



**A9 Dualling: Perth to Inverness**  
**Killiecrankie to Glen Garry**  
**Preferred Option Announcement Public Exhibition**  
**Summary Report**

**July 2016**





## **A9 Dualling: Killiecrankie to Glen Garry**

Transport Scotland

### **Preferred Option Announcement Public Exhibition Summary Report**

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July 2016

TS/MTRIPS/SER/2013/03



## **A9 Dualling: Killiecrankie to Glen Garry**

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Public Exhibition Summary Report  
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## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Scheme Background .....	1
<b>2</b>	<b>Preparations for Exhibition .....</b>	<b>3</b>
2.1	Exhibition Event Advertising .....	3
2.1.1	Landowner Invitations.....	3
2.1.2	Press Advertising.....	3
2.2	Exhibition Event Material .....	4
2.2.1	Exhibition Event Boards .....	5
2.2.2	A9 Dualling Plans .....	5
2.2.3	A9 Geographical Information System (GIS) .....	6
2.2.4	3D Visualisations .....	6
2.2.5	Leaflets .....	6
2.2.6	Feedback Forms.....	6
2.2.7	Information Sources Following Exhibitions.....	6
2.3	Staffing .....	6
2.4	Attendance .....	7
<b>3</b>	<b>Public Exhibition Results .....</b>	<b>8</b>
3.1	Comments .....	8
<b>4</b>	<b>Summary .....</b>	<b>10</b>

### Appendix A. Exhibition Invitations

### Appendix B. Press Advertisement

### Appendix C. Organisation's Advertisement

### Appendix D. Exhibition Boards

### Appendix E. Drawings

### Appendix F. Feedback Form

### Appendix G. Comments and Responses



# **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, including all ancillary and associated works, 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 overall A9 dualling programme between the Pass of Birnam and Glen Garry known as the Southern Section. This section has now been split up into 4 individual projects as follows:

- Project 2: Pass of Birnam to Tay Crossing;
- Project 3: Tay Crossing to Ballinluig;
- Project 4: Pitlochry to Killiecrankie; and
- Project 5: Killiecrankie to Glen Garry (Now includes Project 6: Pitgowan to Glen Garry).

Project 5 which covers the existing length of the A9 between Killiecrankie and Glen Garry (approx. 22.1km) is the subject of this exhibition report.

Project 5 has recently completed the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which essentially comprised the appraisal of options to support the recommendation of a preferred route. The aim of the DMRB Stage 2 Assessment was 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 benefits and constraints associated with those routes or schemes.

To conclude the DMRB Stage 2 Assessment, public consultation has been undertaken to provide the public with an overview of the outcome of the route option assessment work and to present the preferred option for the project. The exhibition also introduced the combination of Projects 5 and 6 and outlined the work that will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 process to develop and assess the preferred option.

Public consultation has been achieved partly via a series of public exhibitions alongside ongoing consultation meetings with local people and other stakeholders. These exhibitions gave the public an opportunity to view information on the A9 dualling programme. Throughout the design process they have also been given the opportunity to provide feedback on developed route options and this exhibition provided another opportunity for the public's comments to be considered when progressing Stage 3 design work.

This report provides a summary of the exhibition process for Project 5 and the key findings and feedback from the public exhibition.

This report concerns the Killiecrankie to Glen Garry public exhibitions held in the Blair Atholl Village Hall on the 8<sup>th</sup> of March 2016 and in Killiecrankie Village Hall on the 9<sup>th</sup> March 2016. On both days the exhibition ran from 12:00 noon to 7:00pm.

The exhibition location and venue is shown in Figure 1.1 overleaf.

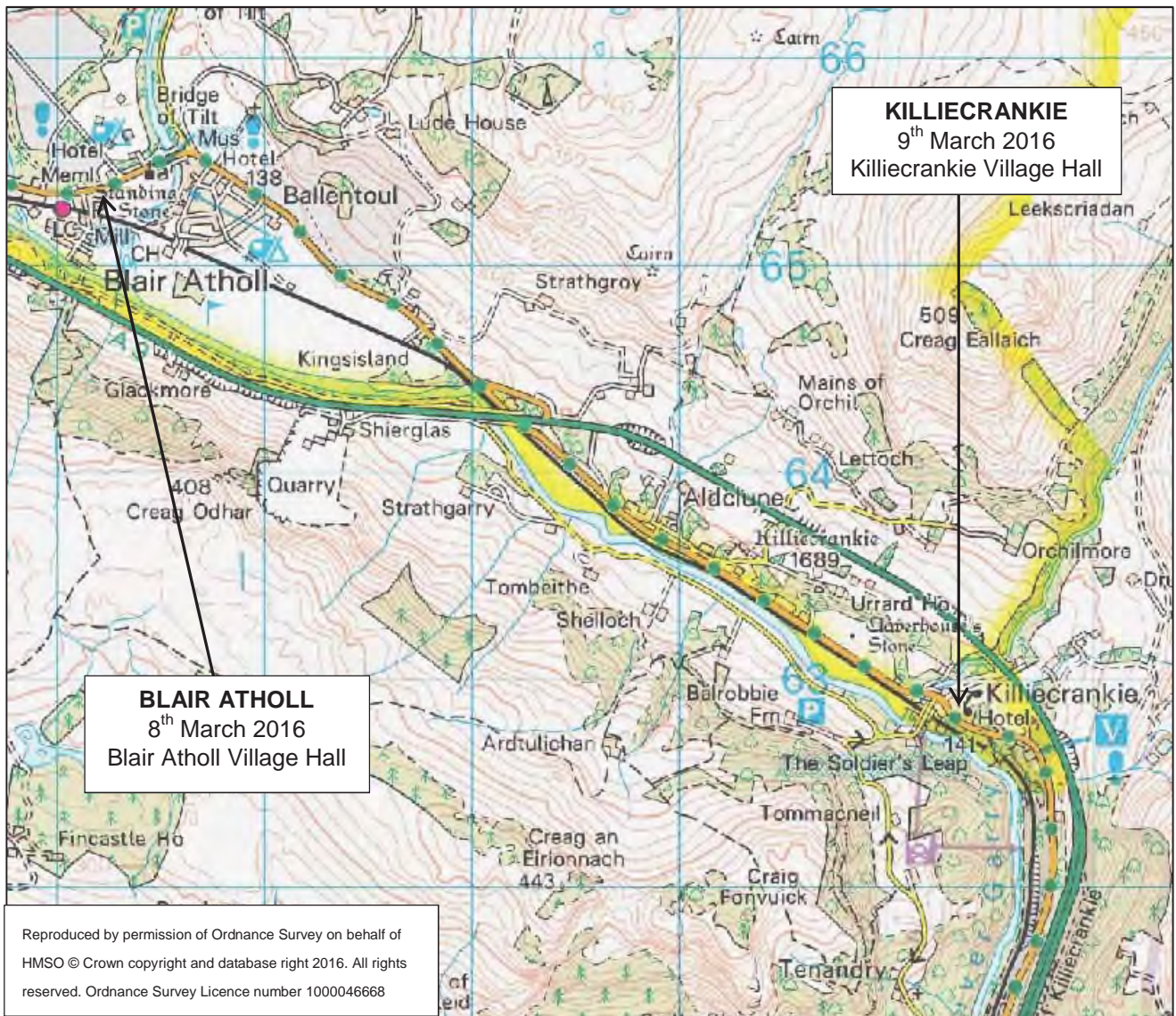


Figure 1.1 : Location of Exhibition

## 2 Preparations for Exhibition

### 2.1 Exhibition Event Advertising

#### 2.1.1 Landowner Invitations

Prior to the public exhibitions, letters were issued to landowners, property owners and occupiers within the Killiecrankie to Glen Garry indicative 200 metre wide corridor and to those with direct access to the A9 inviting them to attend the public exhibitions. Further to this letters and emails were sent to stakeholders, councillors and other interested parties to inform them of the public exhibitions. In total 376 letters were issued to residents, community councils, local business owners and other interested parties.

