



**February 2016 Community Engagement Event**  
**Summary Report**  
**A9 Dualling: Tay Crossing to Ballinluig**  
**B2140003/RT/003 | Rev 03**

**November 2016**

## **A9 Dualling Programme: Tay Crossing to Ballinluig**

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## **1. Introduction**

### **1.1 Scheme Background**

On 6th December 2011, the Cabinet Secretary for Infrastructure and Capital Investment launched the Infrastructure Investment Plan (IIP), which provides an overview of the Scottish Government's plans for infrastructure investment over the coming decades. Contained within the document is a commitment to complete the dualling of the A9 between Perth and Inverness by 2025. The IIP commitment builds on work undertaken in the Strategic Transport Projects Review (STPR) in 2008, which identified dualling of the A9 as a priority Trunk Road intervention.

The A9 dualling between Perth and Inverness comprises the upgrading of approximately 129km of single carriageway, with construction planned to be completed by 2025.

In August 2014 Jacobs was awarded a contract to develop the design of a section of the A9 dualling programme between the Pass of Birnam and Glen Garry known as the southern section. This section has been split up into 5 individual projects for the design stages of which Project 3 Tay Crossing to Ballinluig (approximately 8km) is the subject of this report.

Tay Crossing to Ballinluig is currently at Stage 2 of the Design Manual for Roads and Bridges (DMRB) Assessment process, which essentially comprises the appraisal of options to support the recommendation of a preferred route. The aim of the DMRB Stage 2 is to identify the factors to be taken into account when choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes. As part of the DMRB Stage 2 Assessment process, public consultation has been undertaken to inform the further development, refinement and assessment of the mainline carriageway and side road options. Public consultation has been achieved partly via a series of drop-in sessions, public exhibitions and a community engagement event alongside ongoing consultation meetings with landowners and other stakeholders and regular A9 Dualling Update newsletters. The exhibitions and engagement event gave the local community an opportunity to view and discuss the emerging options and to provide feedback on developed route options to help inform the ongoing development and assessment of the dualling proposals.

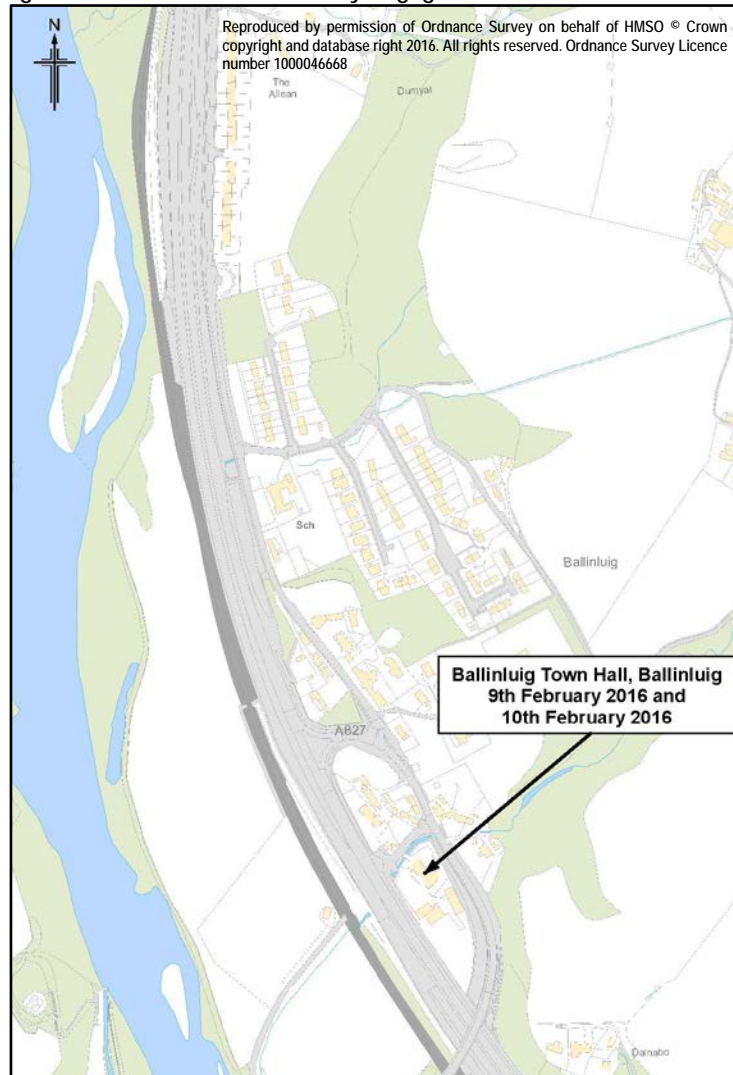
In June 2015 public exhibitions were held in Ballinluig to inform and receive feedback from the general public on the four route options (mainline only) being assessed as part of the DMRB Stage 2 Assessment Report. Following on from this the Tay Crossing to Ballinluig Community Engagement Event was held in Mid Atholl Hall, Ballinluig on the 9th (3pm to 7pm) and 10th (12pm to 4pm) February 2016. This event displayed the Tier 2 side road options which are being assessed as part of the DMRB Stage 2 Assessment Report and allowed the public to view these side road options and provide feedback.

This report provides a summary of the consultation process and the key findings and feedback from the recent community engagement event regarding side road options.

The community engagement event location is shown in Figure 1-1 overleaf.



Figure 1-1: Location of Community Engagement Event Venue



## 2. Preparations for Community Engagement Event

### 2.1 Community Engagement Event Advertising

#### 2.1.1 Landowner Advertising

Prior to the Community Engagement Event, invitation letters were issued to landowners, property owners and occupiers within a 500m wide corridor of Tay Crossing to Ballinluig project. In addition, letters were issued to community councils and stakeholders to inform them of the event. In total, 188 letters were issued to residents, community councils, local business owners and other interested parties.

Transport Scotland and Jacobs met, in advance of the Community Engagement Event, with those who may have the greatest impact on their access arrangements and land holding due to land being required for the side road options

Examples of the letters issued are shown in Appendix A.

#### 2.1.2 Press Advertising

To further publicise the Tay Crossing to Ballinluig Community Engagement Event, adverts were placed in local publications reflecting the local nature of this consultation exercise on side roads. A copy of the advertisement is shown in Appendix B and the editions listed in Table 2-1.

Table 2-1 : Advertisement Summary

| Publication                               | Date of Advertisement |
|---|-----------------------|
| Atholl Quair                              | February 2016 Edition |
| Pitlochry Life (formerly Newsround North) | February 2016 Edition |
| The Bridge                                | February 2016 Edition |

Letters were sent to 25 establishments including village halls, churches, post offices and local shops in Ballinluig and nearby towns asking them to display a poster advertising the Community Engagement Events. A summary of the type of establishments issued with letters and posters is shown in Table 2-2 overleaf. Examples of the letters and posters distributed are included in Appendix C.

Table 2-2 : Distribution List Breakdown

| Type of Organisation | Letters Issued |
|----------------------|----------------|
| Churches             | 7              |
| Community Halls      | 2              |
| Leisure Facilities   | 2              |
| Post Offices         | 2              |
| Shops                | 3              |
| Hotels               | 1              |
| Public Facilities    | 4              |
| Fuel Stations        | 2              |
| Council Office       | 1              |
| Tourist Centre       | 1              |

## 2.2 Community Engagement Event Material

The material presented at the Community Engagement Event comprised:

- Display boards (6);
- Route and side road options strip plans (2);
- A9 Geographical Information System (GIS) based mapping (2 computers and 1 laptop);
- Leaflets:
  - A9 Dualling – Tay Crossing to Ballinluig Project Community Engagement Event leaflet;
  - A9 Dualling October 2015 Newsletter; and,
  - Feedback Forms.

### **2.2.1 Community Engagement Event Display Boards**

The Community Engagement Event material was presented on a number of boards. The headings of each of the boards were as follows:

1. Welcome;
2. Route Options and Side Road Options Development;
3. Side Road Options (board 1);
4. Side Road Options (board 2);
5. Consultation and Engagement;
6. What Happens Next?

The Community Engagement Event boards are included in Appendix D.

### **2.2.2 A9 Dualling Plans**

The following plans were presented at the Community Engagement Event:

- Side Road Options Strip Plans – Plans showing the side road options for the scheme. Some of the environmental and physical constraints within the corridor were identified and potential impacts highlighted on these plans.

These plans are shown in Appendix E.

### **2.2.3 A9 Geographical Information System (GIS)**

To complement the paper plans and information and to provide the facility to view the proposed side road options at a larger scale at specific locations, an interactive GIS was available. The GIS application contained digital maps of the 4 side road options along with the physical environmental constraints within the corridor along with detailed mapping and aerial photography. The system included features such as distance and area measurement tool, address search and item identification, all of which were useful in facilitating discussions around design and constraints at specific locations. If requested, the mainline route options and landownership areas were also available to overlay.

### **2.2.4 Leaflets**

The following leaflets were made available at the Community Engagement Event:

- A9 Dualling Tay Crossing to Ballinluig Project Community Engagement Event leaflet provided contact details for the project team, summary of the side road options and, a link to the Transport Scotland A9 dualling website where all of the display material was available to view; and
- A9 Dualling October 2015 Newsletter – Provided details of the works being undertaken throughout the wider A9 Dualling Programme and an introduction to the three consultancies taking forward the detailed design work across the A9 Dualling programme between Perth and Inverness.

### **2.2.5 Feedback Forms**

Attendees were encouraged to complete and return feedback forms provided at the event or to return by post or email thereafter. The deadline for the submission of feedback forms for this Community Engagement Event was 11<sup>th</sup> March 2016. The feedback deadline was subsequently extended to 15<sup>th</sup> April 2016 at the request of members of the community and the Dunkeld & Birnam Community Council A9 Dualling Working Group. A sample blank feedback form is shown in Appendix F.

### **2.2.6 Information Sources Following the Community Engagement Event**

The Community Engagement Event Boards, Leaflets and Feedback Forms were made available to download from the A9 dualling section of the Transport Scotland website at the following address:

<http://www.transport.gov.scot/project/a9-tay-crossing-ballinluig>

## **2.3 Staffing**

The event was staffed by two representatives from Transport Scotland and twelve from Jacobs, across the two days.

