

Newsletter 1: February 2026

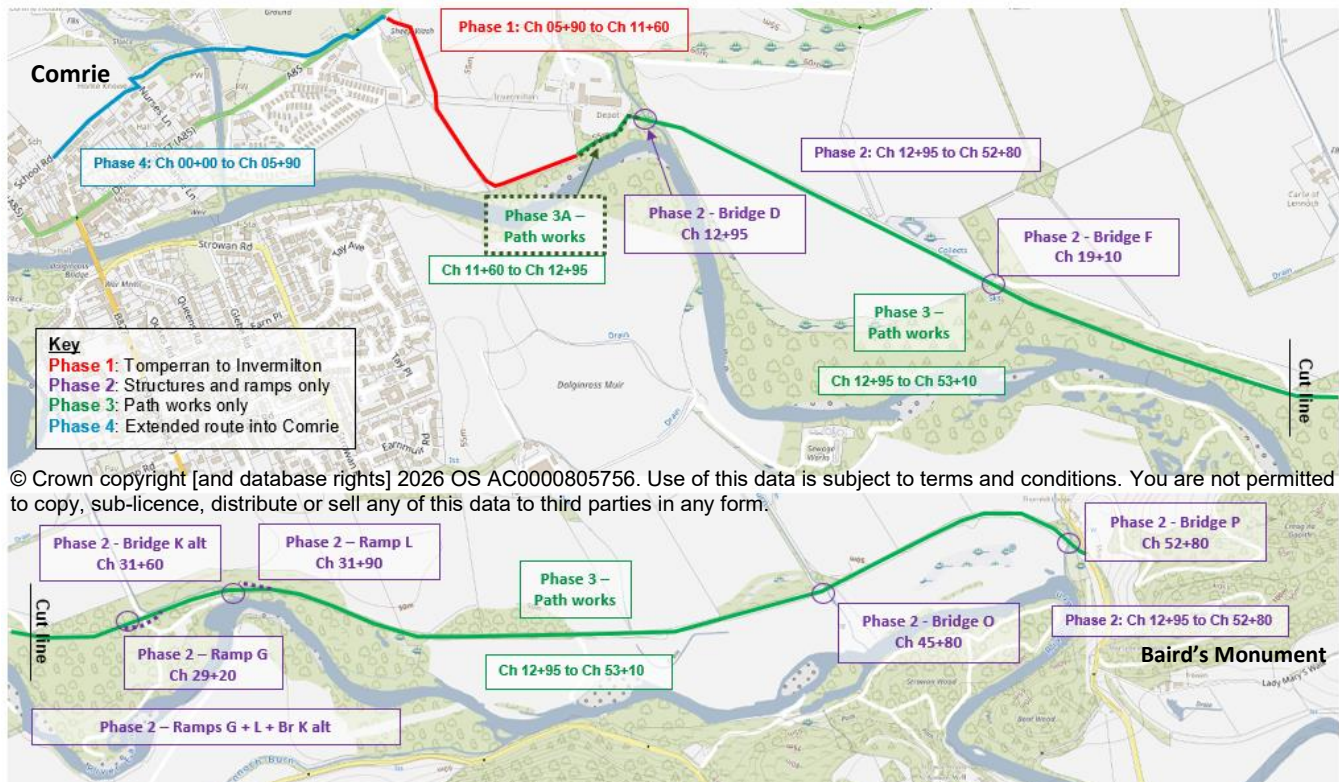
Welcome to our first Newsletter for the

Comrie towards Baird's Monument Active Travel Project.

This update aims to inform stakeholders on a regular basis of the latest progress on the project.

For deliverability and to attract funding, the project has been split into 5 phases as detailed below:

- Phase 1: Invermilton section - From A85, near Tomperran to the boundary with Invermilton.
- Phase 2: Structures section - Includes 7 structures – bridges and ramps.
- Phase 3A: Link off the railway embankment section - from the eastern boundary of Phase 1, south of Invermilton to east of this property.
- Phase 3: Path works section – includes all the path surfacing from east of Invermilton to junction with minor road U198, near Baird's Monument.
- Phase 4: Comrie village section - from Comrie Primary School, eastwards through Laggan Park to cross A85 and join Phase 1.



