)	Maximising reduction in (HGV) traffic through Scone	Would like to see measures to further discourage through traffic in Scone.	This is not expected to be required due to the predicted reduction in HGVs using the A94 through Scone post-CTLR opening. However, the Council's Traffic & Network Team will monitor the safety of the A94 (including the section through Scone) after the CTLR has opened.	Many of the Scone participants expressed a desire to see measures to further discourage through traffic in Scone, in addition to those who submitted feedback forms.

Reference	Theme	Specific Concerns	Actions	Additional Comments
5 (5*)	Noise and pollution at Bridgend and Atholl Street	Would like to see measures to further discourage through traffic.	Air quality and noise are 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 CTRLR is in place. Therefore no action is proposed.	Many of the participants voiced this point of view in addition to those who submitted feedback forms.
6 (5*)	Luncarty development traffic	Increased traffic accessing the A9 via Scarth Road.	The Luncarty South development has been included in the traffic modelling which is used to inform the design of the CTRLR. Both phases have been modelled and the design accommodates Phase 1. The developer will be responsible for any upgrades required to the road network for Phase 2.	PKC Planning and developer will require to manage the implementation of the second phase of the development.
7 (5*)	Impact on Highfield woods	Queried the provision of alternative route to the north of Highfield woods.	The route of the CTRLR has been considered along with the corridor for the CTRLR which was included in the Local Development Plan (LDP) 2014 and is included in the current revision to the LDP.	There is no proposal to revisit the options appraisal.

(*) Number of times raised in feedback received at the consultation events

(**) Number of times raised in feedback received subsequent to the consultation events

Reference	Theme	Specific Concerns	Actions	Additional Comments
8 (1*) (4**)	CTLR routing with respect to Scone north development	CTLR routed through the middle of a housing development. Requested that road be routed to north of housing development.	The route of the CTLR has been considered along with the corridor for the CTLR which was included in the Local Development Plan (LDP) 2014 and is included in the current revision to the LDP.	The route of the CTLR has been subject to a lengthy selection and appraisal process and it is not proposed to revisit this.
9 (3*) (1**)	Noise and pollution impact	Noise and air pollution assessment and mitigation proposals for: <ul style="list-style-type: none"> • Scone caravan site • Balboughty Farm Cottages • North Scone Housing 	The noise and pollution impacts will be covered by the Environmental Assessment to be carried out in support of the planning application for the project. Mitigation measures will be identified where appropriate, i.e. it is likely that screening measures will be required at sensitive locations along the route.	
10 (3*)	Proposed speed limit on CTLR	Concern that 50mph speed limit proposed is inappropriate through the North Scone development.	The speed limit will be 50mph on the mainline CTLR from its junction with the A94 to its junction with the A9. It should be noted that the section of the CTLR 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.	

(*) Number of times raised in feedback received at the consultation events

(**) Number of times raised in feedback received subsequent to the consultation events

Reference	Theme	Specific Concerns	Actions	Additional Comments
11 (3*)	Tree loss	Scone community loss of woodland to be compensated, particularly at roundabout areas to soften their visual impact.	Work is 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 landowners.	
12 (2*) (1**)	Proximity of proposed road to Newmains Steadings	<p>1 Use of private access road by construction vehicles.</p> <p>2 Closure of south access into Newmains is detrimental.</p> <p>3 Speed of vehicles on approach to the remaining north access due to overtaking lane.</p> <p>4 Noise and air pollution concerns due to the proximity of the CTLR.</p> <p>5 Safe pedestrian access from Newmains to Scone.</p>	<p>1 Contract to include Newmains access in the pre-construction survey and make good any damage.</p> <p>2 Design is currently under review in this area. South access retention is part of this review.</p> <p>3 Overtaking lane to be removed. Consideration given to extending the reduced speed limit.</p> <p>4 EIA will address issues of noise and air pollution along with mitigation.</p> <p>5 Design provides improved (widened) cycleway to Scone and traffic light controlled pedestrian/cycle crossings are being considered for inclusion.</p>	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.