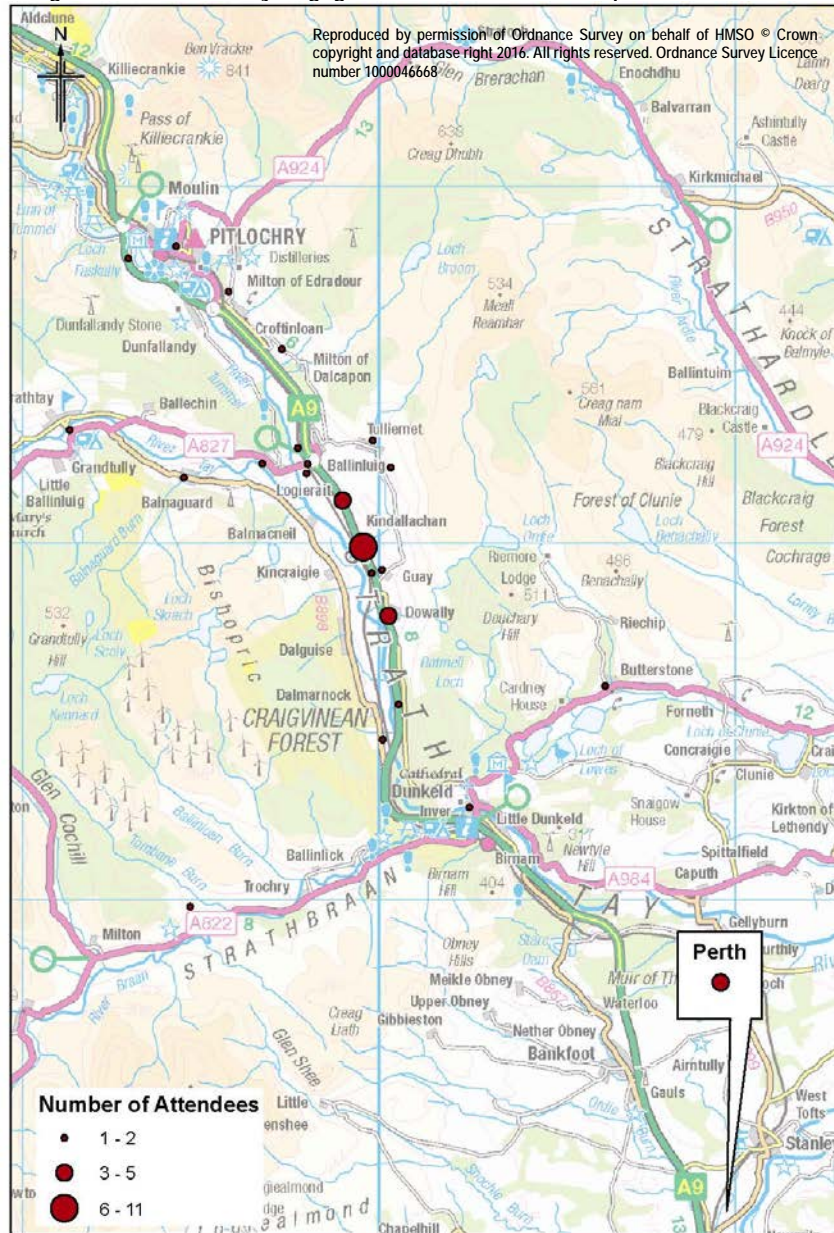
## **2.4 Attendance**

Over the two days the Community Engagement Event was held, a total of 89 people attended, with 62 attendees on the 9<sup>th</sup> February and 27 on the 10<sup>th</sup> February 2016.

A sign-in sheet was utilised on each day which gave attendees the options to provide their name, address and email address. While not all attendees provided this information, the postcode can be used to record the locations of those attending. Assessment of the sign-in sheet shows that the majority of attendees were local residents. Attendees from outside the local community could be councillors, business owners or people who travel along the A9 regularly. A map showing the geographical spread of the attendees during the event is provided in Figure 2-1 overleaf.

The sign-in sheets also offered the chance for the public to sign up for email copies of future A9 Dualling Update Newsletters. Email addresses were added to the Newsletter mailing list if consent from attendees was given.

Figure 2-1 : Community Engagement Event Attendee Map



[Note: This figure only maps those attendees that supplied their contact details.]



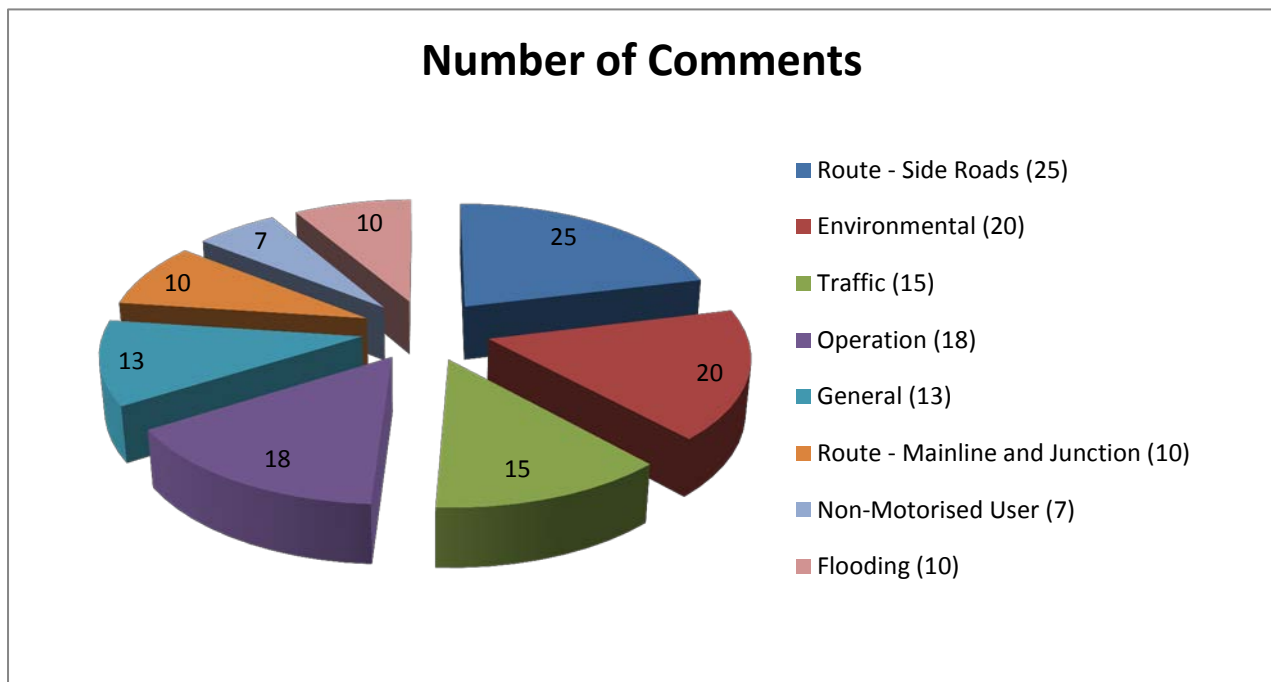
### 3. Community Engagement Event Results

#### 3.1 Comments

Attendees were asked to complete and return feedback forms by 11<sup>th</sup> March 2016; however this was extended to 15<sup>th</sup> April 2016. The updated deadline date was advertised on the Transport Scotland website and the Dunkeld and Birnam news page of their website. Only one item of feedback was received after 15<sup>th</sup> April and this along with all other feedback has been included in the consideration of comments contained in this report.

We received a total of 34 feedback forms, containing 118 comments. Seven feedback forms were received during the event, with a further 26 received by email and one by post. Within the feedback forms received 25 included reference to the side road options under consideration. Since the primary aim of this Community Engagement Event was to present and gather feedback on the side road options, this result would suggest this was achieved. Each comment was reviewed and the key points summarised into eight categories shown in Figure 3-1.

Figure 3-1 : Number of Comments Received per Category



With reference to Figure 3-1, it can be seen that the Route - Side Roads category received the most comments.

Of those respondents that commented regarding any preference:

- 12 stated they preferred Side Road Option 2;
- 1 stated they preferred Side Road Option 1;
- 2 stated they preferred either Side Road Option 1 or 2; and
- 6 stated none of the options were acceptable.

No respondents stated a preference for Side Road Option 3 or 4.

Although a preference for Side Road options 3 and 4 was not included within the Community Engagement Event feedback, consultation held with landowner in advance of the Community Engagement Event highlighted concerns with Side Road Options 1 and 2 due to the increase in traffic through Kindallachan and that Side Road Options 3 and 4 were the preferred side road options of some landowners.

The next three highest categories receiving comment were Environmental, Operation and Traffic with focus on noise & vibration, public transport services and diversion/journey length.

The comments in relation to Traffic indicated that it was perceived that some of the options would add significant time and length to journeys carried out on a daily basis such as travelling to and from work, travelling on business within the vicinity of the A9 or social calls to other local communities. Comments also raised the issue of additional journey time for emergency services to reach to communities adjacent to the existing A9, as well as ease of access to properties.

Flooding was a concern raised not only in the feedback forms but at the engagement event itself, compounded by the December 2015 and January 2016 flood events in the area. The access road to Dowally passing the Craft Centre in particular was highlighted as an area of flood concern for local residents as well as the potential loss of flood plain capacity generally along the route.

There were also comments made about Non-Motorised Users (NMU) routes and local accesses. Comments regarding NMU routes highlighted existing routes near Dowally and Kindallachan and how they may be impacted by the proposed side road options. Local accesses were mentioned several times with the main theme being retaining access to the A9.

Feedback also mentioned an offline route located to the east of Dowally, Guay and Kindallachan. As a result of this feedback an Eastern Offline Option is being developed and assessed.

A record of the feedback received and the responses issued has been provided in Appendix G. For the purpose of this report and to protect the privacy of individuals, the record has been de-personalised and placed into comments categories with detailed responses provided on each category. Individual responses have been issued to each respondent addressing their specific feedback.



## 4. Summary

The A9 Dualling Programme Tay Crossing to Ballinluig Community Engagement Event held on 9<sup>th</sup> and 10<sup>th</sup> February 2016 provided the public an update on scheme progress through DMRB Stage 2 with particular focus on the side road options under consideration. It also provided an opportunity for the community to discuss the scheme with Transport Scotland and their representatives, and for the team to gather local information.

In total 89 people attended the exhibitions and 34 feedback forms received, containing 118 comments.

The Community Engagement Event was advertised on the Transport Scotland website, other local media outlets and at various churches, public facilities, local shops and post offices. The attendance at the events was lower (51 less attendees) than the previous Tay Crossing to Ballinluig June 2015 public exhibition. This could be due to the fact this was an event specifically aimed at local communities and focussed on the side road options. The mailing and invitation list was also smaller than the previous public exhibitions as it was focussed on local side roads.

From speaking with the local community at the event and in the feedback forms received to date, Side Road Options 1 and 2 appear to have more support compared to the other options on display, with Side Road Option 2 the most popular overall attracting support in 35% of responses. Reasons given for these options being preferable to the other options presented related to connectivity with the A9 and reduced journey times.

The events were held at Mid Atholl Hall in Ballinluig, one during the afternoon and one during the evening. This allowed for flexibility with attendance times to allow the public time to view and discuss the side road options. In addition to the Community Engagement Event, 1-2-1 meetings with individuals and parties with the greatest potential impact on their access arrangements and their land holding from the side road options were offered via prior arrangement. These 1-2-1 meetings were held before the Community Engagement Event and were attended by all eight of the individuals or parties invited.

The Community Engagement Event boards were well received however, a number of queries were raised regarding the extent of flood mapping. The strip plans displaying the side road options were the primary focus of most attendees. The touchscreens were useful when answering specific questions and allowed detailed inspection of the design and comparison of the different side road options and the surrounding landscape and constraints.

The results and feedback obtained from the Community Engagement Event will be used by Transport Scotland and their representatives in the on-going development of the scheme.