Individuals directly impacted by the preferred option on display at the event were also offered a 1-2-1 meeting with Transport Scotland and Jacobs to provide an opportunity to discuss their requirements in detail. In total five landowners and tenants were met for a 1-2-1 meeting to discuss the preferred option.

Examples of the letters issued to landowners advertising the exhibitions and inviting them to attend are shown in Appendix A.

#### 2.1.2 Press Advertising

To further publicise the public exhibition, adverts appeared in local newspapers advertising the exhibitions. Details of where these advertisements were published are shown in Table 2-1 below. An example of an advertisement printed is shown in Appendix B.

Publication	Date of Advertisement
The Press and Journal	Tuesday 23rd February Friday 26th February Tuesday 1st March Thursday 3rd March Monday 8th March
The Courier	Tuesday 23rd February Friday 26th February Tuesday 1st March Thursday 3rd March Monday 8th March
Atholl Quair	March Edition
Pitlochry Life	March Edition

**Table 2-1 : Advertisement Summary**

Letters were sent to 32 organisations throughout the A9 corridor from Pitlochry to Blair Atholl, including village halls, churches, post offices and local shops, asking them to display a poster advertising the exhibitions. Details of the organisations issued letters are shown in Table 2-2 overleaf. Examples of the letters and posters distributed are included in Appendix C.

Type of Organisation	Letters Issued
Churches	8
Community Halls	4
Leisure Facilities	2
Post offices	1
Shops	7
Hotels	1
Public Facilities	5
Businesses	4

**Table 2-2 : Distribution List Breakdown**

Exhibition dates were advertised on the A9 dualling website <http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness>

## **2.2 Exhibition Event Material**

The exhibition material presented at the public exhibition comprised of:

- Exhibition Boards (18).
- Killiecrankie to Glen Garry Dualling Drawings:
  - Killiecrankie to Pitagowan Preferred Option Drawings;
  - Killiecrankie to Pitagowan Preferred Option Strip Plan;
  - Pitagowan to Glen Garry Preferred Option Drawings; and
  - Pitagowan to Glen Garry Preferred Option Strip Plan.
- A9 Geographical Information System (GIS) based mapping (touchscreen computers);
- Killiecrankie to Pitagowan and Pitagowan to Glen Garry Preferred Option Visualisations;
- Leaflets:
  - A9 Dualling Killiecrankie to Glen Garry, Exhibition Leaflet;
  - Guidance on the Compulsory Purchase Process and Compensation; and
  - A9 Dualling October 2015 Newsletter.
- Feedback Form.



### **2.2.1 Exhibition Event Boards**

The exhibition material was presented on a number of boards. The main headings of the boards are given below:

1. Welcome
2. Programme Objectives
3. Scheme Assessment Process
4. Killiecrankie to Pitagowan – The Project
5. Killiecrankie to Pitagowan – Options Assessment
6. Killiecrankie to Pitagowan – Options Assessment – Aldclune Grade Separated Junction
7. Killiecrankie to Pitagowan – Preferred Option
8. Killiecrankie to Pitagowan – Consultation and Engagement
9. Killiecrankie to Pitagowan – Metal Detecting
10. Killiecrankie to Pitagowan – Metal Detecting Finds
11. Pitagowan to Glen Garry – The Project
12. Pitagowan to Glen Garry – Options Assessment
13. Pitagowan to Glen Garry – Grade Separated Junction Location
14. Pitagowan to Glen Garry – Options Assessment – Bruar/Calvine Grade Separated Junction
15. Pitagowan to Glen Garry – Preferred Option
16. Pitagowan to Glen Garry – Consultation and Engagement
17. Killiecrankie to Glen Garry – DMRB Stage 3 Preferred Route Development
18. Killiecrankie to Glen Garry – Comments and feedback

The exhibition boards are included in Appendix D and are available to view on the Transport Scotland website.

### **2.2.2 A9 Dualling Plans**

The following plans were presented at the public exhibition.

- Killiecrankie to Pitagowan Preferred Option Plans – Plans showing the preferred option (mainline dual carriageway and Aldclune grade separated junction) for the scheme. The environmental and physical constraints within the corridor were identified.
- Killiecrankie to Pitagowan Preferred Option Strip Plan – A strip plan showing the extents of the preferred option that was displayed on the exhibition panels.
- Pitagowan to Glen Garry Preferred Option Plans – Plans showing the preferred option (mainline dual carriageway and Bruar grade separated junction) for the scheme. The environmental and physical constraints within the corridor were identified.
- Pitagowan to Glen Garry Preferred Option Strip Plan – A strip plan showing the extents of the preferred option that was displayed on the exhibition panels.

These plans are shown in Appendix E and are available on the Transport Scotland website at the following location:

<http://www.transport.gov.scot/project/a9-killiecrankie-glen-garry>.

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

To complement the exhibition material and provide the facility to view graphics at a larger scale, an interactive web Geographical Information System (GIS) application was developed and presented on a touchscreen display. The web GIS application contained digital maps of the preferred route option, along with the physical and environmental constraints within the corridor. The system included features such as distance and area measurement tools, address search and item identification, all of which were useful in facilitating discussions around design and constraints at specific locations. Transport Scotland and Jacobs staff assisted visitors in moving around the maps and were on-hand to explain the various options on display.

### **2.2.4 3D Visualisations**

To assist in the communication of the preferred option, a 3D visualisation was created. One screen displayed a fly-through of the preferred option from Killiecrankie to Pitagowan and the second screen provided a fly-through of the preferred option from Pitagowan to Glen Garry. This helped the public gain a greater understanding of the preferred option and how they related to them. Feedback on the displays was positive.

### **2.2.5 Leaflets**

The following leaflets were made available at the public exhibition:

- A9 Dualling Killiecrankie to Glen Garry Project Exhibition Leaflet - Provided contact details for the project team, a summary of the information on the exhibition boards and a link to the Transport Scotland A9 dualling website;
- Guidance on the compulsory purchase process and compensation - Provided information and advice about statutory procedures followed for the compulsory purchase process and compensation for property purchase; and
- A9 Dualling October 2015 Newsletter - Provided details of the work going on across the wider A9 dualling programme and an introduction to the three consultancies taking forward the design work across the dualling programme between Perth and Inverness.

### **2.2.6 Feedback Forms**

Attendees were encouraged to complete and return feedback forms provided at the event on the day of the event or to return them by post or email thereafter. The deadline for the submission of feedback forms for the public exhibition event was the 22<sup>nd</sup> April 2016. A sample blank feedback form is shown in Appendix F.

### **2.2.7 Information Sources Following Exhibitions**

The exhibition boards, exhibition leaflet, exhibition feedback form, Preferred Option Drawings, Preferred Option Strip Plans and a link to the visualisations 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-killiecrankie-glen-garry>

## **2.3 Staffing**

The event was staffed by one representative from Transport Scotland and ten from Jacobs, across the two days.

## 2.4 Attendance

Over the two days the exhibitions were held, a total of 177 people attended, with 110 attendees on the 8<sup>th</sup> March and 67 on the 9<sup>th</sup> March.

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 where those attending live. Assessment of the sign-in sheets shows that the majority of attendees were local residents. Attendees from outside the local community were a combination of visitors, tourists or people who travel along the A9 regularly. A map showing the geographical spread of the attendees over the exhibition days is provided in Figure 2.1, below.

The sign-in sheet 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.

