

Tay Crossing to Ballinluig project – welcome



Welcome to this exhibition on the A9 Dualling Tay Crossing to Ballinluig project.

As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work for dualling the A9 between Tay Crossing and Ballinluig.

In June 2015, and February 2016, public exhibition and community engagement events were held to seek public feedback on the route options being developed.

The purpose of this exhibition is to provide you with an overview of the outcome of the route assessment work, and to present the preferred route option for the Tay Crossing to Ballinluig project, announced in December 2016.

We also outline the work that will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

Transport Scotland staff, and its consultants from Jacobs, will be happy to assist you with any queries you may have.

A summary overview leaflet is available for you to take away, as well as a feedback form where we welcome your feedback and comments.



View of the A9 north of Tay Crossing with the River Tay to the west



View from Ballintuim looking west to the River Tay

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Programme objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025.

The A9 Dualling Programme objectives are to:

- Improve the operational performance of the A9 by:
 - reducing journey times
 - improving journey time reliability
- Improve safety for Motorised and Non-Motorised Users (NMUs) by:
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel in the corridor
- Improve integration with public transport facilities.



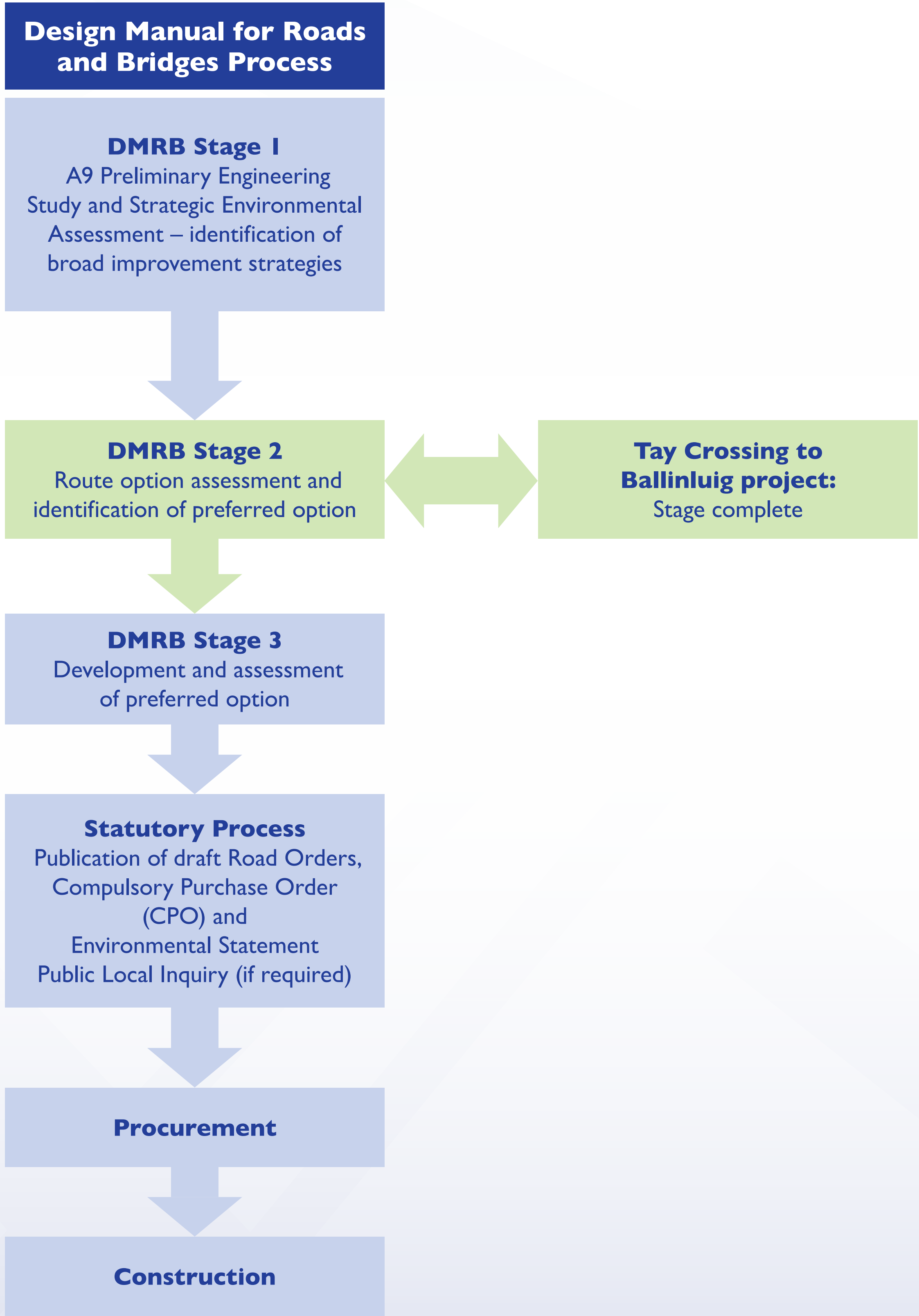
Project development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults with a diverse range of landowners, stakeholders and interested parties including heritage, environmental and Non-Motorised Users (NMUs) such as pedestrians, equestrians and cyclists.