## **Appendix A. Event Invitations**

## Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF  
Telephone: 0141 2727100 , Fax: 0141 272 7272  
[info@transportscotland.gsi.gov.uk](mailto:info@transportscotland.gsi.gov.uk)



Your ref:

Our ref: B2140003/SM/AG

Date:  
26 January 2016

Dear xxx,

### **A9 Dualling Programme: Perth to Inverness Tay Crossing to Ballinluig – Community Engagement Events on 9<sup>th</sup> and 10<sup>th</sup> February Side Road Options**

We will be holding Community Engagement Events for the Tay Crossing to Ballinluig dualling project as part of the A9 Dualling Programme. These Engagement Events will provide local communities with an opportunity to view and discuss the side road options for this section.

The Engagement Events will take place in the Mid Atholl Hall, Ballinluig, PH9 0LG on Tuesday 9<sup>th</sup> February, 1500hrs – 1900hrs and Wednesday 10<sup>th</sup> February, 1200hrs – 1600hrs. Plans showing the side road options will be available to view and representatives from Transport Scotland and our consultant, Jacobs, will be at the Engagement Events to answer any questions. The materials for the Engagement Events will be made public at the Event and on Transport Scotland's website on Tuesday 9<sup>th</sup> February.

We know from previous consultation that the issue of access to the A9 is of particular importance to you and the engagement events have been arranged to capture local feedback on the side road options to help inform the ongoing design work. In particular we would appreciate your view on the following:

- the different options on display; and
- how the different options may affect you.

Because this is such a local issue the information will be shared at the engagement events first. We understand that you may have been invited to the Birnam and Dunkeld Community Council meeting on Monday 8<sup>th</sup> February; however please be aware that the details of the proposals will not be available at that meeting as we wish to canvas local views initially. At the Birnam and Dunkeld Community Council meeting on Monday 8<sup>th</sup> February we will present a summary of the options displayed at the Pass of Birnam to Tay Crossing project exhibitions to be held on 27<sup>th</sup> and 28<sup>th</sup> January and gather feedback and comments from the local community.

At this stage, an assessment of the mainline options is still being progressed and no decision on a preferred mainline option has been made.

If you have any queries on the Engagement Events, please contact our Consultant's Stakeholder Manager Sarah Morgan on 07833 936 426 or [sarah.morgan@jacobs.com](mailto:sarah.morgan@jacobs.com).

Yours faithfully

cc Jacobs

## **Appendix B. Press Advertisement**



## **A9 Dualling – Public Engagement:**

### **Community Engagement Events**

Community Engagement Events are being held for Pitlochry to Killiecrankie and Tay Crossing to Ballinluig dualling projects as part of the A9 Dualling Programme. These will give local communities the opportunity to come along, view and discuss the Side Road Options for both projects.

We are inviting local opinion and seeking to capture feedback on the side road options to help inform ongoing design work. These events follow on from the public exhibitions held last summer, which provided an opportunity to view and comment on route options for these projects.

Transport Scotland officials and design consultants, Jacobs, will be on hand to discuss the options and answer any questions. Details of the Engagement Events are as follows:

| DATE / TIME   | PROJECT                    | EVENT                           | VENUE   |
|---|----------------------------|---------------------------------|---|
| <b>Wednesday 3<sup>rd</sup> February</b><br>1500 – 1900<br><b>Thursday 4<sup>th</sup> February</b><br>1200 – 1600 | Pitlochry to Killiecrankie | Side Road Options for Foss Road | Pitlochry Town Hall, West Moulin Road, Pitlochry PH16 5EA |
| <b>Tuesday 9<sup>th</sup> February</b><br>1500 – 1900<br><b>Wednesday 10<sup>th</sup> February</b><br>1200 - 1600 | Tay Crossing to Ballinluig | Side Road Options               | Mid Atholl Hall, Ballinluig, PH9 0LG                      |

For further information, please visit [www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)

## **Appendix C. Letter and Poster Advertisement**

**Major Transport Infrastructure Projects**

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF  
Telephone: 0141 2727100 , Fax: 0141 272 7272  
[info@transportscotland.qsi.gov.uk](mailto:info@transportscotland.qsi.gov.uk)



Your ref: [REDACTED]

Our ref: B2140003 [REDACTED]

Date:  
01 February 2016

Dear [REDACTED]

**A9 Dualling Programme: Perth to Inverness  
Community Engagement Events**

**Pitlochry to Killiecrankie on 3<sup>rd</sup> and 4<sup>th</sup> February  
Tay Crossing to Ballinluig on 9<sup>th</sup> and 10<sup>th</sup> February**

We will be holding Community Engagement Events for the Pitlochry to Killiecrankie and Tay Crossing to Ballinluig dualling projects as part of the A9 Dualling Programme and we would be grateful if you could please display the enclosed Poster within your business to assist with advertising the Events to the local community. These Engagement Events will provide local communities with an opportunity to view and discuss side road options for these sections.

If you have any queries on the Engagement Events, please contact our Consultant's Stakeholder Manager Sarah Morgan on 07833 936 426 or [sarah.morgan@jacobs.com](mailto:sarah.morgan@jacobs.com).

Yours faithfully

Sam MacNaughton,  
Stakeholder Manager  
A9 Dualling Team

cc Jacobs



# A9 Dualling

## Public Engagement

### Community Engagement event



Community Engagement Events are being held for Pitlochry to Killiecrankie and Tay Crossing to Ballinluig dualling projects as part of the A9 Dualling Programme. These Engagement Events will give local communities the opportunity to view and discuss the side road options for both projects.

We are inviting local opinion and seeking to capture feedback on side road options being developed to help inform the ongoing design work.

Transport Scotland officials and design consultants, Jacobs, will be on hand to discuss the options and answer any questions.

Details of the Community Engagement Events are as follows:

| DATE/TIME   | PROJECT                    | EVENT                           | VENUE   |
|---|----------------------------|---------------------------------|---|
| <b>Wednesday 3<sup>rd</sup> February 2016</b><br>15:00 – 19:00  | Pitlochry to Killiecrankie | Side Road Options for Foss Road | Pitlochry Town Hall, West Moulin Road, Pitlochry PH16 5EA |
| <b>Thursday 4<sup>th</sup> February 2016</b><br>12:00 – 16:00   |                            |                                 |   |
| <b>Tuesday 9<sup>th</sup> February 2016</b><br>15:00 – 19:00    | Tay Crossing to Ballinluig | Side Road Options               | Mid Atholl Hall, Ballinluig PH9 0LG                       |
| <b>Wednesday 10<sup>th</sup> February 2016</b><br>12:00 – 16:00 |                            |                                 |   |



For further information please visit:  
[www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)



## **Appendix D. Community Engagement Event Boards**



# A9 Dualling Programme Tay Crossing to Ballinluig Project Welcome



In summer 2015, Transport Scotland held exhibitions to present route options for the A9 between Tay Crossing and Ballinluig. Work undertaken at that time showed the four mainline options that had been developed over the course of the previous year and public feedback on the mainline options was sought.

Assessment of the options is still being progressed and no decision on a preferred option has yet been made. Information about the use of the existing side road network and local accesses was also requested.

Since that exhibition, we have developed proposals for side road options.

This community engagement event is intended to continue the consultation on the side road options and build on feedback received. We are seeking your feedback on the side road options presented to help inform the ongoing development and assessment of the scheme.

In particular we would appreciate your views on the following:

- **The different options on display**
- **How those different options may affect you**

Please take your time to study the information on display and to speak to the team present today. Your comments are an important part of the assessment process and we ask that you provide written feedback.





# Route Options and Side Road Options Development

We are following the standard trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB).

The current work (referred to as Stage 2) covers the development and assessment of route options and side road options and builds on the previous Preliminary Engineering Services and Strategic Environmental Assessment completed in 2014.

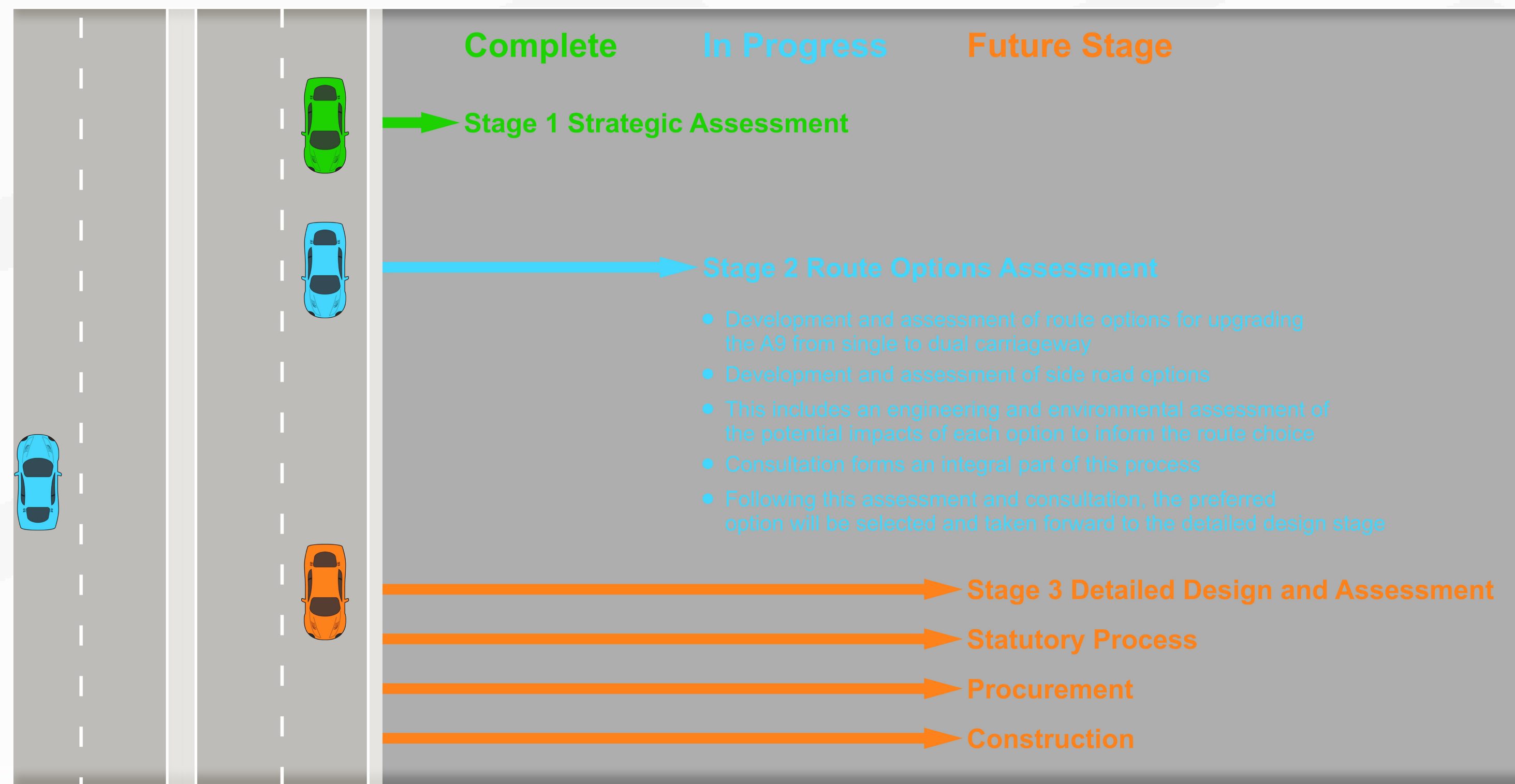
Feedback from consultation with the local community and stakeholders, including today's event, will be considered as part of the further development, refinement and assessment of the side road options.