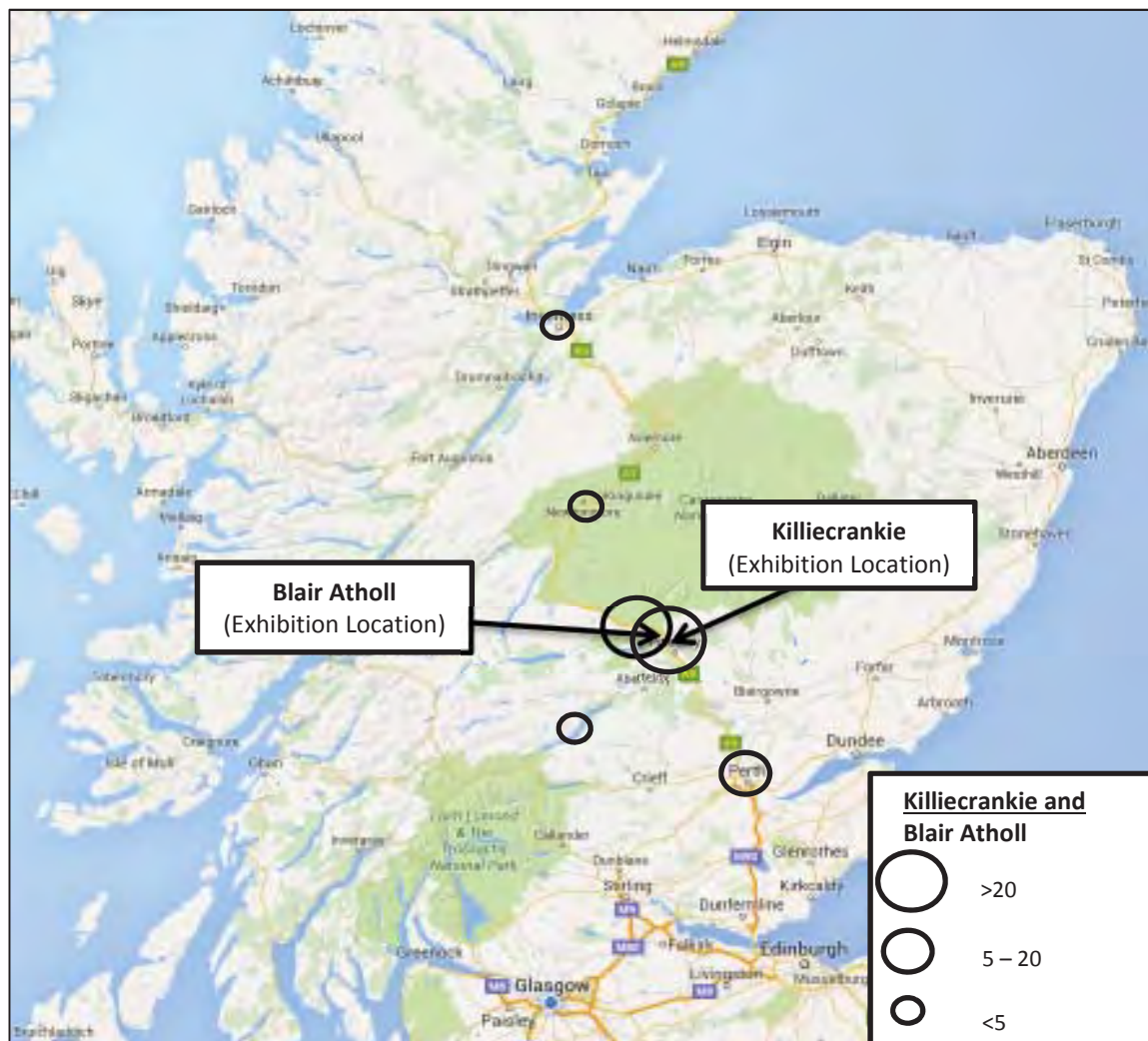


Figure 2.1 : Exhibition Event Attendee Map base image from Google Maps, 2016 (<https://www.google.co.uk/maps>).

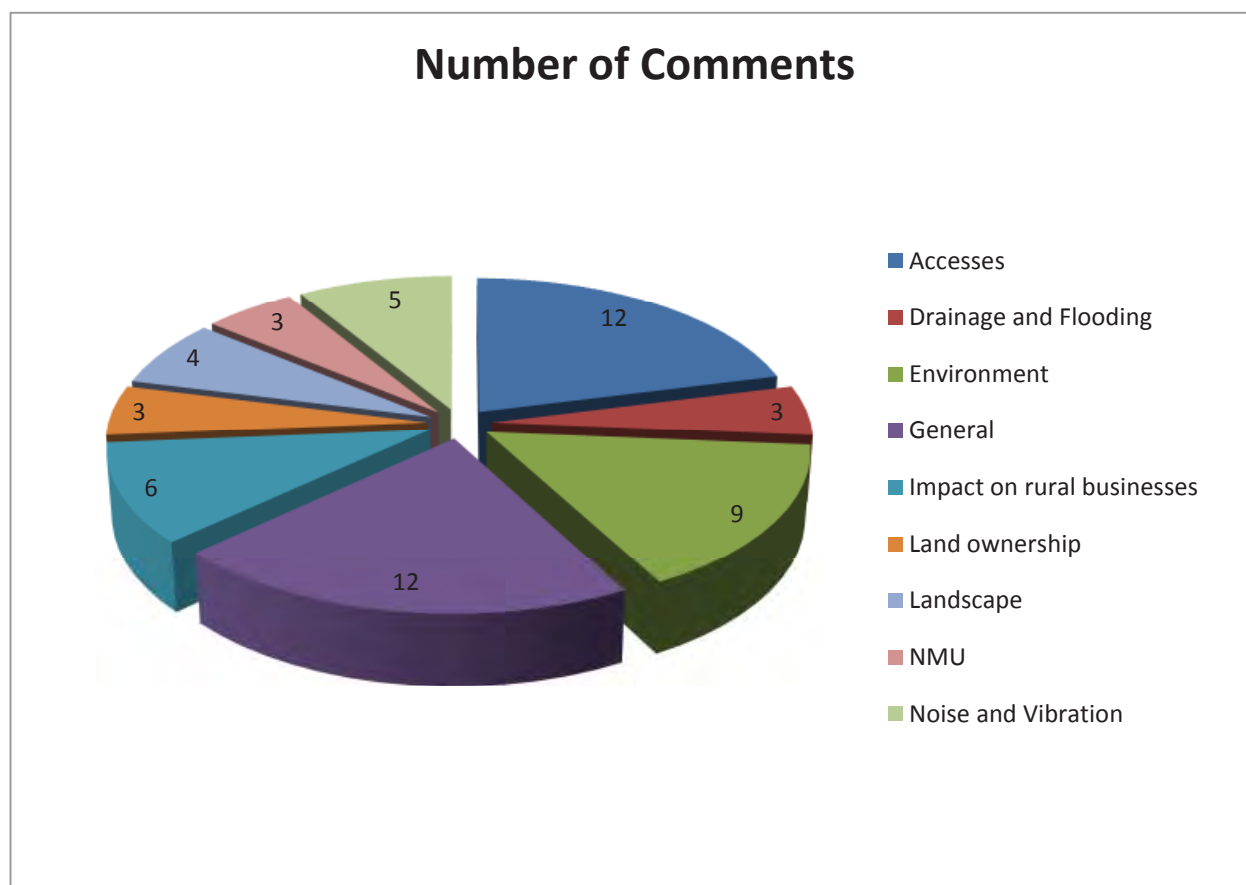
## 3 Public Exhibition Results

### 3.1 Comments

At the exhibition, attendees were encouraged to provide feedback using the feedback forms on the preferred option to be able to gather public views on the future design and assessment work. It was agreed prior to the exhibition that there would be no set topics for the public to provide feedback on at the exhibition.

In total, 177 people attended the exhibition with 19 exhibition feedback forms / email communications returned both during the exhibition and afterwards. Of these 19 feedback forms, all specifically concerned this particular project and included a total of 57 comments. In general, the majority of attendees were interested in how they would access their land / property from the A9 and wanted to inform us of how they currently access the A9. Potential impacts on the environment, specifically landscape, noise and vibration, were also raised in the feedback. Potential impacts on rural businesses were also identified as concerns as was the impact of the proposals on the likelihood of flooding in the area.

The comments received have been grouped into categories, as shown in Figure 3.1.



**Figure 3.1 : Number of Comments Received per Category**

From the feedback visualised on Figure 3.1, access provision to/from the A9 within the Killiecrankie to Glen Garry project, is regarded as an important consideration for those who live along the A9. The feedback provided by members of the public and specifically those utilising the existing accesses will continue to inform design development and assessment throughout DMRB Stage 3.