Following feedback from the previous 2015 public exhibition and 2016 community engagement event, the route option assessment process (DMRB Stage 2 Assessment) for the Tay Crossing to Ballinluig project has been completed.

Today's exhibition shows the result of the preferred route option assessment which was announced in December 2016.



Consultation



As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the mainline and side road options. There have been a series of public exhibitions and drop-in sessions, as well as ongoing meetings with landowners and other stakeholders.

Public exhibitions were held in Mid Atholl Hall, Ballinluig, on 9 and 10 June 2015 detailing the mainline route options. In total, 140 people attended the exhibitions and 27 feedback forms were received, containing 58 comments.

A community engagement event was held in Mid Atholl Hall, Ballinluig, on 9 and 10 February 2016 which displayed the side road options being considered. In total, 89 people attended this event and 34 feedback forms were received, containing 68 comments.

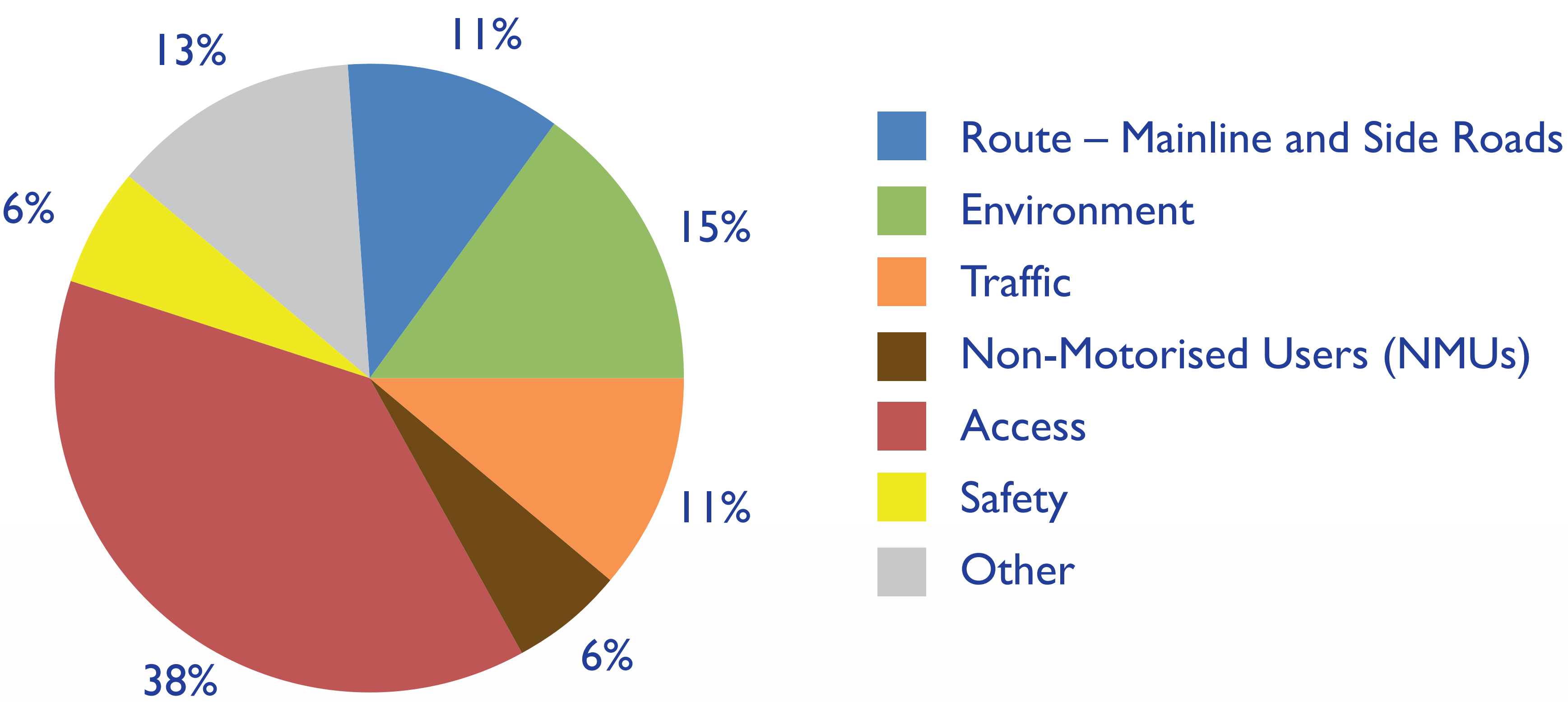
Each comment was reviewed and the key points were summarised into broad categories shown on the below charts. This is also documented in the event reports which are available on the A9 Dualling website.

The feedback provided by members of the public will continue to inform the design development of the Tay Crossing to Ballinluig project.