The next stage (referred to as Stage 3) will also include a more detailed consideration of:

- accesses
- laybys
- facilities for pedestrians, cyclists and other non-motorised users

During DMRB Stage 3 detailed assessment of the potential impacts of the design will be completed and, where mitigation requirements are identified, these will be incorporated.

Further work, including engagement with affected people, local communities, the public, and stakeholders (including SEPA, SNH and Perth and Kinross Council for example) will be undertaken as we develop our options further.





# Side Road Options

To assist in developing a consistent approach to the design of side roads, accesses and junctions along the A9, a Junction and Access Strategy has been developed. The Junction and Access Strategy facilitated the assessment and sifting of options which have a more significant impact.

Options have been developed based on a combination of:

- Using existing side roads or access track (upgrading them where required);
- Construction of new access road; and/or
- Left-in, Left-out junctions in exceptional circumstances.

This has resulted in side road options being included in the DMRB Stage 2 Assessment which are on display today.

These options were selected as the most favourable after considering the potential for environmental impact, engineering and physical constraints, traffic impacts, local side road use and costs.

Information about options that were considered and sifted out is available at this event.

Staff with plans of the options are available to talk you through the designs and assist in capturing your feedback.



View of side road providing access to Dowally



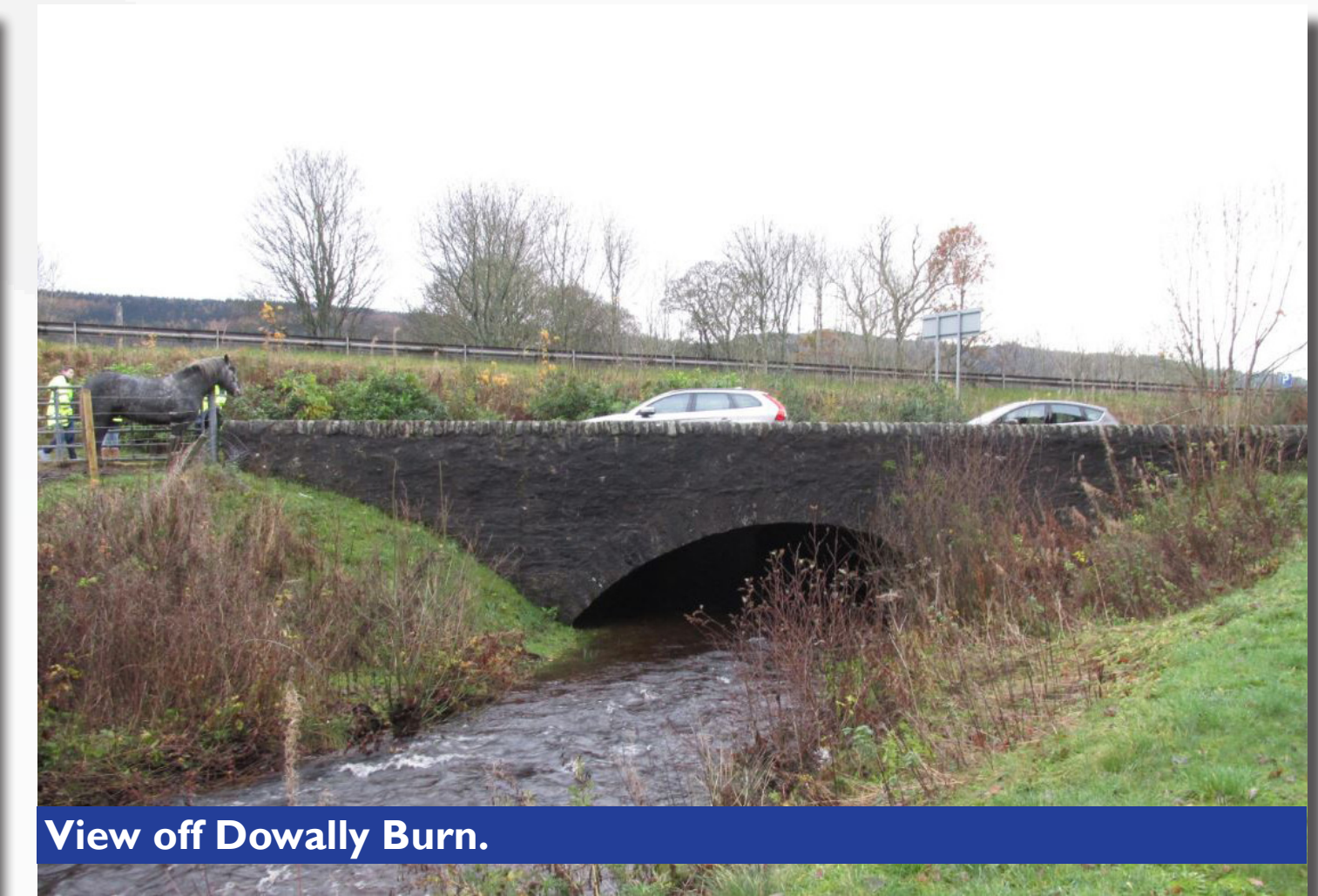
# Side Road Options

The side road options for Tay Crossing to Ballinluig were developed taking into account constraints and considerations including the following;

- Access through, to and from the communities of Dowally, Guay and Kindallachan, and other properties;
- Special Areas of Conservation (SAC) such as the River Tay SAC;
- The National Cycle Network Route, footpaths, core paths and public rights of way;
- Landscape Character such as River Tay (Dunkeld) National Scenic Area (NSA);
- Ancient Woodland;
- Flooding information;
- Listed Building and Scheduled Monuments including the Kindallachan Cairn, Kindallachan Standing Stone, Clachan More Standing Stones and Westhaugh of Tulliemet Cross Slab;
- Highland Main Line railway;
- Traffic impact including diversion times and diversion length;
- Cost;
- Earthwork quantities.
- Public transport facilities; and
- Utilising the existing road network where possible.



View of the A9 and the River Tay, north of existing Tay Crossing



View off Dowally Burn.



View of Kindallachan Cairn, Scheduled Monument.



View of Kindallachan Burn.



A9 north of Kindallachan. Land to the west is part of the River Tay flood plain.



Non-Motorised User (NMU) Route, Dowally.



# Consultation and Engagement

## Public Exhibition Feedback

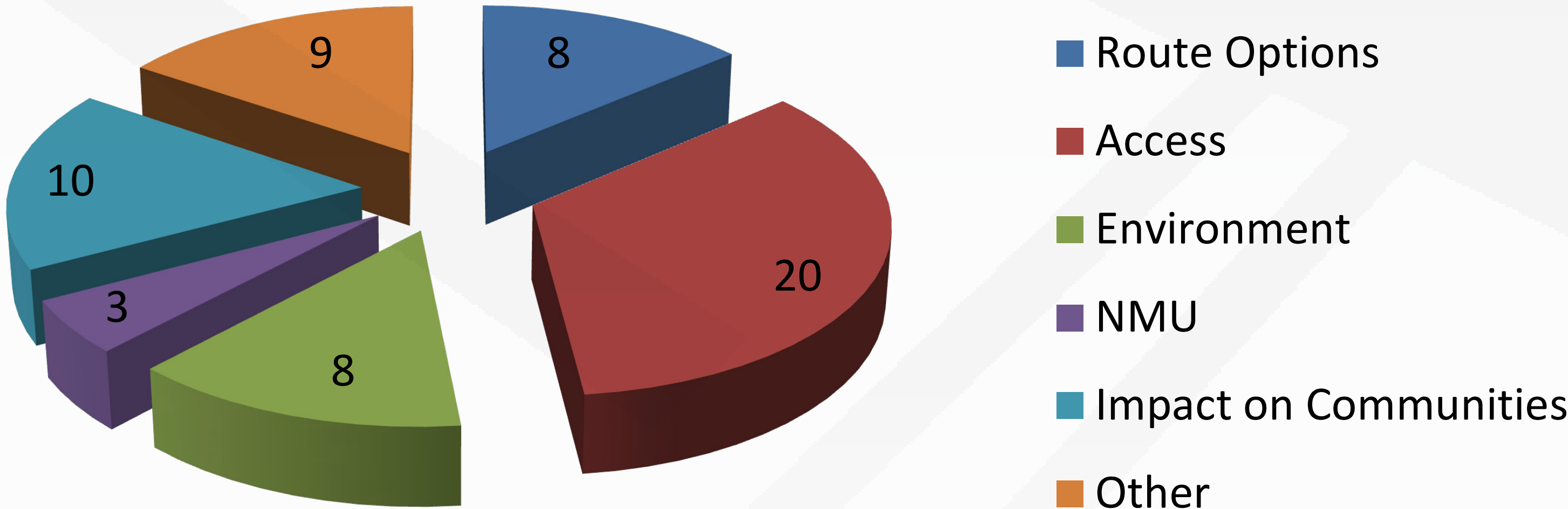
During the public exhibition in June 2015, 140 people attended with 27 feedback forms returned and 58 comments provided. The comments received highlighted concerns about access, potential impact on the surrounding environment and the potential impact on the communities.

The comments received have been grouped into six categories, as shown in the adjacent pie chart.

## Community Feedback Questionnaire

An additional questionnaire was circulated amongst the community to encourage contributions to provide feedback that could be considered during the ongoing design process. A number of responses highlighting concerns about the quality of life in the settlements, access especially during adverse weather, public transport connections, noise pollution, NMU safety and the dualled A9's proximity to existing houses were submitted and passed to Jacobs for consideration.

Summary information about the comments received and responses from the public exhibition and questionnaire and are being documented in a public exhibition report that will be available on the Transport Scotland website.



Summary of Exhibition Comments

# What Happens Next ?

Your comments on the side road options will help inform the ongoing project development.

We invite you to provide written feedback by:

Email to: [A9dualling@jacobs.com](mailto:A9dualling@jacobs.com)

Post to:  
Sarah Morgan  
A9 Dualling Stakeholder Manager  
Jacobs UK Ltd  
95 Bothwell Street  
Glasgow  
G2 7HX

Please provide feedback by **11th March 2016**.

The options presented today, together with other options identified during this engagement, may be subject to further development. A preferred mainline and side road option is expected to be selected during 2016 and at this time an Exhibition will be held to consult with the local community and stakeholders.



**A9 Dualling Programme**  
**Southern Section Community Engagement Event**  
**Tay Crossing to Ballinluig Project**  
**Side Road Options**

**Feedback form**

**Introduction**  
Thank you for attending our A9 Dualling Tay Crossing to Ballinluig community engagement event. 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 by 11 March 2016.