A number of those providing feedback raised concerns on the impact on the environment. A detailed Environmental Impact Assessment which will consider landscape, noise and vibration and other environmental



parameters and production of an Environmental Statement will be undertaken during DMRB Stage 3 and environmental impacts will continue to be considered in future design development, consultation and assessment throughout DMRB Stage 3.

A number of those providing feedback raised concerns on the impact on local businesses. The project team aims to minimise any negative impacts on both local businesses where possible.

A number of those providing feedback raised concerns regarding flooding events in December 2015 and January 2016. The impacts of flooding on the study area has been considered as part of the Stage 2 design and assessment and will continue to be considered in detail throughout DMRB Stage 3. A full Flood Risk Assessment shall also be developed and published.

A record of the comments received and 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 categorised with detailed responses provided on each category.

Transport Scotland and their consultants kept records of the 1-2-1 meetings; however this information is not included within this report.

## 4 Summary

The A9 Dualling: Killiecrankie to Glen Garry Preferred Route Announcement public exhibition held on the 8<sup>th</sup> and 9<sup>th</sup> of March 2016 aimed to conclude the DMRB Stage 2 Assessment for the Killiecrankie to Pitagowan and the Pitagowan to Glen Garry projects, which have now been combined into one project. The exhibition also aimed to provide the public with an overview of the outcome of the route option assessment work and to present the preferred option for the Killiecrankie to Pitagowan project and the Pitagowan to Glen Garry projects. The exhibition outlined the work that will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 process to develop and assess the preferred option.

In total, 177 people attended the exhibition with 19 exhibition feedback forms / email communications returned both during the exhibition and afterwards. Of these 19 feedback forms, all specifically concerned this particular project and included a total of 57 comments.

The exhibitions were advertised on the Transport Scotland website and other local media outlets and at various local shops, post offices and churches.

One exhibition was held at the Blair Atholl Village Hall on the 8<sup>th</sup> of March and the other was held in the Killiecrankie Village Hall on the 9<sup>th</sup> of March, which allowed people to visit more than once to discuss the scheme and their concerns.

In addition to the public exhibition, residents who would be directly impacted by the preferred option for the A9 were offered a 1-2-1 drop-in meeting via prior arrangement. Five landowners / tenants accepted this offer.

The exhibition boards were well received, containing a proportional amount of text and visual representation. The touchscreens containing the GIS and the 3D visualisations were a valuable tool and very well received by the public. The touchscreens allowed them to interact directly with the scheme and investigate the impacts of the preferred route options on the surrounding landscape. The 3D visualisations were the most popular medium at the exhibitions. The visualisations allowed the public to view the proposed route options in relation to the surrounding landscape and this greatly enhanced their understanding of the design.

The results and feedback obtained from the exhibitions will be used by Transport Scotland and their representatives to inform the ongoing development of the scheme.

## Appendix A. Exhibition 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)



Our ref: B2140005\_6/SM/AG

Date:  
23<sup>rd</sup> February 2016

Dear [REDACTED],

### **A9 Dualling Programme: Perth to Inverness Killiecrankie to Pitagowan and Pitagowan to Glen Garry Projects Preferred Mainline Route Public Exhibitions**

We will be holding Public Exhibitions for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry dualling projects as part of the A9 Dualling Programme. These exhibitions will give local communities, road users and other stakeholders the opportunity to view the preferred mainline route between Killiecrankie and Glen Garry.

Public Exhibitions will take place in Blair Atholl Village Hall, Main Road, Blair Atholl, PH18 5SG on Tuesday 8<sup>th</sup> March, 1200 - 1900 and in Killiecrankie Village Hall, Killiecrankie PH16 5LG on Wednesday 9<sup>th</sup> March 1200 - 1900. The information displayed at each venue will cover both projects and there will also be a display of information from the recent metal detecting undertaken at Killiecrankie Battlefield. Transport Scotland officials and our design consultant Jacobs, will be at the exhibitions to answer any questions.

The preferred route that will be on display is based on the mainline and junction options shown at the exhibitions held in 2015 and marks the end of the Design Manual for Roads and Bridges (DMRB) Stage 2. Work is now underway progressing the DMRB Stage 3 design, which includes the consideration for: side road and access options, structures options, drainage options etc. Whilst the exhibition will provide an opportunity to view the preferred mainline route, please speak to a member of the team at the exhibition if you wish to provide feedback to assist with the DMRB Stage 3 design, or alternatively we would be pleased to meet with you after the exhibitions.

If you have any queries, please contact our Consultant's Stakeholder Manager Fergus Allan on [fergus.allan@jacobs.com](mailto:fergus.allan@jacobs.com) or 07470 199 266.

Yours sincerely

Sam MacNaughton,  
Stakeholder Manager  
A9 Dualling Team

cc Jacobs

## Appendix B. Press Advertisement



## **A9 Dualling – Public Exhibitions**

### **A9 Dualling; Killiecrankie to Pitagowan and Pitagowan to Glen Garry**

#### **Preferred Mainline Route**

Public Exhibitions are being held for Killiecrankie to Pitagowan and Pitagowan to Glen Garry dualling projects as part of the A9 Dualling Programme. These Exhibitions will give local communities and road users the opportunity to view the preferred mainline route between Killiecrankie and Glen Garry. The information displayed in each venue will cover both projects. There will also be a display of information from the recent metal detecting undertaken at Killiecrankie.

Transport Scotland officials and design consultants Jacobs, will be on hand to discuss the preferred mainline route and answer any questions. Details of the Public Exhibitions are as follows:

<b>DATE / TIME</b>	<b>VENUE</b>
<b>Tuesday 8<sup>th</sup> March</b> 12:00 – 19:00	Blair Atholl Village Hall, Main Road, Blair Atholl, PH18 5SG
<b>Wednesday 9<sup>th</sup> March</b> 12:00 – 19:00	Killiecrankie Village Hall, Killiecrankie, PH16 5LG

For further information, please visit [www.transportscotland.gov.scot/project/a9-dualling-perth-inverness](http://www.transportscotland.gov.scot/project/a9-dualling-perth-inverness)

## **Appendix C. Organisation's Advertisement**

## 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)



Our ref: B2140005\_6/SM/AG

Date:  
29<sup>th</sup> February 2016

Dear Sir/Madam,

### **A9 Dualling Programme: Perth to Inverness Killiecrankie to Pitagowan and Pitagowan to Glen Garry Projects Preferred Mainline Route Public Exhibitions**

We will be holding Public Exhibitions for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry dualling projects as part of the A9 Dualling Programme. These exhibitions will give local communities, road users and other stakeholders the opportunity to view the preferred mainline route between Killiecrankie and Glen Garry. We would be grateful if you could please display the enclosed Poster within your business to assist with advertising the exhibitions to the local community.

Public Exhibitions will take place in Blair Atholl Village Hall, Main Road, Blair Atholl, PH18 5SG on Tuesday 8<sup>th</sup> March, 1200 - 1900 and in Killiecrankie Village Hall, Killiecrankie PH16 5LG on Wednesday 9<sup>th</sup> March 1200 - 1900. The information displayed at each venue will cover both projects and there will also be a display of information from the recent metal detecting undertaken at Killiecrankie Battlefield. Transport Scotland officials and our design consultant Jacobs, will be at the exhibitions to answer any questions.

If you have any queries, please contact our Consultant's Stakeholder Manager Fergus Allan on [fergus.allan@jacobs.com](mailto:fergus.allan@jacobs.com) or 07470 199 266.

Yours faithfully

Sam MacNaughton,  
Stakeholder Manager  
A9 Dualling Team

**cc Jacobs**



## Appendix D. Exhibition Boards

# A9 Dualling Killiecrankie to Glen Garry Welcome

Welcome to this joint exhibition on the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects of the A9 Dualling programme. As part of the A9 Dualling programme, Transport Scotland has been taking forward route option assessment work. In May and June 2015, exhibitions were held for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects to seek public feedback on the route options being developed.

The purpose of this exhibition is to provide the public with an overview of the outcome of the route option assessment work and to present the preferred option for the projects. This exhibition outlines the work that will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 process to develop and assess the preferred option.