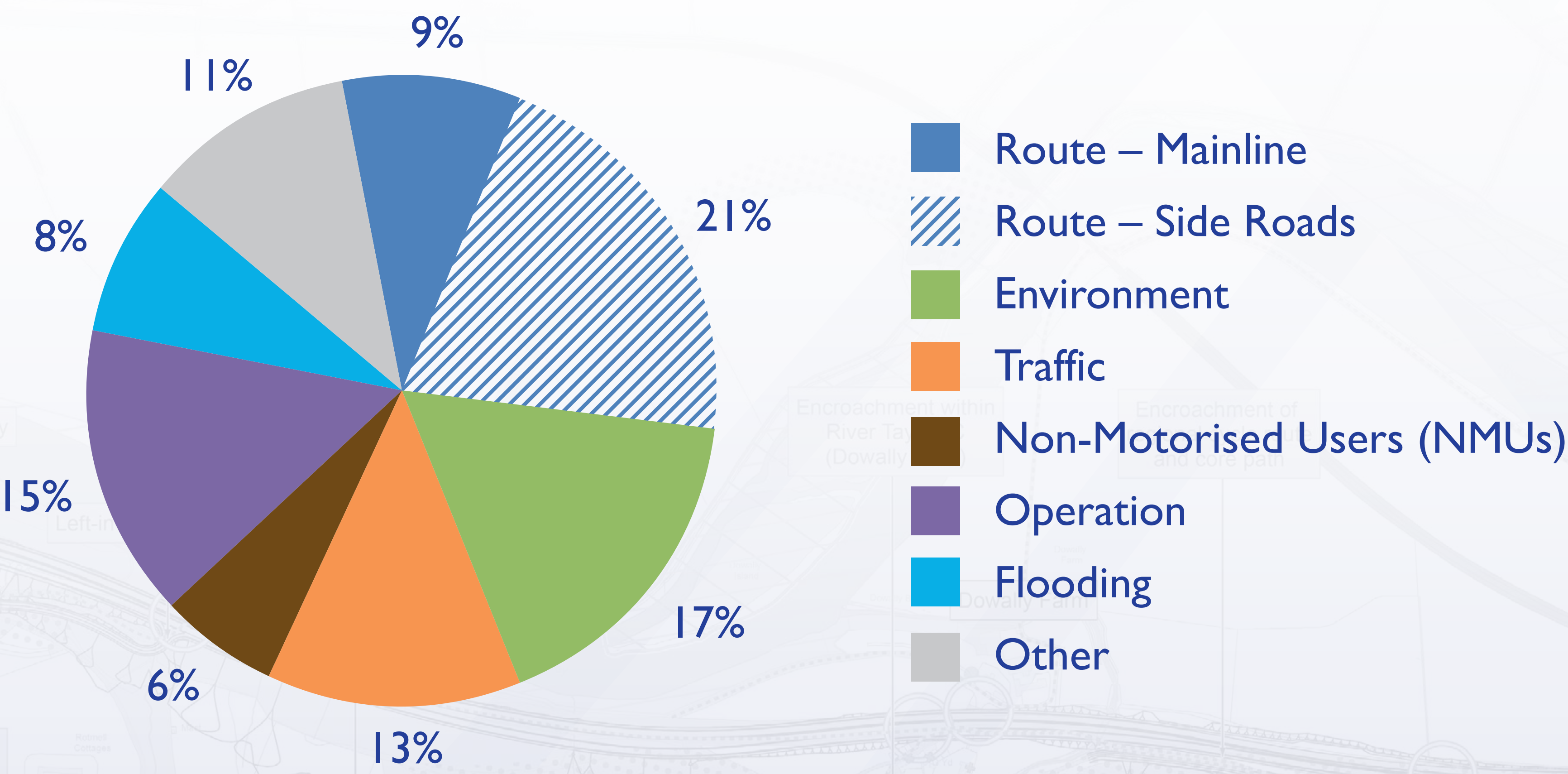
We will continue to have one-to-one engagement with affected landowners and residents as we refine designs and develop access roads. We will also continue our liaison with the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), Historic Environment Scotland (HES), Perth and Kinross Council and other stakeholders.

During our ongoing consultation, members of the local community suggested that an alternative option with an alignment located to the east of the communities of Dowally, Guay and Kindallachan be considered.

In response, two additional options were developed which included a significant offline component to the east of these communities. The offline route options were assessed before being removed from consideration in December 2016.



Summary of public exhibition comments



Summary of community engagement event comments



Route option development



The Tay Crossing to Ballinluig project involves dualling 7.7km of the existing A9 from immediately north of the Tay Crossing to the existing dualled section at Ballinluig.

As part of the DMRB Stage 2 Assessment process, four different mainline options were considered.

Mainline Route Option 1	Mainline Route Option 2	Mainline Route Option 3	Mainline Route Option 4
Mainline Route Option 1 widens to the southbound side of the current A9 from the start of the project to the south of Dowally with a ‘best fit’ alignment as the route passes Dowally. The route then transitions to the northbound side for a short length between Dowally and Guay before transitioning back to the southbound side at Guay for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.	Mainline Route Option 2 is identical to mainline Option 1 to a point south of Dowally with a ‘best fit’ alignment as the route passes Dowally. The route then continues on the southbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.	Mainline Route Option 3 is identical to Mainline Route Option 1 to a point south of Dowally with a ‘best fit’ alignment as the route passes Dowally. The route then continues on the southbound side between Dowally and Haugh Cottages before transitioning to the northbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.	Mainline Route Option 4 is identical to Mainline Route Option 1 to a point south of Dowally with a ‘best fit’ alignment as the route passes Dowally. The route widens to the northbound side between Dowally and Guay, transitions to the southbound side at Guay until the alignment passes Haugh Cottages before transitioning to the northbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.