**Your details (optional)**

**Name:**

**Address:**

**Postcode:**

**Telephone:**

**Email:**

Please email or post completed responses (address opposite) by Friday 11 March 2016 to Jacobs A9 Dualling team

Email to: [A9dualling@jacobs.com](mailto:A9dualling@jacobs.com)

Information: [www.transportscotland.gov.scot/projects/a9-dualling-perth-inverness](http://www.transportscotland.gov.scot/projects/a9-dualling-perth-inverness)

Post to:  
Sarah Morgan  
A9 Dualling Project  
Team Stakeholder Manager  
Jacobs UK Ltd  
95 Bothwell Street  
Glasgow  
G2 7HX

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK

**A9 Dualling Programme**  
**Community Engagement Event**  
**Tay Crossing to Ballinluig Project**

**Side Road Options**

We would appreciate your views on the following:

- The different options on display.
- How those options may affect you.

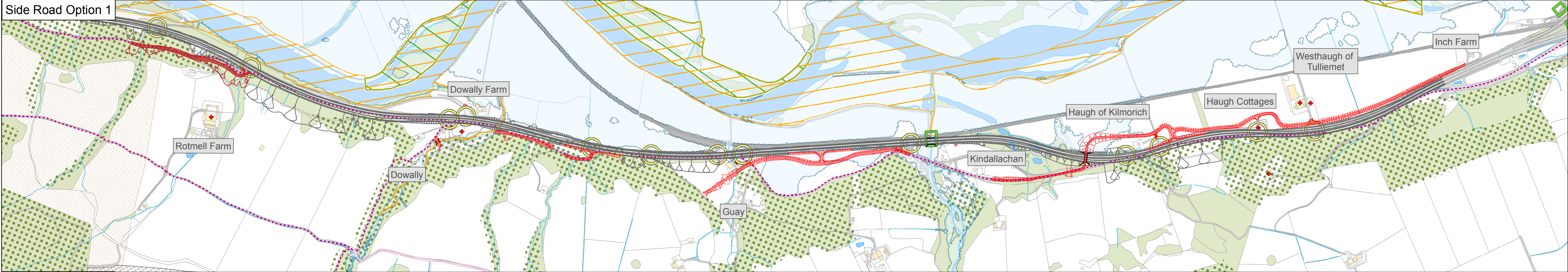
**Comments:**



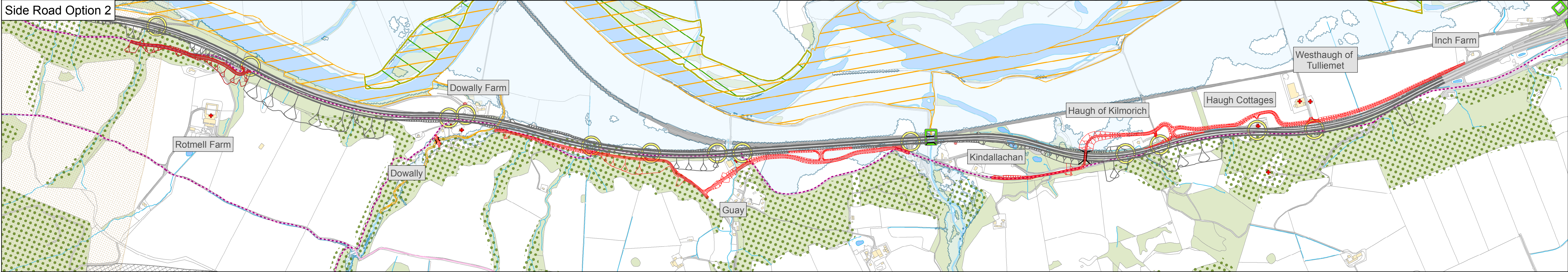
## **Appendix E. A9 Dualling Drawings – Route and Side Road Options Strip Plans**



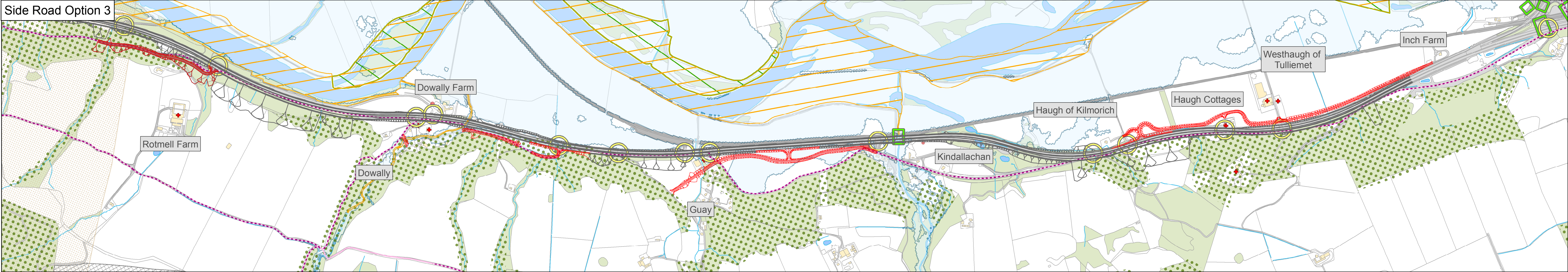
Side Road Option 1



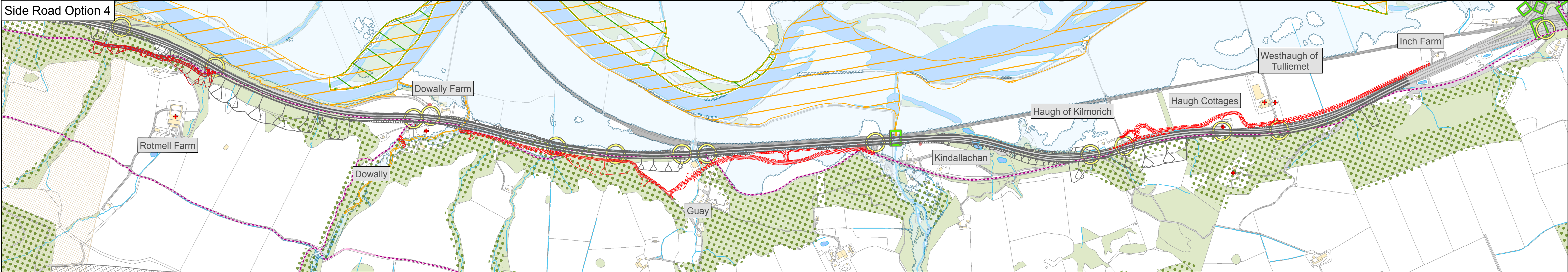
Side Road Option 2



Side Road Option 3



Side Road Option 4





## **Appendix F. Feedback Form**

# A9 Dualling Programme Southern Section Community Engagement Event Tay Crossing to Ballinluig Project Side Road Options



## Feedback form

### Introduction

Thank you for attending our A9 Dualling Tay Crossing to Ballinluig community engagement event. 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 by **11 March 2016**

### Your details (optional)

**Name:**

**Address:**

**Postcode:**

**Telephone:**

**Email:**

Please email or post completed responses (address opposite)  
by Friday **11 March 2016** to Jacobs A9 Dualling team

Email to: **A9dualling@jacobs.com**

Information: **[www.transportscotland.gov.scot/project/a9-dualling-perth-inverness](http://www.transportscotland.gov.scot/project/a9-dualling-perth-inverness)**

Post to:  
**Sarah Morgan**  
**A9 Dualling Project**  
**Team Stakeholder Manager**  
**Jacobs UK Ltd**  
**95 Bothwell Street**  
**Glasgow**  
**G2 7HX**

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK

# **A9 Dualling Programme Community Engagement Event Tay Crossing to Ballinluig Project**

## **Side Road Options**

We would appreciate your views on the following:

- **The different options on display.**
- **How those options may affect you.**

## **Comments:**

## **Appendix G. Feedback Comments and Responses**

| Summary / Comment   | Response   |
|---|--|
|   | <b>Each respondent was thanked for attendance at the Community Engagement Event</b>  |
| Main concern with Sustrans RCR and NCN77 Cycle Routes. At exhibitions, we are always told that existing NMU ways have to be conserved. But when we were told that the possible alternative would send cyclists up the hill via Tulliemet. That just won't be an equivalent replacement to the existing path. Cyclists just won't use it, and you will be back to road cyclists cluttering up the carriageway. | <p><u>NMU</u><br/>The on-going Design Manual for Roads and Bridges (DMRB) Stage 2 assessment considers the potential impact on NMU (non-motorised user) routes, including the Regional Cycle Route 83. Where localised impacts on the existing NMU routes are anticipated as a result of the A9 dualling we will seek to provide appropriate alternative facilities. As part of mitigation for the project we will also consider improving NMU facilities where required.</p> <p>If there is an impact on this NMU route, the provision of an alternative NMU facility will be considered in consultation with relevant parties during the DMRB Stage 3 assessment.</p>  |
| Ease of access for children to be safely picked up by the school transport. Having studied the options for the slip roads, access option 2 presents the most sensible and practical solution to our community's needs.  | <p><u>Access</u><br/>We have had preliminary discussions with Perth &amp; Kinross Council Public Transport Unit and we are aware of the school transport issues and will continue consultation as part of the ongoing design and assessment work. For any side road option that is taken forward, further design work will be undertaken. This will include further consultation with those who may be affected and the various bus operating companies to understand school and public transport provision.</p> <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2, and the reasoning behind your preference.</p>   |
| Clarify non-motorised user route shown through village (Kindallachan). Other concerns are traffic noise and pollution, and flooding.  | <p><u>NMU</u><br/>The ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 assessment considers the potential impact on NMU (non-motorised user) routes, including the local path and regional cycle route located at Kindallachan. The side road proposals displayed at the Community Engagement Event include consideration of the extension of the existing road through Kindallachan encroaching on the existing NMU route. A more detailed assessment will be undertaken for any side road option that is taken forward. If there is an impact on this NMU route, the provision of an alternative NMU facility will be considered in consultation with relevant parties. We are currently consulting with representatives from the various local and national access groups representing walkers, cyclists and horse riders. Perth &amp; Kinross Council have also been involved in this process.</p> <p>With regard to your comments on the environmental aspect of the side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including flooding, noise and pollution.</p> |
| Preference for Kindallachan access/exit is Options 1 and 2 due to overbridge. It allows access from northbound and southbound directions. Options 3 and 4 would only provide one junction for heavy commercial and agricultural vehicles as opposed to two currently provided by existing A9.   | <p><u>Traffic and Journey Time</u><br/>We note your comments regarding the side road options and the impact on journey times. As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment, we are considering traffic movements and these will be taken into account in the overall assessment of the side road options.</p>  |
| General flooding issues within scheme extents.  | <p><u>Flooding</u><br/>With regard to your comments on flooding please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to flooding.</p>   |