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Background

There has long been a desire locally and especially within the communities of Comrie and Crieff to have better provision for safer cycling and walking. An off-road facility is the safest option; however, to achieve this requires landowner permissions, the assurance of future maintenance and suitable funding. Cycling & Walking Charity "Walk Wheel Cycle Trust" (WWCT, formerly Sustrans) has been funding the design stage works on the various phases for over 8 years via the National Cycle Network (NCN) fund through Transport Scotland, and we're pleased to announce PKCT were successful in securing additional WWCT funding in 25/26 which has allowed them to employ PKCT & TP&E to continue delivering the design work for the CMRI 126 project.

There is a wider aspiration to provide an off-road link west to east, between Lochearnhead to Crieff. Loch Earn Railway Path (LERP) project has been underway for the past 13 years. The route from Dalchonzie to Lochearnhead is now fully designed with 60% having been delivered thus far. More information can be found at <https://stfillans.scot/> Recent work has seen Lady Mary's Walk being upgraded near the Turret Burn in southwest Crieff to enable a traffic free, all abilities active travel route to be achieved linking MacRosty Park with Oakbank.

What has happened so far on the Comrie to Baird's Monument section?

During initial stages of route appraisal, it was agreed that the route of the old railway line between Invermilton and the junction with minor road U198, beneath Baird's monument, should be utilised for the majority of the distance. It is designated Core path: CMRI/126 code number. The route options appraisal considered accessibility, maintainability and deliverability amongst other factors and the outcomes identified the linear route along the embankment, north of the River Earn, to be the most advantageous in delivering the aims of the project. This proposal provides a traffic free, all abilities route accommodating the 5 core principles of design for walking and cycling. In brief they are Directness, Comfort, Safety, Attractiveness and Coherency.

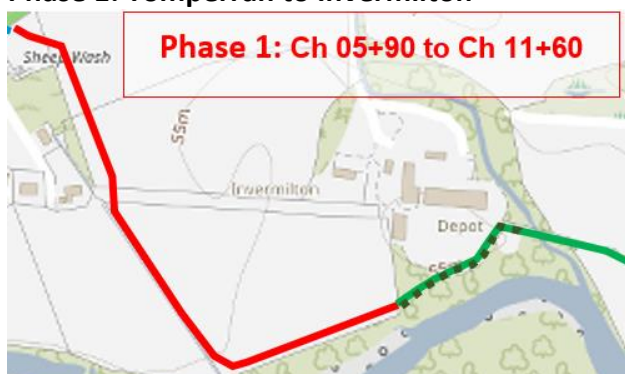
Phases Explained – why have they been split up in this way?

With a complex project, and with the distances involved, breaking the project into distinct phases is a standard approach. This project management method assists with fund raising, delivering sections of route as effectively as possible and so fulfilling community expectations.

What are the Phases in more detail?

Different funders agree to fund varying aspects of a project, in different time frames and with differing conditions. We have 3 stages of design, plus the construction for each of the phases. This, together with the complexities of the project, such as landowner or business requirements and permissions, road traffic management, legal and highway consents, ecological factors, structural considerations and seasonal pressures, mean that the set of challenges within which the project require to be juggled to ensure the project moves forward.