Route option development (continued)



As part of the DMRB Stage 2 Assessment process, four different side road options were considered.

Side Road Option 1	Side Road Option 2	Side Road Option 3	Side Road Option 4
<p>Side Road Option 1 provides two left-in/left-out junctions with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell, Dowally and between Guay and Kindallachan. Side Road Option 1 provides access to both the northbound and southbound carriageways for residents in Guay and Kindallachan via an overbridge located to the north of Kindallachan. Residents in Dowally only have access the southbound carriageway.</p>	<p>Side Road Option 2 provides two left-in/left-out junctions with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell and between Guay and Kindallachan. Side Road Option 2 provides access to both the northbound and southbound carriageways for residents in Dowally, Guay and Kindallachan via an overbridge located to the north of Kindallachan.</p>	<p>Side Road Option 3 provides a left-in/left-out junction with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell, Dowally and between Guay and Kindallachan. Side Road Option 3 only provides access to the southbound carriageways for residents in Dowally, Guay and Kindallachan and provides a link road between the communities of Guay and Kindallachan.</p>	<p>Side Road Option 4 provides a left-in/left-out junction with access to the northbound carriageway north of Kindallachan and a left-in/left-out junction to the southbound carriageway at Rotmell and between Guay and Kindallachan. Side Road Option 4 only provides access to the southbound carriageways for residents in Dowally, Guay and Kindallachan and provides a link road between the communities of Dowally, Guay and Kindallachan.</p>

Plans of the mainline and side road options are available to view at this exhibition. A member of our team can assist you with any further information.



Preferred option

The following exhibition panels present details of the preferred option for the Tay Crossing to Ballinluig project.

Plans of the preferred option are available to view at this exhibition and a member of our team can assist you with any further information.

It is important to note that the design of the preferred option is subject to further refinement as the project is developed through the DMRB Stage 3 Assessment process, as more detailed survey information is gathered. These refinements may include minor changes to the road layouts and earthwork design.

Throughout the DMRB Stage 3 Assessment, the local accesses, flood mitigation measures and accommodation works will be fully developed.

Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the DMRB Stage 3 Assessment.



Visualisation image looking north from Tay Crossing



Preferred option – mainline option

The preferred mainline option is **Mainline Option 2**.

This includes:

- predominantly southbound widening throughout the length of the route, before tying in to the existing dual carriageway at Ballinluig
- a ‘best fit’ alignment through Dowally to minimise impact on properties, to accommodate access to properties on both sides of the A9 and to achieve a safe alignment for the road.

Mainline Option 2 is preferred for the following reasons:

- lowest interaction with the baseline flood extents and flood risk zone
- most favourable in terms of constructability, as it will require the least number of traffic management crossovers during construction
- reduces impacts on properties to the west of the A9.



View of the existing dualled section near Ballinluig looking south



Visualisation image looking north

Preferred option – side road option

The preferred side road option is **Side Road Option 2**.

This includes:

- a southbound left-in/left-out junction connecting to the C502 Dunkeld to Rotmell road
- construction of a bridge over Dowally Burn to connect the two sections of the village
- construction of side roads connecting Dowally, Guay and Kindallachan to both sides of the A9 by means of a southbound left-in/left-out junction north of Guay, and an overbridge and northbound left-in/left-out junction north of Kindallachan
- northbound left-in/left-out junction at Westhaugh of Tulliemet.

Side Road Option 2 is preferred for the following reasons:

- provides the highest level of connectivity between Dowally, Guay and Kindallachan to the northbound and southbound carriageways of the A9
- minimises diversion times, thus reducing impacts on three communities and a number of properties
- performs best in reducing diversion times and ease of access for emergency vehicles, both highlighted as important issues by local residents.

As we progress into the DMRB Stage 3 Assessment, there is still considerable work to be carried out. The exact location of side roads, including the overbridge north of Kindallachan, will be developed in consultation with landowners and affected residents.