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| <p>Directly affected by the preferred decision on side road and access options. Safe access to bus stops to take school and public transport north and south along the A9 is a major concern.</p> <p>Preferred side road option would be Option 2. It is vital that when travelling from the south we have a nearby exit off the A9, as a detour via Ballinluig would add an unacceptable number of miles on to the daily journey. Likewise, it makes sense to join the A9 at the Haugh of Kilmorich when travelling north, rather than taking the back road to the junction at Ballinluig and adding to the volume of traffic along this narrow road (much of which is farm vehicles eg tractors, livestock transporters etc).</p> <p>Safety concerns over a second 'slip' junction leading to Dowally (the slip junctions at Kindallachan and Dowally would be very close together) and would prefer for the settlements of Guay and Dowally to be linked by a side road as in Option 2.</p>   | <p><u>Access</u><br/>We have had preliminary discussions with Perth &amp; Kinross Council Public Transport Unit and we are aware of the school transport issues and will continue consultation as part of the ongoing design and assessment work. For any side road option that is taken forward, further design work will be undertaken. This will include further consultation with those who may be affected as well as Perth &amp; Kinross Council and the various bus operating companies to understand school and public transport provision.</p> <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2, and the reasoning behind your preference.</p> <p><u>Safety</u><br/>We note your concern with regard to the safety impacts for the left-in, left-out junction at Dowally. For any side road option that is taken forward, further design work will be undertaken to minimise impacts. The design of junctions is undertaken in accordance with the design standards set out within the Design Manual for Roads and Bridges (DMRB). The permitted distance between junctions is included within these design standards. In addition Road Safety Audits will be undertaken as part of the DMRB Stage 3 assessment.</p>  |
| <p>Looking at the options presented for local access on the Tay Crossing to Ballinluig section, for us, the only route which makes any sense is Option 2. That said there are a few issues which we feel would need to be addressed.</p> <p>Suggest consideration of an additional northbound on/off junction at Dowally with a flyover connecting Dowally to the access road through the settlements on the southbound side of the carriageway. Would allow traffic, buses, postal services etc to not take longer journeys.</p> <p>Concern over public transport and in particular children and elderly people having to cross a dual carriageway to reach bus stops.</p> <p>Need for the old A9 at Rotmell Farm to be connected through to Dowally and other settlements due to this (and other farms) make journeys carrying bales etc. These journeys are very frequent and can be several times a day during harvesting season, and each journey could be 10 miles longer if not connected properly.</p> <p>Guay/Tulliemet road is used by significant numbers of large vehicles. Presently, the access allows for planning of one way use when large numbers of vehicles have to use the road at harvest times, for example. If this is not taken into account when planning access, large vehicles will be forced to pass each other on this road.</p> <p>Issue of rat running through this access road could be mitigated by access only signs or restricting the route to a single carriageway with passing places.</p> <p>NMU provision for Regional Cycle Route. Concern that cyclists (southbound) will have to join dual carriageway at Kindallachan and exit at Rotmell Farm.</p> | <p><u>Alternative Junction Option</u><br/>The alternative option, with a junction at Dowally that you have suggested was considered when developing options as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment. This option was considered to have significant impacts on properties, landscape, ancient woodland and encroachment on the flood plain and was not taken forward.</p> <p>The Side Road Options displayed at the Community Engagement Event provide varying levels of connectivity between the communities of Dowally, Guay and Kindallachan and the A9. As part of the DMRB Stage 2 Assessment, we are considering journey lengths and diversion times and this will be part of the overall assessment of the side road options.</p> <p><u>Public Services</u><br/>We have had preliminary discussion with Perth &amp; Kinross Council Public Transport Unit and we are aware of the access issues to the bus stop and will continue consultation as part of the ongoing design and assessment work. During DMRB Stage 3 detailed assessment of public transport proposals relevant to the Preferred Route Option will be considered in consultation with relevant transport companies operating in the A9 corridor. The issue of how children and the elderly access public transport provision will be part of this discussion.</p> <p><u>Traffic and Journey Time</u><br/>We acknowledge your comments on the traffic movements to and from Rotmell using the side roads. As part of the DMRB Stage 2 assessment, we are considering traffic movements and these will be taken into account in the overall assessment of the side road options.</p> <p>We also note your comments regarding the use of the Guay to Tulliemet Road. For any option taken forward, the width of access road will be refined during the DMRB Stage 3 design and is determined by considering the types of vehicles that will use it, to ensure the design is suitable. The width of access roads will also be developed in consultation with Perth and Kinross Council. This in turn determines the extents of improvement works required to the existing road.</p> <p>Issues such as signage and (the avoidance of) rat running can be considered in detail at the next design stage.</p> <p><u>NMU</u><br/>The on-going DMRB Stage 2 assessment also considers the potential impact on NMU routes, including the Regional Cycle Route 83. Where localised impacts on the existing NMU routes are anticipated as a result of the</p> |



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|  | <p>A9 dualling we will seek to provide appropriate alternative facilities. As part of mitigation for the project we will also consider improving the NMU facilities where required. If there is an impact on this NMU route, the provision of an alternative NMU facility will be considered in consultation with relevant parties during DMRB Stage 3 assessment.</p> <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2, and the information you have provided in relation to your preference.</p>   |
| 2 feedback forms consisting of drawings. Concerned with flooding in the area and attached photographs of recent flooding via email.  | <p><u>Flooding</u><br/>With regard to your comments on flooding please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to flooding.</p>   |
| <p>Do not object to the Route Options tabled at the February Exhibition. Consideration is given at the appropriate stage to the accesses, minimising disruption to existing infrastructure.</p> <p>Given the scale of the exhibition boards, it is difficult to determine the extent, if any, of land currently in use that may be required for the side road.</p> <p>Consideration of the management of construction during key periods during the ground investigation process and in due course, the construction contract.</p> | <p><u>Access</u><br/>For any side road option that is taken forward, further design work will be undertaken to seek to minimise impacts. This will include further consultation with you and others who may be affected. More detailed assessment work will be undertaken at the next design stage including consideration of existing infrastructure.</p> <p><u>Route – Side Road</u><br/>We acknowledge your comment on the exhibition boards. During Design Manual for Roads and Bridges (DMRB) Stage 3 we will be able to provide you more detailed information regarding land take associated with the preferred side road option.</p> <p><u>Construction</u><br/>The construction phases will be considered as part of the procurement process, which will begin after completion of DMRB Stage 3 and the statutory process.</p> <p>We also note your comments on the management of construction during key trading periods. You refer to the ground investigation process. There will be further GI works during the course of 2016, and we will seek to advise you of any activities that may affect you. As with 2015, the contractors for the ground investigation have been instructed to avoid any carriageway works during local public events.</p> |
| <p>Preference for options 1 or 2 and this would enable travel both north and south without a lengthy detour.</p> <p>Issue raised about emergency services travelling from Pitlochry, without left in left out junction between Guay and Kindallachan it would add on time to reach properties near Haugh of Kilmorich.</p>   | <p><u>Emergency Services</u><br/>For any mainline or side road option that is taken forward, further design work will be undertaken and will include more detailed assessment work. This will also include consideration of access for emergency services.</p> <p>We acknowledge your comments regarding your preferred side road option being Side Road Options 1 and 2, and the reasoning behind your preference.</p>  |

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| <p>Loss of trees and shrubs from garden, width of road adjacent to property not wide enough for increased traffic and very close to the burn.</p> <p>Air quality and direct pollution due to increased traffic and general loss of trees.</p> <p>Noise pollution and visual impact of new road.</p> <p>Currently secluded by own trees and shrubs. What can be done to minimise the impact as I will have no screening and reduced garden space.</p> <p>Church car park, if there is to be a replacement and if so where.</p> <p>No mention of bus stops. Are there to be some if so where.</p> <p>Flooding concerns regarding side road at craft centre (Dowally). What assurances can be given that flooding will not affect property?</p> <p>What happens on either side of the bridge that crosses Dowally Burn? Can you explain how this will operate and the likely consequences and restore my confidence?</p> <p>Several animals (deer, red squirrels, bats etc.) appear in surrounding fields and woods, habitat will inevitably be lost. Would like some reassurance habitat restoration will be maximised. Animals regularly killed on A9, what is being done to minimise likelihood of this occurring.</p> <p>NMU route from Kindallachan – what provision has been made to replace existing safe cycle routes?</p> | <p>With regard to your comments on the environmental aspect of the route and side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including flooding, noise &amp; vibration, and ecology.</p> <p><u>Traffic</u></p> <p>We acknowledge your comments regarding your concerns about traffic from the side road options. As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment, we are considering traffic movements and these will be taken into account in the overall assessment of the side road options.</p> <p><u>Visual</u></p> <p>A visual impact assessment will be undertaken for the preferred route option as part of the DMRB Stage 3 assessment process. This assessment will determine the impacts of the dualling of the A9 along with any impacts associated with the side road options. The assessment will also identify where mitigation of environmental effects is necessary.</p> <p><u>Church car park</u></p> <p>We are aware of the local concerns about the future parking provision at the Church. For any option that is taken forward, further design work will be undertaken to seek to avoid or minimise any impact on the church car park.</p> <p><u>Public Services</u></p> <p>For any side road option that is taken forward, further design work will be undertaken. This will include further consultation with those who may be affected as well as Perth &amp; Kinross Council and the various bus operating companies to understand school and public transport provision. We have had preliminary discussions with Perth &amp; Kinross Council Public Transport Unit and we are aware of the school transport issues. Further discussions will take place during the next design stage.</p> <p><u>Route – Side Road</u></p> <p>The proposed side road across Dowally Burn will connect into the existing road to the south and north of the burn. The width of access road will be refined during the DMRB Stage 3 design and is determined by considering the types of vehicles that will use it, to ensure the design is suitable. The width of access roads will also be developed in consultation with Perth and Kinross Council. This in turn determines the extents of improvement works required to the existing road.</p> <p><u>NMU (non-motorised users)</u></p> <p>The ongoing DMRB Stage 2 assessment also considers the potential impact on NMU routes, including the local path and regional cycle route located at Kindallachan. The side road proposals displayed at the Community Engagement Event include consideration of the extension of the existing road through Kindallachan encroaching on the existing NMU route. For any side road option that is taken forward, more detailed assessment will be undertaken. If there is an impact on this NMU route, the provision of an alternative NMU facility will be considered in consultation with relevant parties.</p> |
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| <p>Details of the nature of slope at Rotmell and slope at Guay and associated earthworks. Heights and gradients of side road options at Guay Farmhouse, as well as the mainline in this area. Questioned the details of the Tier 3 accesses and if an overbridge is an option at Dowally.</p>   | <p>Regarding your question about the nature of the slope at Rotmell; in accordance with the design standards for the side road network, set by Perth and Kinross Council, the maximum permissible gradient is set at 8% with a minimum of 0.5%. The design includes a maximum vertical gradient of 7% at Rotmell and 5.7% at Guay Farmhouse. The maximum level difference between the proposed carriageway and the existing ground at Rotmell in the current design is 30 metres with a 1 in 3 slope. At Guay, the current maximum level difference is 9 metres with a 1 in 6 slope. For any option that is taken forward, further design work will be undertaken.</p> <p><u>Access</u><br/>Regarding your question about access to Dowally Farm, for any side road option that is taken forward, further design work will be undertaken to seek to minimise impacts. This will include further consultation with those who may be affected and the wider community, and more detailed assessment work. The overbridge you have suggested will not be considered as an option at this location.</p>  |
| <p>Send a screenshot/print out of mainline and side road option to show proximity to property.</p> <p>Concern new mainline and side roads will make Dowally “an island”.</p> <p>Asks about public transport, if Stagecoach has been consulted as they currently provide a service by Dowally every hour. Also raises the issue that at the event, one representative said underpasses would be built to cross the dual carriageway; however another said there were no plans as such and a dialabus service was being proposed instead. Also mentions school children use current services going to and from school.</p> <p>If Dowally Church car park will be replaced, also mentions it is an old building (1818) and may not stand up to more vibration from new road.</p> <p>Noise and traffic pollution, would like to know assumptions and base levels as he has not seen anyone conducting reports for current levels.</p> <p>Road maintenance. Who will be responsible for upkeep, salting and gritting in the winter and upkeep of potholes?</p> <p>Vibration of new road will affect cottages and buildings, especially buildings so close such as the ones at Dowally. Raises concern over heart of community.</p> | <p>With regard to your comments on the environmental aspect of the side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including noise and vibration.</p> <p><u>Route – Mainline &amp; Side Road</u><br/>We have attached a drawing showing the mainline and side road options in proximity to your property. All side road options displayed at the community engagement event provide a left-in, left-out between Dowally and Guay or Guay and Kindallachan which provides Dowally access to the dualled A9. At Design Manual for Road and Bridges (DMRB) Stage 3 a detailed assessment of the potential impacts of the design will be completed and, where the need for mitigation measures are identified, these will be incorporated within the design. Further work, including engagement with affected people, local communities, the public, and stakeholders (including SEPA, SNH &amp; Perth and Kinross Council) will be undertaken as we develop our options further. The impact on Dowally itself will be considered in detail and every effort made to maintain connectivity. This will include maintaining NMU (non-motorised user) routes.</p> <p><u>Public Services</u><br/>We have had preliminary discussion with Perth &amp; Kinross Council Public Transport Unit and we are aware of the access issues to the bus stop and will continue consultation as part of the ongoing design and assessment work. During DMRB Stage 3 detailed assessment of public transport proposals will be considered in consultation with relevant transport companies operating in the A9 corridor. The issue of how children and the elderly access public transport provision will be part of this discussion.</p> <p><u>Maintenance</u><br/>We note your comment on the new and existing link roads concerning their safety and treatment during the winter months. This issue will be further developed at DMRB Stage 3 and will be conducted in close consultation with both Transport Scotland and Perth and Kinross Council.</p> <p><u>Dowally Church</u><br/>In relation to your concern with the church, during the DMRB Stage 3 assessment, consideration will also be given to construction vibration and will include damage levels from ground borne vibration in buildings. In addition, assessment of both the permanent traffic nuisance impacts and the permanent traffic induced vibration impacts will be undertaken. We are aware of the local concerns about the future parking provision at the Church. For any option that is taken forward, further design work will be undertaken to seek to avoid or minimise any impact on the church car park.</p> |