13 (2*) (1**)	Closure of Stormontfield Road	Alternative route via CTRLR and A93 / Balboughty is inconvenient.	The section of Stormontfield Road to be stopped up (in future access to the A93 will be taken via CTRLR) 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. The alternative route provided by the CTRLR will be to a higher, safer standard and will only add approximately 3.2km to a driver's journey.	
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(*) Number of times raised in feedback received at the consultation events

(**) Number of times raised in feedback received subsequent to the consultation events

Reference	Theme	Specific Concerns	Actions	Additional Comments
14 (2*)	Future proofing of the CTRLR design	The disruption caused by future dualling if required. Comment made that CTRLR should be dualled between the A9 and the palace.	There is no need for the CTRLR to be dual carriageway based on the traffic modelling which includes all development in the current LDP and is projected up to 2037. Therefore the additional environmental impact, land take and cost associated with a dual carriageway cannot not be justified.	
15 (2*)	Vehicle speeds on A94	Reduce speed limit to 30mph between Scone and the airport (secondary school bus route).	The project team are currently reviewing the proposed speed limit on the A94 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.	

16 (1*)	Air quality issue in Bridgend area	Phasing of new housing developments exacerbating the issue.	The pollution impacts of the CTRL and subsequent development will be covered by the Environmental Assessment to be carried out in support of the planning application for the project. Mitigation measures will be identified where appropriate. It should be noted that the CTRL itself will have a beneficial impact on air quality in Bridgend.	
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(*) Number of times raised in feedback received at the consultation events

(**) Number of times raised in feedback received subsequent to the consultation events

<p>17 (1**)</p>	<p>Drainage and flood assessment</p>	<p>Information relating to the SUDs proposals and discharges to:</p> <ul style="list-style-type: none"> • Annaty Burn • Crammock Burn • Gelly Burn 	<p>Where possible all drainage systems will have the required attenuation built in to the design to ensure that the CTLR does not exacerbate flooding of local watercourses. A Flood Risk Assessment will also be prepared and published as part of the planning process.</p>	
<p>18 (1**)</p>	<p>Highfield Roundabout</p>	<p>Scone CC challenged the need for this junction other than the developer's request as it may hinder traffic on the CTLR.</p> <p>Scone CC also queried its location.</p>	<p>Highfield Roundabout 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 and the developer pays for the extra cost. This will minimise future delays and disruption as the roundabout will not need to be retrofitted at a later date.</p>	

19 (1**)	Stormontfield Roundabout	<p>Roundabout to be designed to avoid queuing (event) traffic inhibiting vehicle movements to / from Stormontfield.</p> <p>Safe cycle access required between Stormontfield Rd (popular with cyclists) and the proposed CTLR.</p>	<p>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.</p> <p>Stormontfield Road pedestrians and cyclists proposed to share the road space as they currently do. Slips will be provided onto and off the cycleway in the vicinity of the roundabout.</p>	
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(*) Number of times raised in feedback received at the consultation events

(**) Number of times raised in feedback received subsequent to the consultation events

2.4 Issues / Concerns Raised by an Individual

In addition to the collated and summarised responses received above the following concerns were raised by one individual and are recorded here for information. No additional action is proposed within the scope of the CTLR project in relation to these concerns.

Reference	Theme	Specific Concerns	Response
1	Funding	If City Deals funding falls through which PKC budget will funding come from?	<p>The Council committed £78million of capital funding to this project in June 2016. The remaining £42million is being sought as part of the Tay Cities Deal. News of this success of the Tay Cities Deal is expected later this year. More information is available at: https://www.taycities.co.uk/.</p> <p>If the Deal is unsuccessful the shortfall in funding will be considered by the Council.</p>
2	Extent of cuttings	Requested to know how much cutting is required.	Approx. 150,000 m ³ of material is estimated to be excavated along the line of the CTLR between the River Tay and the A94 based on the current design.
3	Removal of woodland	Requested the number of trees to be removed in historical (ancient) woodland.	Approx. 90,000 m ² of woodland (mainly ancient) is to be removed between the River Tay and the A94. A more accurate figure can be provided as the design develops.