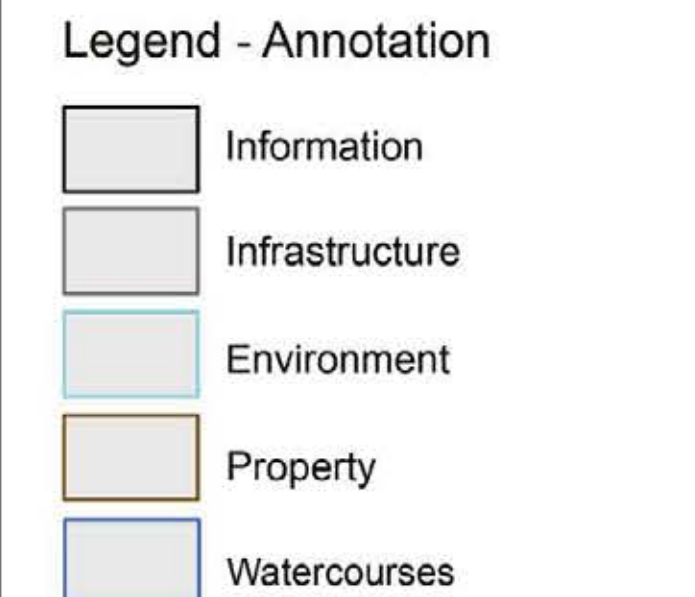
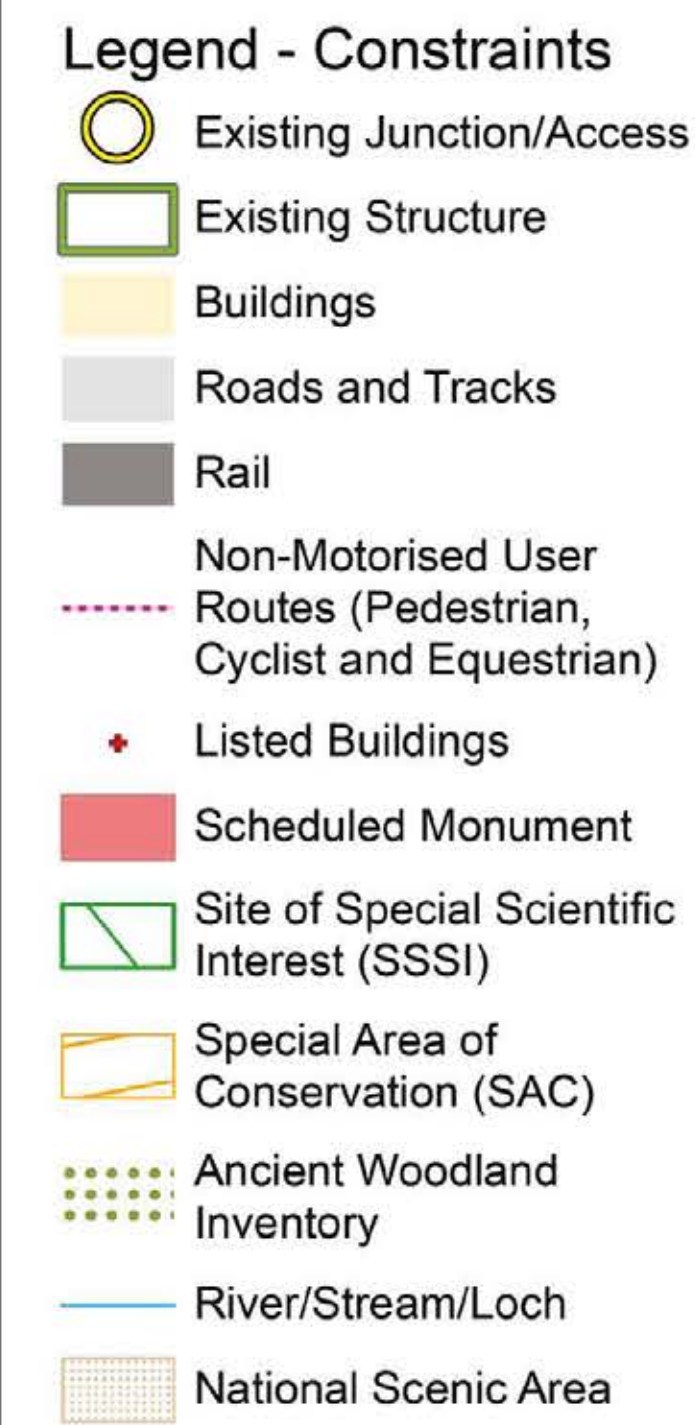
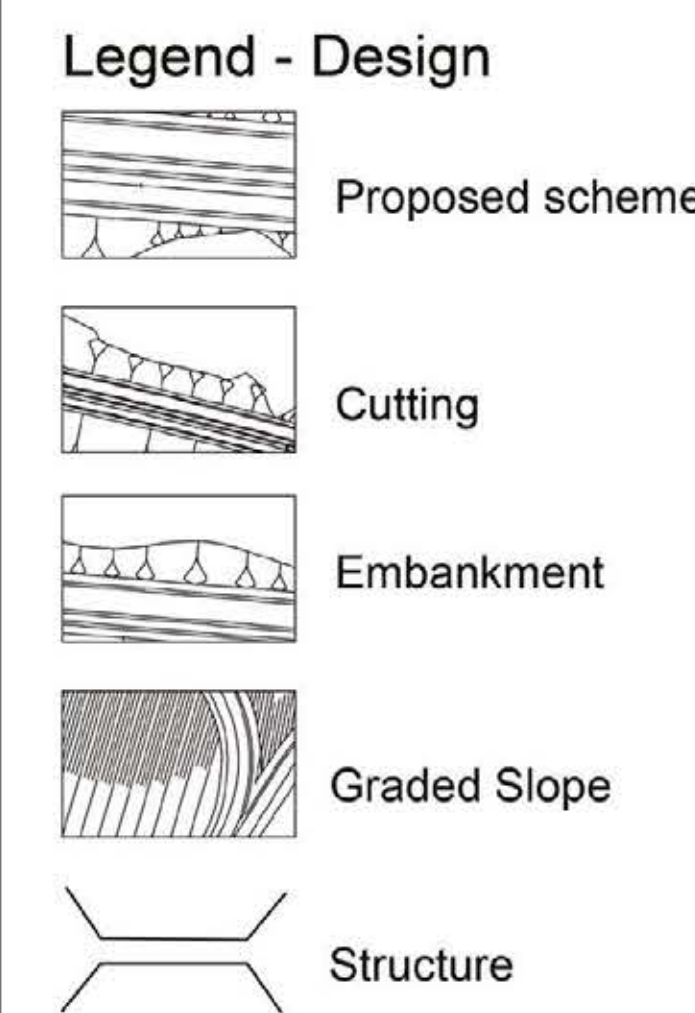


