

Delayed Office

Opening for

Employee Training

*This Office will be closed from
8.45 am – 11.00 am on the
first Thursday of each month.*



**PERTH &
KINROSS
COUNCIL**

**Chief Executive's
Service**

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Our Ref **ATI 2015 12 08 003**

Your Ref

Date **7 January 2016**

Dear Ms Mackinnon

Freedom of Information (Scotland) Act 2002
Request for Information – Cross Tay Link Road

I refer to your request for information dated 6 December 2015.

The information you requested was:-

- 1. The date when Perth & Kinross Council anticipate that the Cross Tay Link Road will become a "Committed Project", which we understand means that full funding is in place.*
- 2. The period anticipated by Perth & Kinross Council, which will elapse between the CTRLR becoming a "committed project" and the opening of the CTRLR to public traffic.*

Relative to the above, I am advised that the CTRLR will only become a committed project when the project is developed to an appropriate level of design and the required package of funding has been assembled. The project will also require to have the requisite planning consents and statutory Orders/requirements all in place and ultimately require formal approved by the full Council. The funding package is currently being developed and will likely include a range of commitments in financial terms from different sources including a City Deal. In terms of section 17(1)(b) of the Freedom of Information (Scotland) Act 2002, this is formal notice that the exact information requested is not held.

It is difficult to be precise on the time period between the 'committed project' and the CTRLR open to the general public. It is hoped much of the preliminary work in terms of contract preparation, tender documentation etc. can be developed during the above time period. If this is the case then the delay would then be dependent on any construction period. This will depend on a range of factors, many of which cannot be defined at this time as the project has not progressed to a level of design that a definitive period can be attributed to the build. There are also significant major features along the route that will require significant periods of time to construct particularly the link over the A9, an operational railway and River Tay, all of which may be constrained in terms of periods of activity. In the absence of this level of