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| <p>Options 1 &amp; 2 - Options with the flyover north of Kindallachan are not acceptable because of the additional traffic. Kindallachan has been subjected to through traffic with fatal consequences and that was when vehicles were slower and not the large articulated vehicles that are on our roads today. Apart from the risk of accidents there is pollution, noise and vibration.</p> <p>Options 3 &amp; 4 – The major issue is the residents of Kindallachan will have to travel 4 miles south to Dalguise and another 4 miles back to where they started from. If someone wishes to go north for shopping, they get to Dalguise and realise they are nearer Dunkeld than Pitlochry leading to subsequent loss in business.</p> <p>An all movement junction situated between Dowally and Guay has been examined and ruled out for various reasons. However, this must be re-examined. With modern engineering capabilities the flood plain excuse and an Ancient Woodland which is an area that is neglected are not justifiable reasons why people living in the said areas should be so greatly inconvenienced in their daily movements.</p> | <p>With regard to your comments on the environmental aspect of the side road options please refer to the enclosed Technical Note (DMRB Stage 2 Environmental Summary Report) which provides further information on the assessment in relation to the issues you highlighted including noise &amp; vibration and air quality.</p> <p><u>Traffic and Journey Time</u></p> <p>We note your comments regarding the side road options and the impact on journey times. As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment, we are considering traffic movements and these will be taken into account in the overall assessment of the side road options.</p> <p><u>Local Businesses</u></p> <p>During DMRB Stage 3 detailed assessment of the potential impacts of the design will be completed. We note your comments regarding a change in people’s shopping habits. Further work, including engagement with affected people, local communities, the public, local businesses and stakeholders (including SEPA, SNH and Perth and Kinross Council for example) will be undertaken as we develop our options further.</p> <p><u>Route – Mainline &amp; Side Road</u></p> <p>The alternative option, with a junction at Dowally that you have suggested was considered when developing options as part of the DMRB Stage 2 Assessment. This option was considered to have significant impacts on properties, landscape, ancient woodland and encroachment on the flood plain and was not taken forward.</p> <p>The Side Road Options displayed at the Community Engagement Event provide varying levels of connectivity between the communities of Dowally, Guay and Kindallachan and the A9. As part of the (DMRB) Stage 2 Assessment, we are considering journey lengths and diversion times and this will be part of the overall assessment of the side road options.</p> |
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| <p>The up keep of these “new roads” will not be a priority, as a result we will have to travel on back roads and with frost etc. The whole point of this is to make the roads safer for all. Lack of provision for bus routes. Lack of provision for rubbish collection. Will add approx. 1560 extra miles (at a minimum) just travelling to and from work. Response time for emergency vehicles to attend, in some instances approx. another 5-6 miles to travel, this could lead to a life or death situation. Safety for families in their own homes with up to 70mph and possibly faster. Dramatic drop in property prices and a lot will be deemed unsaleable. Loss of garden grounds and possible properties to make way for these new link roads. Loss of farmland to make way for new link roads, which will lead to job losses. The only way forward is for the dual going round the back of the village, use the existing link roads, stop all the disruption to residents we all want to have a community and not a “Ghost Village”.</p> | <p>With regard to your comments on the environmental aspect of the side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including flooding, noise &amp; vibration and air quality.</p> <p>As you may be aware, an eastern offline option is being developed and assessed in response to feedback from some members of the local community. The design and assessment work for the eastern offline option is ongoing and once this has been completed a decision will be taken on whether this option will be taken forward for further consideration.</p> <p><u>Maintenance</u><br/>The maintenance of both the new and existing link roads, including their treatment during winter months, will be further developed at Design Manual for Roads and Bridges (DMRB) Stage 3. Discussion with Perth and Kinross Council will be ongoing during this stage.</p> <p><u>Public Services</u><br/>For any side road option that is taken forward, further design work will be undertaken. This will include further consultation with those who may be affected as well as Perth &amp; Kinross Council and the various bus operating companies to further develop the school and public transport provision. We have had preliminary discussions with Perth &amp; Kinross Council Public Transport Unit and we are aware of the school transport issues. Further discussions will take place during the next design stage. Refuse collection will also form part of these further consultations with Perth and Kinross Council, and it is likely that the current levels of provision will be maintained.</p> <p><u>Journey Time</u><br/>We acknowledge your comments on the traffic concerns from the side road options. As part of the DMRB Stage 2 assessment, we are considering traffic movements and these will be taken into account in the overall assessment of the side road options.</p> <p><u>Emergency Services</u><br/>Regarding your question about access by the emergency services to properties in the area we would respond as follows. For any mainline or side road option that is taken forward, further design work will be undertaken and will include more detailed assessment work. Access for emergency services will be considered during the ongoing design work.</p> <p><u>Safety</u><br/>This detailed assessment will also include potential impacts on properties, earthworks, traffic volume and speed, existing safety barrier provision and other engineering aspects to determine the need for road restraint systems on the dualled A9. In addition Road Safety Audits will be undertaken as part of the DMRB Stage 3 assessment.</p> <p><u>Compensation</u><br/>The assessment of compensation is a complex matter and will depend on individual circumstances. General guidance on this issue is found in the Transport Scotland document “Guidance on the Compulsory Purchase Process and Compensation” which can be found online at: <a href="http://www.transport.gov.scot/guides/j8908-00.htm">http://www.transport.gov.scot/guides/j8908-00.htm</a></p> <p><u>Route – Side Road</u><br/>As part of the DMRB Stage 2 Assessment an environmental assessment was carried out including details on community and private assets. For any option that is taken forward, further design work will be undertaken to minimise any impact on property, including gardens and farmland.</p> |
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| <p>Preferred side road option is Side Road Option 2.</p> <p>Concern about flooding with regards to stream running underneath the existing A9 and close to properties.</p>  | <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2.</p> <p><u>Flooding</u><br/>With regard to your comments on flooding please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report) which provides further information on the assessment in relation to issues you highlighted such as flooding.</p>   |
| <p>Concern about flooding due to levels of flooding experienced in recent years, loss of flood plain due to widening of road. Flooding data should be made available and “open to expert third party review”.</p> <p>Over bridges are not cost effective and waste of taxpayer funds, also consume agricultural lands and increase flood risk.</p> <p>Unacceptable loss of residential amenity regarding properties. Increase in noise and air pollution and visual impact of road. Loss of access to cattle sheds and fields, loss of agricultural land.</p>  | <p>With regard to your comments on the environmental aspect of the side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including flooding, noise &amp; vibration and air quality.</p> <p><u>Route – Side Road</u><br/>We note your comments on the overbridge option and these will be considered as part of the assessment.</p> <p><u>Access</u><br/>Regarding your concerns about the implications for the agricultural activities we would comment that for any side road option that is taken forward, further design work will be undertaken to seek to minimise impacts. This will include further consultation with those who may be affected and more additional detailed assessment work. In order to reduce the effect that the scheme will have on farming businesses in particular, Transport Scotland would look to negotiate appropriate accommodation works where required.</p> <p>Additional Tier 3 accesses will be developed during the DMRB Stage 3 assessment in consultation with the relevant landowners and businesses.</p>  |
| <p>Proximity of the road is not acceptable, no crash barrier will stop vehicles leaving the road in the event of an accident and this must be addressed. Houses in Kindallachan and neighbouring hamlet of Dowally are over 100 years old and will not stand vibrations from vehicles passing at such close proximity. We are told there will be ways of shielding the noise but nothing will minimise the traffic noise. There is a possibility of a ‘quieter’ road surface being in place, can we be assured that would in fact be the case? Pollution will increase with the large amounts of vehicles using the road. Villagers of Kindallachan will have their gardens and views affected by noisy, smelly and potentially dangerous number travelling at speeds of up to 80+ mph. Emergency vehicle response times should be taken into consideration immediately. Flooding, particularly this year shows that proposed plans are without a doubt unacceptable for many reasons. Asks that a lower speed limit be put in place through the areas of Kindallachan, Guay and Dowally. Requests the technical note from the DMRB stage 2 Assessment. Why is the Non Motorised User route at Kindallachan deemed acceptable to be used for through traffic on side road options? We oppose all plans of all road upgrade until we receive full reports on the following: human impact, noise, environmental impact including flooding. Also we wish all information on emergency response vehicles, the proposed side road options will dramatically change these times.</p> | <p>With regard to your comments on the environmental aspect of the side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including flooding, noise &amp; vibration and air quality.</p> <p><u>Safety</u><br/>The on-going assessment also considers potential impacts on properties, earthworks, traffic volume and speed, existing safety barrier provision and other engineering aspects to determine the need for road restraint systems (barriers) on the dualled A9. In addition Road Safety Audits will be undertaken as part of the (Design Manual for Roads and Bridges (DMRB) Stage 3 assessment.</p> <p><u>Emergency Services</u><br/>Regarding your question about access by the emergency services to properties in the area we would respond as follows. For any mainline or side road option that is taken forward, further design work will be undertaken and will include more detailed assessment work. This will also include consideration of access for emergency services.</p> <p><u>Traffic</u><br/>The dualled A9 is being designed as a Category 7A all-purpose dual carriageway with a 120kph (70mph) Design Speed. In accordance with the programme objectives to improve operational performance by reducing journey times and improving journey time reliability, the speed limit of the dual carriageway will be 70mph. This will also ensure consistency in the speed of the dualled A9 between Perth and Inverness.</p> <p><u>NMU</u><br/>The ongoing DMRB Stage 2 assessment also considers the potential impact on NMU routes, including the local path and regional cycle route located at Kindallachan. The side road proposals displayed at the community engagement event include consideration of the extension of the existing road through Kindallachan encroaching on the existing NMU route. For any side road option that is taken forward, more detailed assessment will be</p> |