Killiecrankie to Pitagowan: View of (from left to right) Tulach Hill, the River Garry, Killiecrankie, the A9 and Killiecrankie Battlefield.



Pitagowan to Glen Garry: Looking south across the A9 and Glen Garry.

Feedback from consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the preferred option. Further consultation and engagement will also be undertaken on the junction and access strategy, as we address access to properties and land adjacent to the A9.

Transport Scotland staff and their consultants can direct you to the content of the exhibition for each project and will be happy to assist you with any queries you may have. A leaflet containing summary information about the projects is also available for you to take away, as well as a feedback form where we welcome your comments.

# Killiecrankie to Glen Garry

## 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; and
  - Improving journey time reliability.
- Improve safety for motorised and non-motorised users (NMUs) by:
  - Reducing accident severity; and
  - Reducing driver stress.
- Facilitate active travel in the corridor; and
- Improve integration with public transport facilities.



Ground investigation works between Bruar and Calvine.



View of (from left to right) Tulach Hill, Shierglas Quarry, the A9, River Garry and Blair Atholl. Taken from Lettoch Farm.



# Killiecrankie to Glen Garry

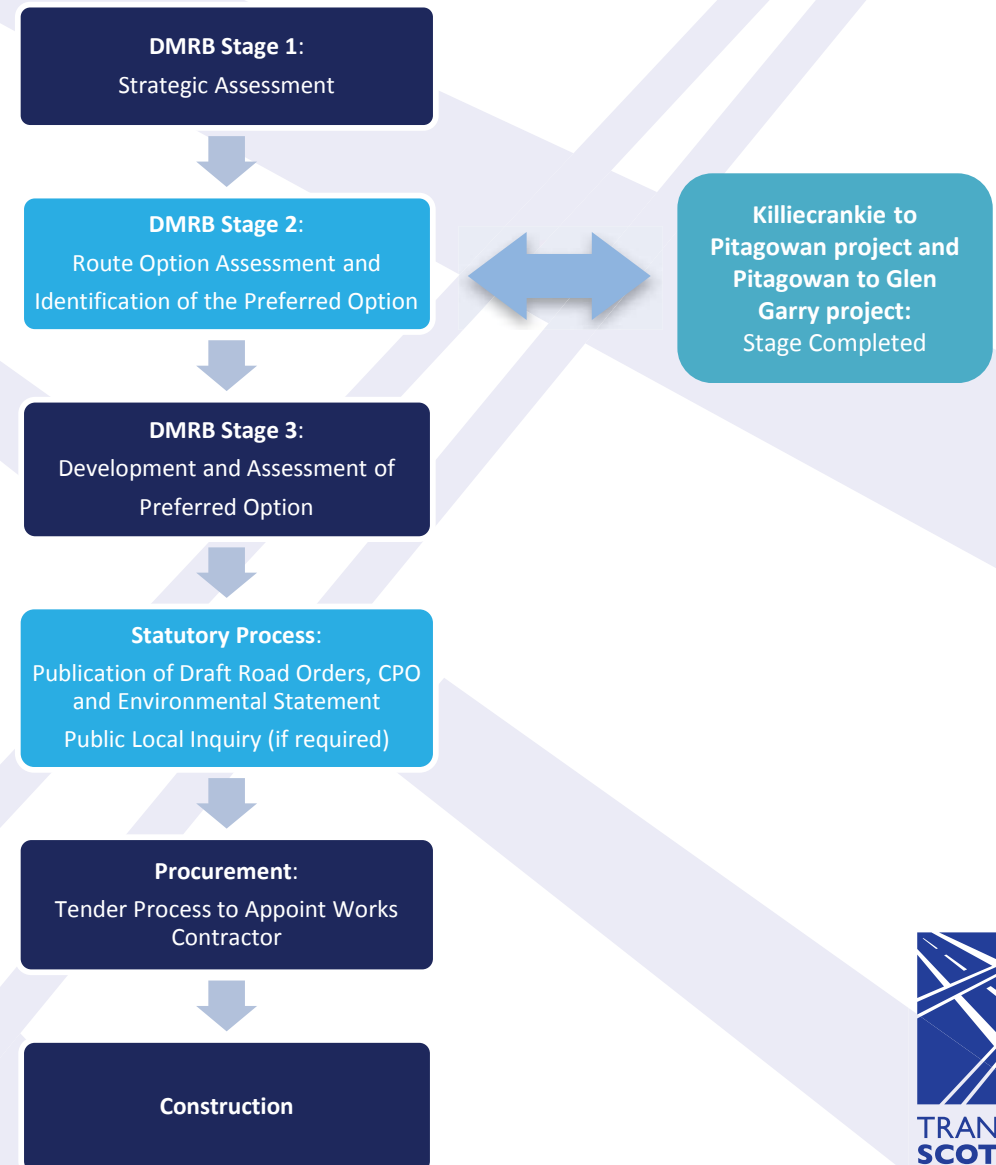
## Scheme Assessment Process

Transport Scotland carries out a rigorous assessment to establish the preferred option for a trunk road improvement project, following the process set out in the DMRB. The three stage assessment process covers engineering, environment and traffic and economics.

Throughout this process, Transport Scotland consults a large number of landowners, stakeholders and interested parties, including heritage, environmental and non-motorised user groups.

Following feedback from the previous 2015 public exhibitions, the route option assessment (DMRB Stage 2) process for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects have been completed.

This public exhibition addresses both of these projects and their respective route option assessment outcomes. The assessment process included consideration of public feedback from previous consultations in the assessment of the route and junction options, which were presented at the previous exhibitions. The outcome of these assessments are summarised at this exhibition.



# Killiecrankie to Pitagowan

## The Project

The Killiecrankie to Pitagowan project involves dualling 10.3km of the existing A9 from the Pass of Killiecrankie to south of the River Garry Crossing located south east of Pitagowan. For the Stage 2 route option assessment process, four different mainline route option combinations were considered for this section along with two different junction options.

The following exhibition panels present details of the preferred option for this project and also provide the key findings of the route option assessment process. Plans of the preferred option are available to view at this exhibition. The options considered as part of the DMRB Stage 2 Assessment are also available to view on the touchscreen computers and a member of our team can assist you if you want to use this media.



View of the Dualled A9 passing Killiecrankie and Old Faskally.



## Preferred Option Summary

### A9 Carriageway Dualling

#### The preferred option is Route Option 4

This includes:

- Northbound widening past Killiecrankie and Aldclune;
- A 'best fit' alignment past Shierglas Quarry; and
- Northbound widening from north of Shierglas Quarry to south of the River Garry crossing near Bruar.

### Aldclune Grade Separated Junction

#### The preferred option is Junction Option B

This includes:

- A grade separated junction serving all directions;
- An upgrade of the existing connection to the B8079 on the southbound side; and
- A new connection to the B8079 formed on the northbound side.

# Killiecrankie to Pitagowan

## Options Assessment



The A9 northbound and Killiecrankie Battlefield (1689) from Faskally Farm.

### Preferred Option Details

#### Mainline Route Option 4 is preferred for the following reasons:

Option 4 is unlikely to impact on functionally important habitats associated with the River Tay Special Area of Conservation (SAC) including a salmon pool on the southbound side of the River Garry Essangal structure.

Option 4 will result in the least volume of material being excavated and will therefore have the lowest impact on waste disposal.

Option 4 will also result in the best balance of earthworks, reducing impacts associated with sourcing and transporting material to site and reducing the overall cost of the project.

The existing Allt Chluian and Allt Girmaig underbridges will be retained as the proposed southbound carriageway for Option 4, whereas other options required the demolition and reconstruction of these two bridges.

Constructing the dual carriageway on mainly the northbound side for the majority of the route will prevent the need for carriageway cross-overs during construction, simplifying construction and traffic management.



# Killiecrankie to Pitagowan

## Options Assessment

### Aldclune Grade Separated Junction



3D Visualisation of Junction Option B.