Visualisation image looking north at Guay

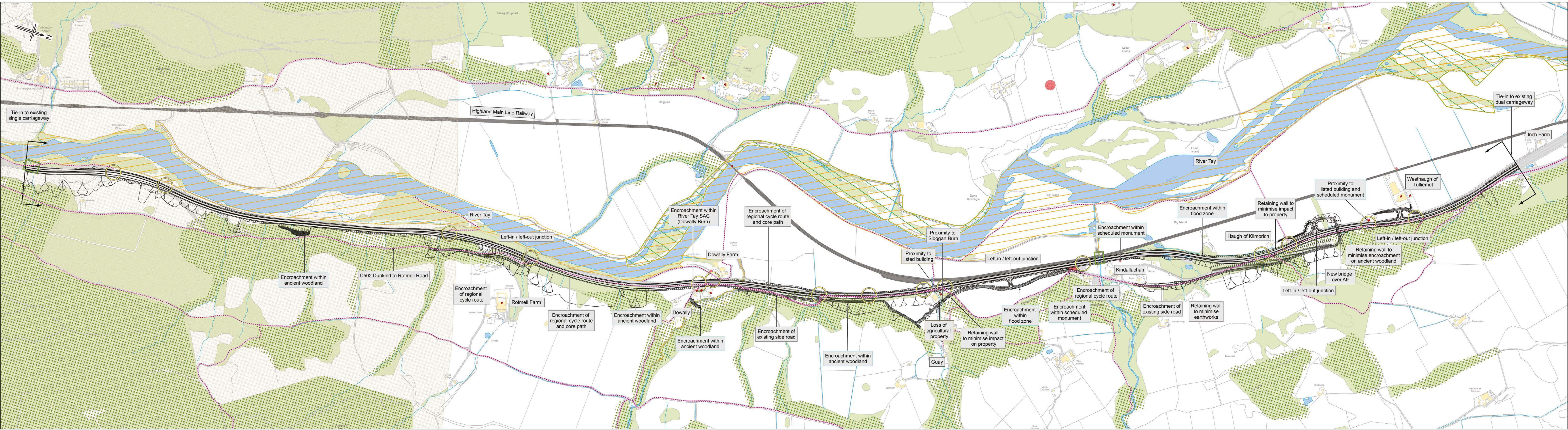


Visualisation image looking north to the proposed Kindallachan overbridge

TAY CROSSING TO BALLINLUIG - PREFERRED OPTION



Please Note:
The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development. This will include the preferred option alignment, the layout of the junctions, lay-bys, side roads and private means of access. Environmental mitigation will also be added to the scheme design.



Flood risk management



The approach to flood risk management on the Tay Crossing to Ballinluig project is that proposed plans will be developed to provide neutral impact. This means that while the dualling of the A9 will not resolve existing flooding issues, it will not increase overall flood risk.

Flood modelling

We have built a project-specific flood model from south of Dowally to north of Ballinluig, covering the River Tay, River Tummel, and their smaller tributaries including Dowally Burn, Sloggan Burn and Kindallachan Burn.

The flood model is in line with industry standard practice and is capable of developing a picture of complex flooding situations. Flood flows were developed to represent rainfall events up to the 1 in 200 year flood return period including 20% for future climate change, which is considered an extreme weather event. This can be seen on the following exhibition panel.

The baseline model for the existing situation identified extensive flooding during the 1 in 200 year flood event, plus climate change, between Tay Crossing and Ballinluig. Flooding was experienced to the west of the existing A9 over a large proportion of the existing corridor. Overall, the mainline route option, in the absence of mitigation, results in a small adverse impact (increase in flood level less than 10 millimetres).

As part of the flood model development, we have consulted with landowners to better understand the flood regime from the perspective of local residents. In addition, we have used recent flood events, including information provided by SEPA, to verify that the model is representative of these flood events.