4	City Centre traffic	Can something be done to avoid HGVs turning into King Street then on to S Methven and N Methven Street? E.g. restrict turns into King Street.	This is remote from the scheme and could potentially be reviewed as part of the Phase 4 proposals.
5	City Centre traffic	Can a Bye-Law be introduced to stop HGVs leaving the A9/M90 to use the city centre as a through route.	HGVs need to access the city centre as a destination and it is therefore unlikely to be feasible to enforce such a law.
6	Scone traffic	Requested explanation of the 20% traffic reduction through Scone and asked if it can be guaranteed?	The traffic model takes account of the generalised cost of journeys (time, distance, fuel etc), and reroutes 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. 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' CTRLR scenarios, will highlight changes in traffic flow, delay (and hence congestion) across the full network as traffic is rearranged as a result of the scheme. In this manner the traffic reduction has been identified through Scone. No guarantees can be given as the model includes predictions and assumptions.
7	Re-opening railways	Rail link/service requested to Luncarty.	Outside Perth and Kinross Council's remit.
8	Routine Maintenance	Request for re-painting of faded road markings on existing roads.	Outside the CTRLR project scope. Comment passed to PKC Road Maintenance Partnership.
9	Perth surrounding environment	Concerned that new road and proposed development may make the Perth area a less attractive place to live.	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.

3 Conclusions

The consultation exercise has been considered effective in gauging public opinion of the project overall and in identifying areas of concern.

The Cross Tay Link Road implementation (Phase 2 of the Perth Transport Futures project) is widely viewed as a long awaited measure which will bring significant benefits to the city centre of Perth in the relief of traffic flows, albeit there are current issues which will not be helped by the proposals.

The main areas of concern expressed are:

1. Inveralmond Roundabout – Currently long delays on all approaches to the roundabout are experienced, and details were given relating specifically to northbound and southbound on the A9 and Ruthvenfield Road at peak times. In the future this will be exacerbated by the development traffic and the redirected traffic which currently goes through the city centre which will be redirected via the CTRLR and Inveralmond Roundabout. Broxden Roundabout is also giving concern due to the proposed new developments, but the bypass effect will not have such a significant effect on Broxden as the vehicles using the CTRLR would have been going through Broxden already, perhaps taking a different exit.
2. The A94 north of the CTRLR is likely to experience additional traffic flows. A significant number of vehicles currently divert from the A90 onto the A94 via Forfar to avoid the Kingsway at Dundee. The CTRLR will make this option more attractive given that the CTRLR provides an alternative route to the A94 through Scone and the centre of Perth. Whilst there is understood to be capacity available on the A94 it is recognised that there may be road safety concerns in Coupar Angus, Meigle, Burrelton, and Balbeggie with the increased flows, particularly of HGVs. The Council's road safety team are preparing a route strategy for the A94 and will monitor the route post completion of the CTRLR.
3. Highfield Plantation is locally recognised as a high amenity area and the existing network of paths through the woodland provide a valuable recreational facility to local walkers including children. The CTRLR cuts through the plantation and the design team are working to minimise the impact on the non-motorised users, ecology and drainage. Optimising access and road safety and mitigating the environmental impact are the key objectives. The opportunity to involve local children was raised by an attendee at the Scone consultation this will be considered as a community benefits measure.

In addition to agreeing and implementing the actions the next step is to respond individually to those who provided feedback. The Council has compiled a Question & Answer document including responses to all questions and this will be available on the project website (www.perthtransportfutures.co.uk) for anyone to access. This means that everyone should have access to all of the information received.

APPENDIX A | Feedback Responses