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|  | undertaken. If there is an impact on this NMU route, the provision of an alternative NMU facility will be considered in consultation with relevant parties.   |
| <p>A number of farms/businesses require good access to the A9 but should not be at the expense of those living in the area and particularly in Kindallachan if the flyover is constructed just north of Kindallachan.</p> <p>Options 1&amp;2 would generate an intolerable amount of heavy vehicle traffic passing through the settlement of Kindallachan.</p> <p>Options 3&amp;4 would require a lot of extra mileage in particular for short journeys to Ballinluig and Pitlochry but it would be on the A9 and the traffic would not be passing through the settlement of Kindallachan.</p> <p>A vast improvement to Option 4 would be an all movement junction positioned between Dowally and Guay and a short side road to connect Dowally Farm. A compromise could be a one way flyover between Dowally and Guay to take traffic north rather than the flyover north of Kindallachan.</p>  | <p><u>Access</u><br/>For any side road option that is taken forward, further design work will be undertaken to seek to minimise impacts. This will include further consultation with those who may be affected and the wider community, and more detailed assessment work, including relating to farms and businesses.</p> <p><u>Traffic and Journey Time</u><br/>We acknowledge your comments on the traffic concerns from the side road options. As part of the DMRB Stage 2 assessment, we are considering traffic movements and these will be taken into account in the overall assessment of the side road options.</p> <p><u>Alternative Side Road Option</u><br/>Thank you for your suggestions regarding possible alternative junctions to the side road proposals shown at the community engagement event. The alternative junction option between Dowally and Guay that you have suggested was considered when developing options. The size of the junction necessary to provide a flyover and cater for all movements was considered to have significant impacts on properties, landscape, ancient woodland and encroachment on the flood plain. As a result, this option was not taken forward. A one way flyover would not reduce effects to a level that would result in it being taken forward for further consideration.</p>  |
| <p>Oppose the whole route from Dowally to Ballinluig, the proximity to properties is ridiculous, dangerous and will ruin communities.</p> <p>Nothing can mitigate the noise we will experience before, during and after construction. Nothing can mitigate the pollution we will experience before, during and after construction. Speed of vehicles and sheer volume will be more than any of us could possibly stand.</p>  | <p>With regard to your comments on the environmental aspect of the side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including noise &amp; vibration and air quality.</p>   |
| <p>Acoustic, pollution and visual impacts of the current proposals will impact properties. Long term community resilience at Guay, Dowally and Kindallachan requires convenient access north and south. Stage 3 connection routes need to aim to maintain travel times to Dunkeld and Ballinluig from these communities unchanged. It is vital for HGV access to the A9 from the Guay road to be maintained. Concerned at news that a new carriageway route is being proposed that runs to the east of the existing line. This route would cut through two hydro schemes and some very scenic, environmentally important land. Note that the stage 3 connection routes will either be adopted by the local authority or retained by Transport Scotland but effective maintenance and snow clearance remain a concern. The impact of the works to tourism is a concern. Identification of where minerals will be sourced should form part of the strategic review and zoned before we move to design and build to avoid inappropriate sites being pushed through by contractors at a late stage. Areas of woodland isolated by stage 3 connection routes will either have to be taken over by the Scot Gov or otherwise resolved. Hopefully the roads will be designed to minimise this. Mitigation of deer grazing on verges and deer crossing the carriage way needs to be prominent on the design brief. The history of RTAs from deer on the existing A9 corridor between Dunkeld and Dalnacardoch will evidence this. There does not appear to be clarity on what side road services will be permitted as part of or following the dualling project?</p> | <p>With regard to your comments on the environmental aspect of the side road options please refer to the Technical Note (DMRB Stage 2 Environmental Summary Report)<sup>1</sup> which provides further information on the assessment in relation to the issues you highlighted including ecology, noise and air quality.</p> <p>We acknowledge your comments on the route options. As you are aware, an eastern offline option is being developed and assessed in response to feedback from some members of the local community. The design and assessment work for the eastern offline option is ongoing and once this has been completed a decision will be taken on whether this option will be taken forward for further consideration.</p> <p><u>Visual</u><br/>In relation to the Stage 2 assessment that is ongoing, the assessment considers the potential visual impacts of the proposed dual carriageway.</p> <p><u>Access</u><br/>The Side Road Options displayed at the Community Engagement Event provide varying levels of connectivity between the communities of Dowally, Guay and Kindallachan and the A9. As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment, we are considering journey lengths and diversion times and this will be part of the overall assessment of the side road options. With regard to your comments on the HGV access, the overbridge would be designed to accommodate normal road vehicle loading in accordance with the DMRB, which include HGV. We also note your comments on the management of construction during key trading periods. The construction phases will be considered as part of the procurement process which will begin after completion of DMRB Stage 3 specimen design of the preferred route and the statutory process. We note your concerns regarding maintenance and safety. It is recognised that tourism is an important feature of the A9 corridor and consultation is underway with Visit Scotland to identify potential benefits of dualling, which could</p> |



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|   | <p>include greater access to the many tourism and recreation sites along the route.</p> <p>We also note your comments on the management of construction during key trading periods. The construction phases will be considered as part of the procurement process which will begin after completion of DMRB Stage 3 specimen design of the preferred route and the statutory process.</p> <p>We note your concerns regarding maintenance and safety. It is recognised that tourism is an important feature of the A9 corridor and consultation is underway with Visit Scotland to identify potential benefits of dualling, which could include greater access to the many tourism and recreation sites along the route.</p> |
| <p>Option 2 doesn't add too much to travel time for ourselves and our neighbours when travelling North on the A9, and also doesn't add too many slip roads. This option seems to strike the right balance between these two considerations. Very glad to see that none of the proposed options encroach too much on the beautiful countryside further up the hill.</p>  | <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2, and the information you have provided in relation to your preference.</p>   |
| <p>Option 1 does not afford us any direct access to a route to the north, and return from south would add approximately 8 miles. Attraction of letting properties would be significantly limited by the restrictions to access.</p> <p>Option 2 allows a direct, if somewhat convoluted, route to the north and also allows direct access to the south, albeit with an additional diversion to the north for access at Guay. From our point of view, Option 2 would have the least detrimental effect on our lives and livelihood.</p> <p>Option 3 exhibits the same shortcomings, from our point of view, as Option 1 but the northern turnaround would be even further north at Ballinluig.</p> <p>Option 4 has the same shortcomings as Option 3 except that it adds more distance to southern access, having first to travel north to Guay (as in Option 2) before turning south onto the A9.</p> | <p>We acknowledge your comments regarding the side road options. The Side Road Options displayed at the Community Engagement Event provide varying levels of connectivity between the communities of Dowally, Guay and Kindallachan and the A9. As part of the (DMRB) Stage 2 Assessment, we are considering journey lengths and diversion times and this will be part of the overall assessment of the side road options.</p>  |
| <p>Preferred side road option is Side Road Option 2, as Side Road Option 1 would add journey time travelling south to then travel north.</p>  | <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2, and the reasoning behind your preference.</p>   |
| <p>I think Option 2 is the sensible option. I am aware of an unofficial private proposal recently suggested and think this is a nonsense.</p>   | <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2.</p>   |

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| <p>Where the A9 will be located? Great deal of misinformation about proposed routes and alternative routes. Cite the studies done to suggest that there is a need for the whole of the A9 to be dualled. Limiting all traffic on the Dualled A9 to 55mph to reduce amount of greenhouse gases.</p> | <p><u>Route – Mainline and Junction</u></p> <p>We note your concerns regarding the information that is circulating about the project and the proposed routes. We would always refer you to Transport Scotland's website at the following address for the most up to date position on the A9 project.</p> <p><a href="http://www.transport.gov.scot/project/a9-dualling-perth-inverness">http://www.transport.gov.scot/project/a9-dualling-perth-inverness</a></p> <p>In summary however we are currently at Stage 2 of the Design Manual for Roads and Bridges (DMRB) assessment. As you may be aware, the online route options from this assessment were presented at the June 2015 Public Exhibition event and the online side road options at the February 2016 event. In conjunction with the ongoing assessment of the online options, an Eastern, offline option located to the east of Dowally, Guay and Kindallachan is being developed and assessed.</p> <p>Regarding your query about establishing why there is a need to dual the road we would comment as follows:</p> <p>In 2008, the Strategic Transport Projects Review (STPR) identified the dualling of the A9 as a priority Trunk Road intervention. The STPR identified the following objectives between Perth and Inverness:</p> <ul style="list-style-type: none"> <li>• To reduce journey time and increase opportunities to travel between Inverness and Perth (and hence onwards to the Central Belt);</li> <li>• To improve the operational effectiveness of the A9 as it approaches Perth and Inverness;</li> <li>• To address issues of driver frustration relating to inconsistent road standard, with attention to reducing accident severity; and</li> <li>• To promote journey time reductions, particularly by public transport, between the Central Belt and Inverness primarily to allow business to achieve an effective working day when travelling between these centres.</li> </ul> <p><u>Environment</u></p> <p>We note your concern about greenhouse gases. As part of the DMRB Stage 2 assessment an air quality assessment has been carried out. Sensitive receptors, such as housing and designated sources for nature conservation were identified within the Tay Crossing to Ballinluig scheme. The assessment considered pollution which was representative of the main pollutants of concern in the UK typically arising from vehicle traffic and industry as well as dust deposition associated with the construction phase of the project. The assessment has shown that existing and predicted pollutant concentrations in the vicinity of the A9 are well below threshold levels set by UK air quality regulations.</p> |
| <p>I should like to give my support to Option 2. This would seem the most sensible and practical solution</p>  | <p>We acknowledge your comments regarding your preferred side road option being Side Road Option 2 and the information you have provided in relation to your preference.</p>   |
| <p><sup>1</sup>A copy of the Technical Report (DMRB Stage 2 Environmental Summary Report) is included within Appendix G.</p>   |  |