#### Junction Option B is preferred for the following reasons:

- Junction Option B provides full movements in both northbound and southbound directions (whereas Junction Option A would only provide partial movements);
- Operational and maintenance demands result in a preference for an all movements junction;
- The layout of Junction Option B avoids an increase in traffic volumes including HGVs on the B8079 through Blair Atholl. This improves safety for both motorised and non-motorised users (pedestrians, cyclists and equestrians) compared to Junction Option A;
- Junction Option B ties directly in to the existing connection to the B8079 on the southbound carriageway and provides a new connection to the B8079 on the northbound carriageway, ensuring effective onward travel to Aldclune, Blair Atholl and Killiecrankie;
- Junction Option B retains access to Blair Atholl and therefore has no adverse impact on economic growth; and
- Junction Option B retains all of the movements provided by the existing Aldclune junction.

# Killiecrankie to Pitagowan

## Preferred Option

The preferred option for the A9 Dualling Killiecrankie to Pitagowan project is available to view at this exhibition on plans, touchscreen computers and a 3D visualisation. A member of our team can assist you if you want to use this media to view the preferred option.

The preferred option shown at this exhibition is indicative and will be developed further during the next stage of the design development (DMRB Stage 3).

Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the development of the scheme design.



View of the dualled A9 passing through the Killiecrankie Battlefield.



View of the dualled A9 passing Blair Atholl.



View of the dualled A9 on approach to Aldclune.



# Killiecrankie to Pitagowan Consultation and Engagement



## Killiecrankie to Pitagowan Public Exhibition Feedback

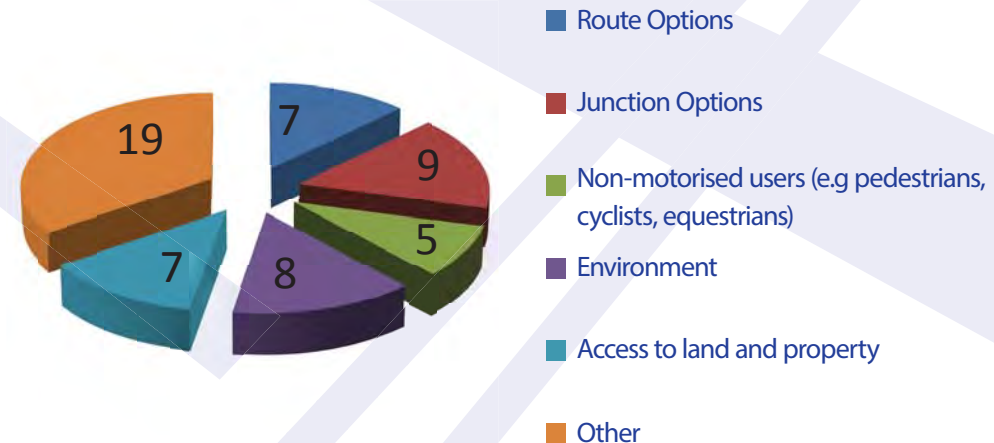
As part of the DMRB Stage 2 Assessment process, public consultation was undertaken to inform the further development, refinement and assessment of the route and junction options. Public consultation was achieved partly via a series of public exhibitions and drop-in sessions, alongside ongoing consultation meetings with landowners and other stakeholders.

The latest Killiecrankie to Pitagowan public exhibitions were held in Killiecrankie Village Hall, Killiecrankie on the 27<sup>th</sup> and 28<sup>th</sup> May 2015. In total 95 people attended the exhibitions and 13 feedback forms were received, containing 55 comments.

The comments received were mainly regarding the proposed junction options, the Tulach Hill walking track and several environmental issues such as the Killiecrankie Battlefield and noise pollution.

Each comment was reviewed and the key points summarised into broad categories shown on the adjacent pie chart. This is also documented in an exhibition report which is available on the Transport Scotland website.

The feedback provided by members of the public, will continue to inform the design development.



## Summary of Exhibition Comments

# Killiecrankie to Pitagowan

## Metal Detecting

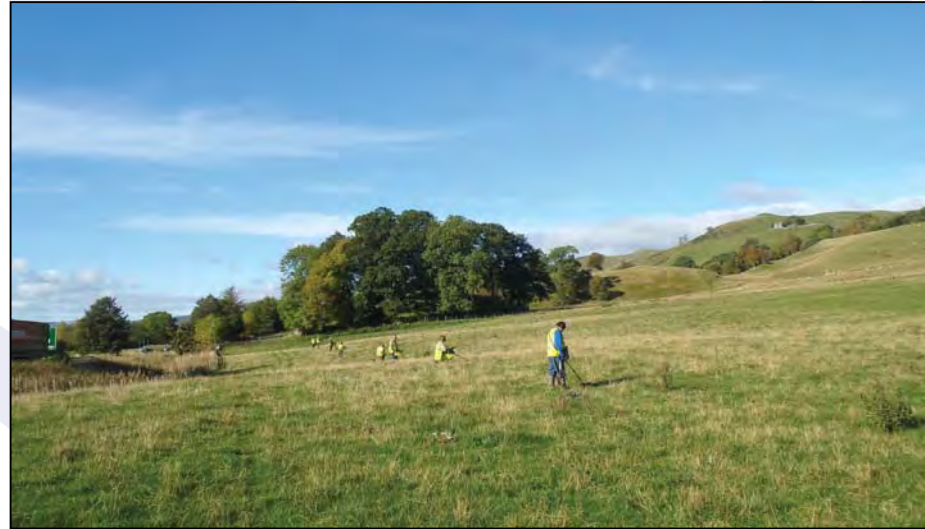
A metal detecting survey was commissioned by Transport Scotland and was undertaken within the extents of the Killiecrankie Battlefield site in summer 2015 by professional archaeologists and detectorists from metal detecting societies. Over 500 finds were recovered of which 244 were retained for further analysis. Finds dating to around the time of the battle included musket balls, copper alloy buttons, horse shoes, a copper alloy harness boss and a part of the support for a sword belt.

A report on the results of the metal detecting was submitted to Historic Environment Scotland and the Perth and Kinross Heritage Trust. The report has been finalised and is available to view on the Transport Scotland website.

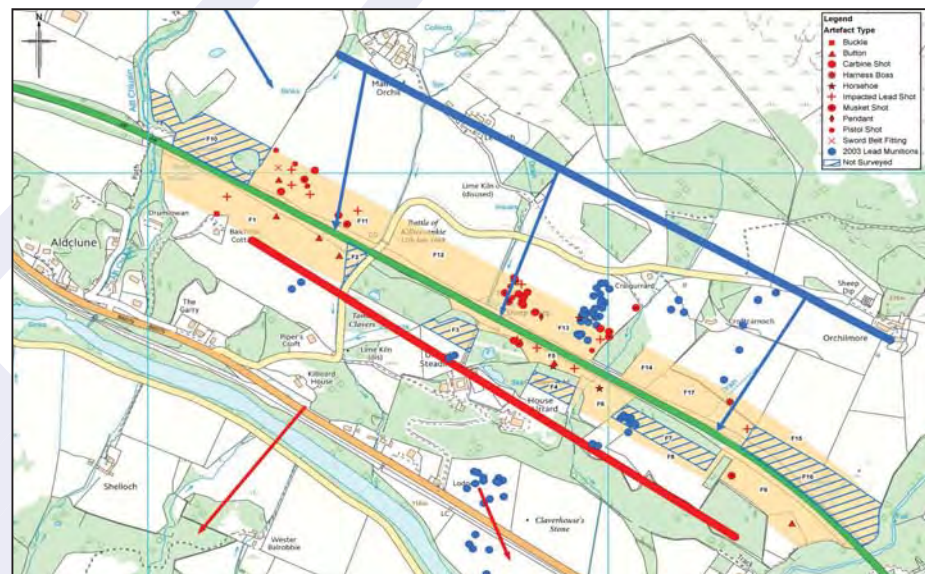
The finds will be reviewed by the Treasure Trove Unit (TTU) who will potentially offer the finds to museums. Once the recipient museum has been identified, Transport Scotland and their consultants will liaise with the recipient museum to explore suitable locations for the display of the finds.