Flooding at Guay to the east of the A9

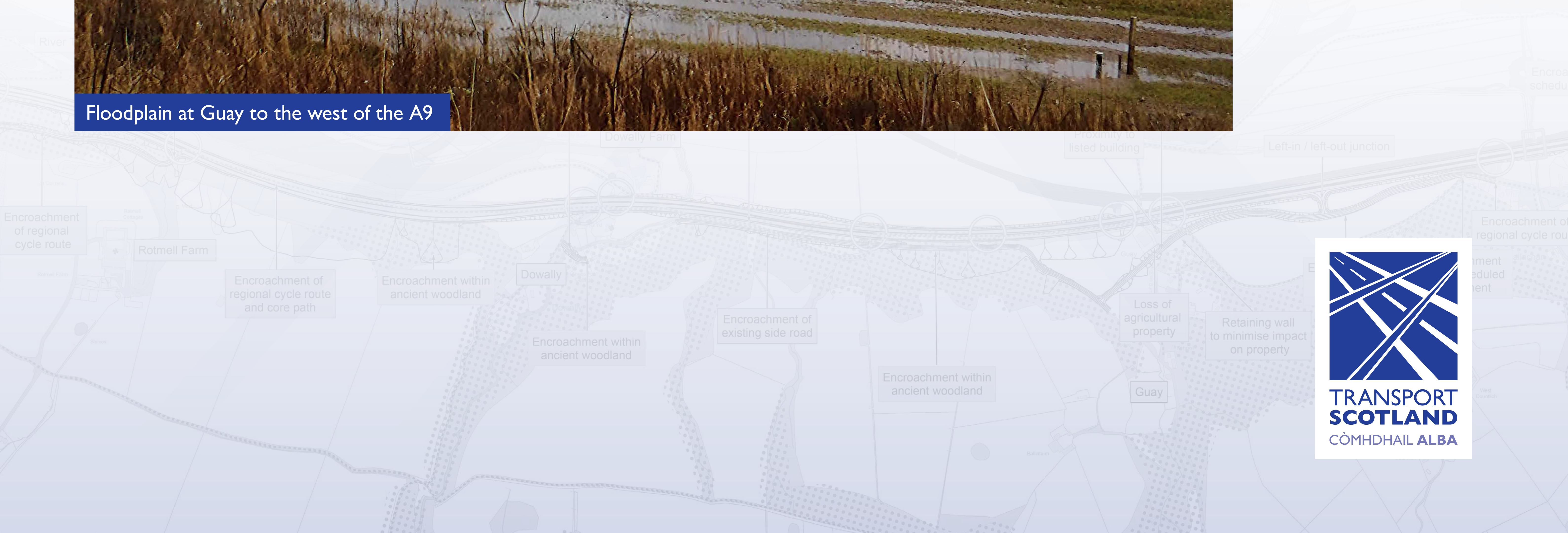
Potential flood mitigation measures

Some further work has been carried out during DMRB Stage 2 Assessment work to ensure that mitigation is possible to help address these localised impacts. The range of mitigation measures to be further developed will likely include:

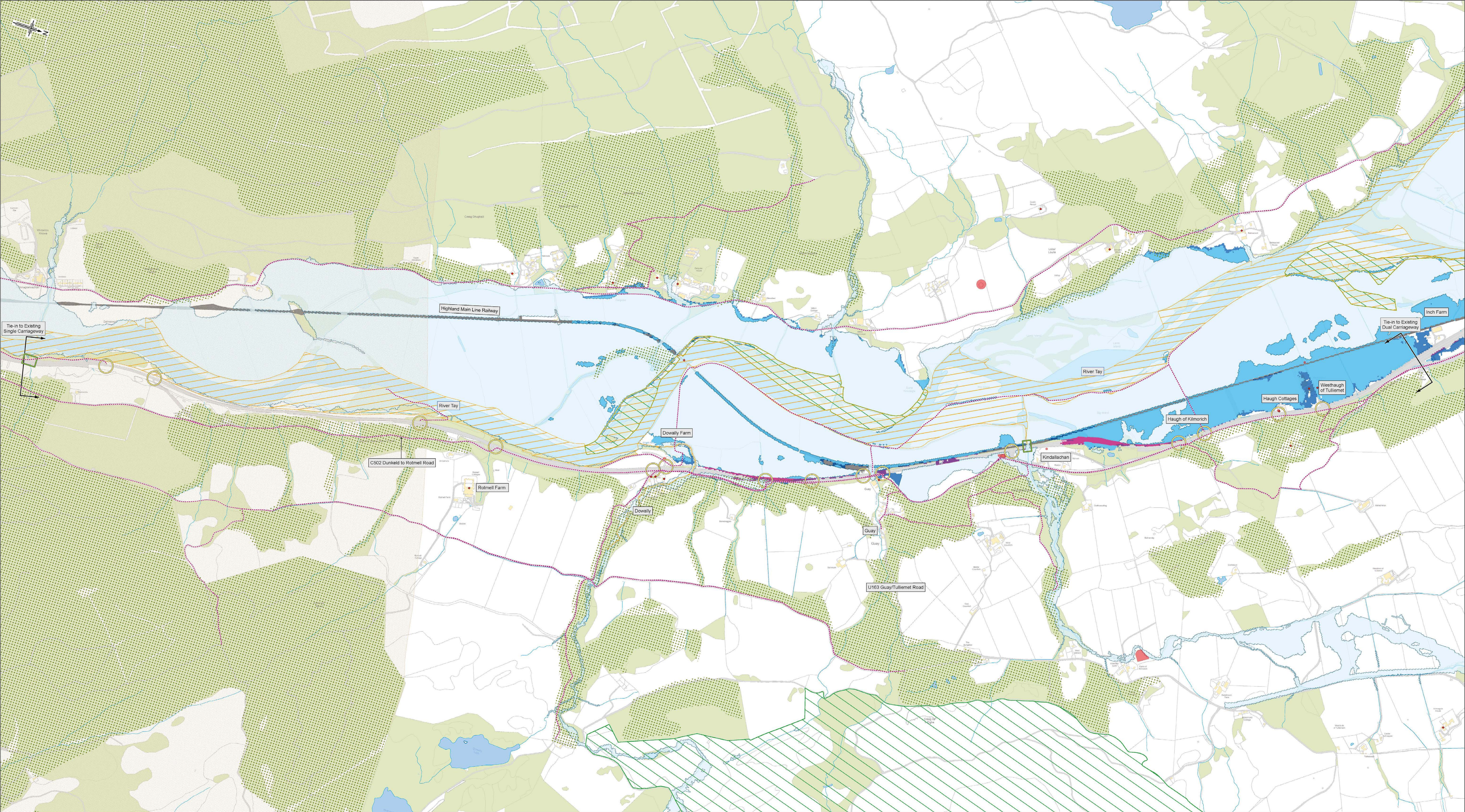
- compensatory flood storage
- side road design refinement
- consideration of culvert sizes and location to control the movement of flood water.