Phase 1: Tomperran to Invermilton



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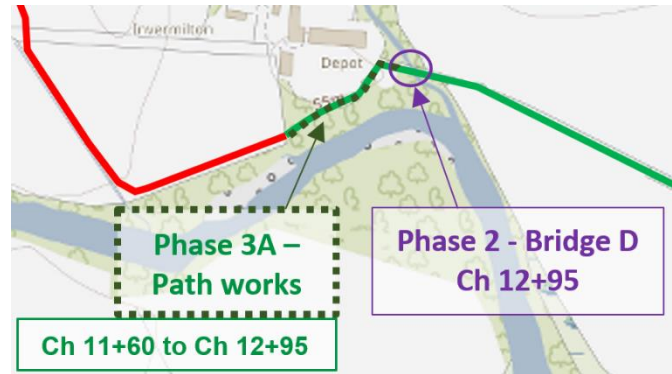
This is a green field alignment which starts at a proposed crossing of the A85 and uses field margins away from the redundant railway line as it heads towards the River Earn. The route alignment ensures the avoidance of hazards from farm machinery and traffic in the Invermilton area. Negotiations have been occurring with Caledonia Homes (Scotland) Ltd to accommodate the planned development at Tomperran and the Planning Permission for Phase 1 was amended to incorporate the landowner's wishes. This phase is ready to construct - once funding is secured.

Phase 2: Invermilton to Baird's Monument - Structures

This phase involves the design, repair or construction of 7 structures between Invermilton to U198 minor road junction – the full length of the project. It is at concept design stage and will receive a reapplication for Planning Permission this spring. Funding applications to carry out detailed design stage have been submitted earlier in January and the decision is expected in the summer 2026.

Phase 3A: End of Phase 1 to Invermilton yard

On leaving the end of Phase 1 at the Invermilton boundary, the section of ground between the south of the farm and the River Earn is currently uneven, with several trees and some non-native species of plant. The design solution will provide a suitable link onto the railway embankment, over a burn crossing at Bridge D. Representing a valuable link section, once delivered, this would open up the route from the A85, through Phase 1 to the redundant railway. As a condition of funding from WWCT, the concept design and reapplication for planning permission will be carried out by the end of March 2026.

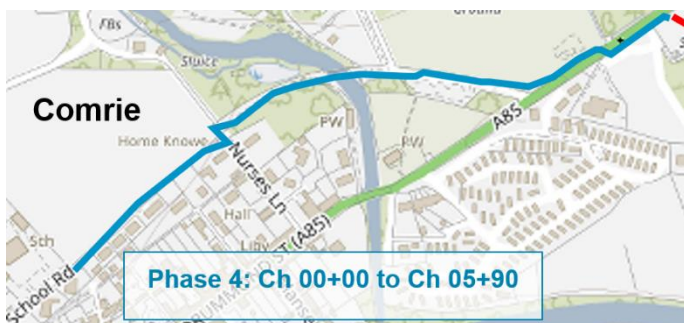


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Phase 3: Invermilton to Baird's Monument – Path works

This phase involves the design and delivery of the path surfacing works including fencing, gates, field entrances and tree/hedge planting. The Phase 2 structural works require to be completed before this phase can commence on the ground to ensure construction access to the railway embankment. Commencing the path works from a central point and moving out east and west from this point avoids damage to newly laid path works. Landowners have specific requirements and these will inform the path agreements. Funders also have requirements to secure the longevity and accessibility of the path. Planning permission for Phases 2 and 3 was gained in November 2022. Time has now elapsed and so a resubmission shall be made by the end of March 2026 for these 2 phases based on the previous submission with some minor alterations to accommodate new landowner requirements. The endeavour is to have the landowner path agreements signed by Easter 2026. As noted above, funding applications to carry out detailed design stage have been submitted earlier in January and the decision is expected in the summer 2026.

Phase 4: Comrie Primary School to A85 Crossing



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To ensure the route to the east linked into the centre of Comrie, a request was made by WWCT (Sustrans) to extend the all-abilities, active travel route westwards. It was agreed with WWCT that this route should initially be between Comrie Primary School and the A85 proposed crossing at the start of Phase 1 of the project. There are proposals to take the route further west from the school in the future. The route identified, follows

core path CMRI/43 and CMRI/137 and the landowner path agreements are in progress.

How you can help & further updates

Regular updates and more info can be found on www.pkct.org
Please contact us on info@pkct.org if there are any queries or facts that you require more information on. We will be looking to find further ways to communicate the project details in the future.