The metal detecting has contributed to our understanding of this important battlefield, has informed the DMRB Stage 2 Assessment and will be used to inform the DMRB Stage 3 Assessment.

A representative from GUARD, the professional archaeological company who supervised the metal detecting, is available today to discuss the survey and the finds, some of which are available to view today.



Metal detecting at Killiecrankie Battlefield. ©GUARD Archaeology



A map of the results of the metal detecting in relation to the main events of the battle.



# Killiecrankie to Pitagowan

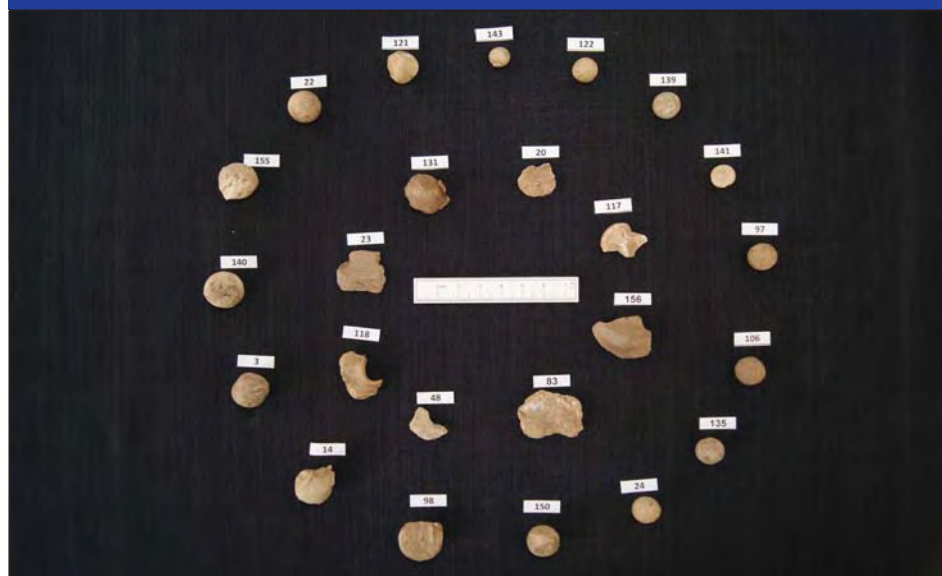
## Metal Detecting Finds



Possible 17<sup>th</sup> century horseshoe and horseshoe fragment. ©GUARD Archaeology



Possible 17<sup>th</sup> century buckle and buttons. ©GUARD Archaeology



Musket balls. ©GUARD Archaeology



From top left, going clockwise possible horseshoe fragment, harness boss, pendant, sword belt fitting, and shoe buckle. ©GUARD Archaeology

# Pitagowan to Glen Garry

## The Project

The Pitagowan to Glen Garry project involves dualling 11.4km of the existing A9 from the River Garry Crossing located south east of Pitagowan to the existing dual carriageway through Glen Garry. For the Stage 2 route option assessment process, four different mainline route option combinations were considered for this section along with four different junction options.

The following exhibition panels present details of the preferred option for this project and also provide the key findings of the route option assessment process. Plans of the preferred option are available to view at this exhibition. The options considered at the DMRB Stage 2 Assessment are also available to view on the touchscreen computers and a member of our team can assist you if you wish to use this media.



View of the dualled A9 on approach to Pitaldonich Underbridge.



## Preferred Option Summary

### A9 Carriageway Dualling

#### The preferred option is Route Option 3

This includes:

- New localised offline dual carriageway south of Pitagowan;
- A 'best fit' alignment through Calvine including both northbound and southbound widening;
- Northbound widening through the remainder of the project; and
- Existing Pitaldonich Underbridge across the River Garry retained as part of the new grade separated junction and a new bridge provided for the mainline carriageway only.

### Bruar/Calvine Grade Separated Junction

#### The preferred option is Junction Option C

This includes:

- A grade separated junction at Bruar serving all directions and the B847/B8079 local roads; and
- An underpass for access to and from the A9 northbound carriageway.



# Pitagowan to Glen Garry

## Options Assessment



Ground investigation works underway at Pitaldonich Underbridge across the River Garry.

### Preferred Option Details

**Mainline Route Option 3 is preferred for the following reasons:**

Option 3 requires less significant excavation of cuttings than for southbound widening options with less impact on the landscape character. There will also be fewer significant visual impacts on viewpoints and a lesser impact on the view from the road compared to southbound widening options.

From a structural aspect, the existing Pitaldonich Underbridge across the River Garry will be retained as part of the new junction southbound slip road and a new structure constructed for the mainline carriageway only, whereas other options required its demolition and replacement with a new wider structure.

Building a localised offline dual carriageway section past Bruar junction will also aid constructability.

Constructing the dual carriageway on the northbound side throughout the northern half of the project will prevent the need for carriageway cross-overs during the construction. This will minimise the extent of traffic management that would be required during construction and minimises construction complexity and potential for delays during construction.

In addition, in the northern section, Option 3 does not have the potential to alter valley mire (peat bog) habitat to the extent that southbound widening options do.

# Pitagowan to Glen Garry

## Grade Separated Junction Location



The Junction and Access Strategy, as presented at public exhibitions in 2014, assessed the need for grade separated junctions at Calvine and Bruar. The outcome of the assessment was the recommendation that only one grade separated junction was required in the vicinity of the existing at-grade junction at Bruar, to provide access to Calvine and Pitagowan via the B847 and Blair Atholl via the B8079. The recommendation was based on the following reasons:

### 1. Observed Traffic Movements at each Junction

The observed single day traffic turning count survey undertaken at the existing at-grade junctions carried out in November 2012 and March 2013 indicated a total number of 120 turning movements at Calvine Junction and 1240 movements at Bruar Junction.

### 2. Traffic Modelling

From further traffic modelling undertaken during the DMRB Stage 2 Assessment it was determined that locating the grade separated junction at Calvine would result in vehicles which currently use the existing Bruar Junction either leaving the A9 further south at Aldclune and re-routing through Blair Atholl (an extra 800 vehicles on the B8079 in a 12 hour period in 2026 compared to existing) or using the new junction closer to Calvine and travelling through the village of Calvine and past the village of Pitagowan to arrive back at Bruar (an extra 1200 vehicles on the B847 in a 12 hour period in 2026 compared to existing).

### 3. Potential Impacts on Local Area

The topography and physical constraints at Calvine are challenging. Potential impacts on the local area as a result of a grade separated junction include: property demolition, interaction with contaminated land sites and increased landscape and visual impacts at Calvine.



Calvine Junction between the A9 and the B847.

There would also be a potential impact on air quality and noise impacts for residential properties at Calvine as a result of the increase in the volume of traffic passing through the village.

It is acknowledged from public consultation feedback that there is a desire to retain a connection to the A9 at the northern end of Calvine on the B847. As with other local access options, this will be considered further at DMRB Stage 3 as the part of the development of the preferred option.

**Please ask a member of staff if you wish to discuss this or any other matter regarding access to a property or area of land adjacent to the A9.**



# Pitagowan to Glen Garry

## Options Assessment

### Bruar/Calvine Grade Separated Junction



3D visualisation of Junction Option C.

#### Junction Option C is preferred for the following reasons:

- Junction Option C has less landscape, visual and view from the road impacts compared to Junction Option B;
- Constructing the new junction separately from the existing A9 will aid constructability;
- Better connectivity can be achieved with the existing layout at Bruar compared to Junction Option A, which would have required northbound traffic to travel a longer distance via the B847 and increasing traffic volumes passing Pitagowan. Option C is therefore a better outcome for the community of Pitagowan, improving safety for both motorised and non-motorised users (pedestrians, cyclists and equestrians);
- Junction Option C ties in directly with the existing junction with the B8079 and B847, ensuring effective onward travel to Calvine and Blair Atholl;
- Junction Option C will also not impact the car parking or access arrangements at the House of Bruar; and
- Junction Option C retains all of the existing movements to/from the A9 provided by the existing Bruar Junction.