Floodplain at Guay to the west of the A9



TAY CROSSING TO BALLINLUIG - BASELINE FLOOD MODELLING



- Legend - Constraints**
- Existing Junction/Access
 - Existing Structure
 - Buildings
 - Roads and Tracks
 - Rail
 - Non-Motorised User Routes (Pedestrian, Cyclist and Equestrian)
 - Listed Buildings
 - Scheduled Monument
 - Site of Special Scientific Interest (SSSI)
 - Special Area of Conservation (SAC)
 - Ancient Woodland Inventory
 - River/Stream/Loch
 - SEPA 1 in 200 Year Fluvial Flood Zone
 - National Scenic Area
 - Jacobs draft additional flood model area (1:200)
 - Jacobs draft additional flood model area plus climate change (1:200)
 - Existing A9 inundation
 - Existing A9 inundation with climate change

- Legend - Annotation**
- Information
 - Watercourses

What happens next?



Transport Scotland’s consultant will take forward the development and assessment of the preferred option for the project (DMRB Stage 3 Assessment).

Transport Scotland will look to publish draft Road Orders, Compulsory Purchase Order and an Environmental Statement for the Tay Crossing to Ballinluig project in 2017, and members of the public will have the opportunity to provide comment and feedback.

The draft Road Orders will define the line of the developed preferred option. The draft Compulsory Purchase Order will define the extent of land needed to deliver the project.

The next stage of the assessment process will include:

- consultation with affected parties such as land and property owners and tenants, statutory bodies, Community Councils and other relevant interest groups
- design development
- ground investigation works
- identification of the land required for the project and preparation of draft Orders
- Environmental Impact Assessment of the developed preferred option and preparation of the Environmental Statement
- development of suitable mitigation measures to reduce impact on the environment.

Examples of possible mitigation measures include:

- appropriate construction management plans
- landscape planting
- noise barriers or environmental bunds
- mammal (e.g. badger and otter) underpasses, ledges and fences.



View of the existing single carriageway looking north

The next stage of design includes further development of:

- the preferred option alignment
- the layout of the overbridge north of Kindallachan
- layouts of all side roads and private means of access
- proposals for lay-bys
- any proposed amendments to Non-Motorised User (NMU) paths e.g. for pedestrians, equestrians and cyclists
- the location and layout of road drainage infrastructure, including detention basins and treatment ponds.

We are now entering the DMRB Stage 3 Assessment phase of work. Some early work on the next stage of design has already started.

If you would like to know more about some of this work, or the next stage of project development, please speak to one of our team members here today.



Comments and feedback

Transport Scotland welcomes your comments and feedback on the preferred route option and will use this to help inform the ongoing project development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and by **31 March 2017**.

Email to:
a9dualling@jacobs.com

Or by post to:
Sarah Morgan
Stakeholder Manager
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

A9 Dualling Programme
Tay Crossing to Ballinluig project
Preferred route public exhibition
Feedback form

Introduction
Thank you for attending our A9 Dualling Tay Crossing to Ballinluig project public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and **by 31 March 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by **31 March 2017** to the Jacobs A9 Dualling team, to whom any queries may be directed.
Email: a9dualling@jacobs.com

Further information on the A9 Dualling Tay Crossing to Ballinluig project: www.transport.gov.scot/project/a9-tay-crossing-ballinluig

Information on the wider A9 Dualling Programme: www.transport.gov.scot/a9dualling

Post to:
Sarah Morgan
Stakeholder Manager
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK.
Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.

Further information

Further consultation through local drop-in events and one-to-one engagement is planned during the DMRB Stage 3 Assessment process. We will keep you updated through a range of direct communications and consultations.

You can contact Jacobs' Stakeholder Manager Sarah Morgan at any time:

Telephone: **07833 936 426**
Email: **sarah.morgan@jacobs.com**

You can also contact Transport Scotland's A9 Dualling team:

Telephone: **0141 272 7100**
Email: **a9dualling@transport.gov.scot**

For further information on the Tay Crossing to Ballinluig project, and to view the exhibition materials, drawings and visualisations, please visit:

www.transport.gov.scot/project/a9-tay-crossing-ballinluig

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

www.transport.gov.scot/a9dualling