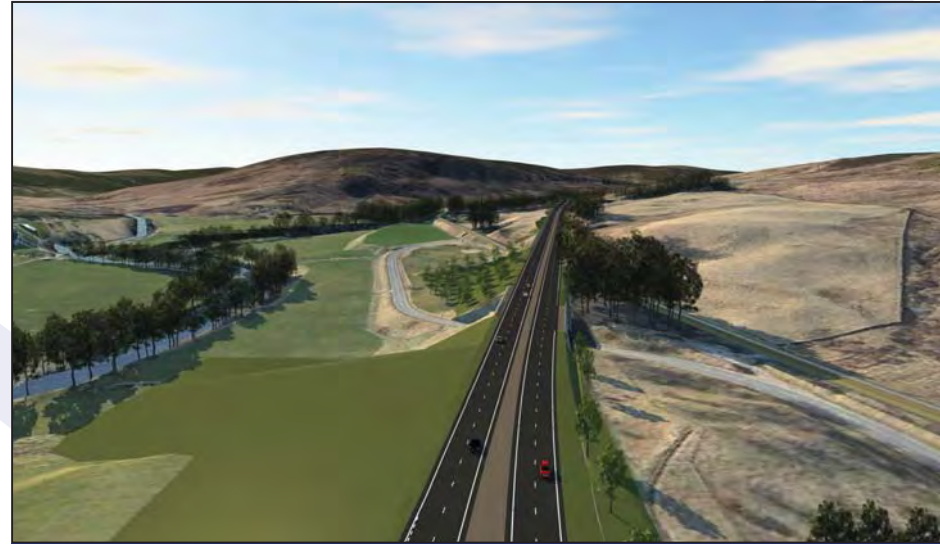
# Pitagowan to Glen Garry

## Preferred Option

The preferred option for the A9 Dualling Pitagowan to Glen Garry project is available to view at this exhibition on plans, touchscreen computers and a 3D visualisation. A member of our team can assist you if you want to use this media to view the preferred option.

The preferred option shown at this exhibition is indicative and will be developed further during the next stage of the design development (DMRB Stage 3).

Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the development of the scheme design.



View of the dualled A9 at Pitagowan.



View of the dualled A9 at Dalnamein.



View of the dualled A9 at Calvine.



# Pitagowan to Glen Garry Consultation and Engagement



## Pitagowan to Glen Garry Public Exhibition Feedback

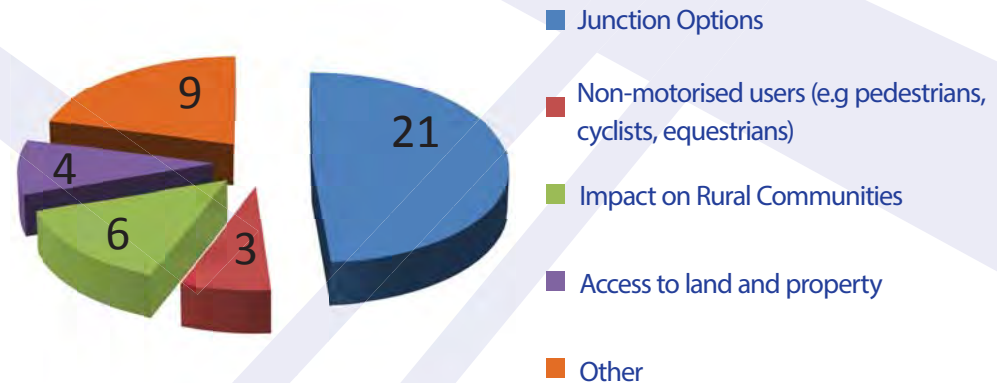
As part of the DMRB Stage 2 Assessment process, public consultation was undertaken to inform the further development, refinement and assessment of the route and junction options. Public consultation was achieved partly via a series of public exhibitions and drop-in sessions, alongside ongoing consultation meetings with landowners and other stakeholders.

The latest Pitagowan to Glen Garry public exhibitions were held in the Blair Atholl Village Hall, Blair Atholl on the 2<sup>nd</sup> and 3<sup>rd</sup> June 2015. In total 96 people attended the exhibitions and 17 feedback forms were received, containing a total of 43 comments.

The comments received were mainly regarding the proposed junction options, access to the A9 and the Tulach Hill walking track.

Each comment was reviewed and the key points summarised into broad categories shown on the adjacent pie chart. This is also documented in an exhibition report which is available on the Transport Scotland website.

The feedback provided by members of the public, will continue to inform the design development.



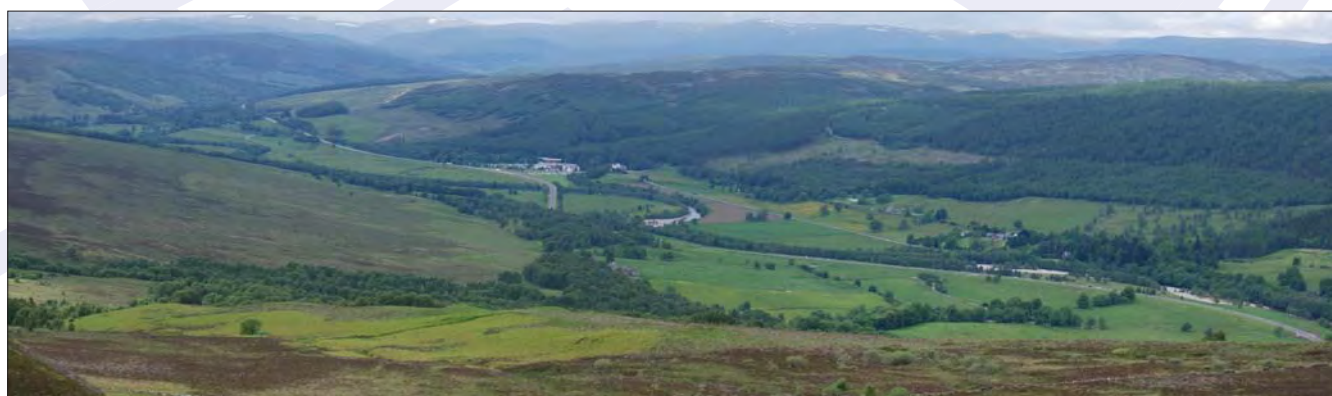
## Summary of Exhibition Comments

# Killiecrankie to Glen Garry

## DMRB Stage 3 Preferred Route Development

For the DMRB Stage 3 Assessment it is proposed that, the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects will be combined into one single project titled the **A9 Dualling Killiecrankie to Glen Garry project**. The combination of these two projects will provide several benefits. These benefits include:

- The combined project results in a better earthwork balance, minimising the impact of material disposal / import and associated costs;
- Combining the projects will allow for development of more effective environmental mitigation strategies in relation to potential environmental impacts on the flood plain and designated sites;
- Combining the projects allows for a more effective strategy to be developed for assessing existing local access arrangements and access requirements to properties and land adjacent to the A9, particularly at the interface between the two current projects;
- Combining the projects allows for a more effective strategy to be developed for considering traffic movements between the A9 and Blair Atholl and the surrounding area as the combined project will include grade separated junctions both to the south and north of the town; and
- Combining the projects allows for a greater understanding of the potential cumulative construction impacts resulting from the individual projects and allows the potential opportunities for reducing certain construction impacts to be assessed, such as minimising the distance travelled by HGVs transporting earthworks material.



Killiecrankie to Glen Garry: Tulach Hill view of (from left to right) Calvine, Pitagowan, Bruar, Pitaldonich, The River Garry and Invervack.

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 & Compulsory Purchase Orders and an Environmental Statement for the scheme in 2017 for public 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 required to deliver and maintain the project.

### What Happens Next? DMRB Stage 3

The next stage of assessment process will include:

- Consultation with affected parties such as land and property owners, 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; and
- Development of suitable mitigation measures to reduce impacts on the environment. For example:
  - Appropriate construction management plans;
  - Mammal (e.g. badger and otter) underpasses, ledges and fences;
  - Landscape planting; and
  - Noise barriers or environmental bunds.

The next stage of the design will include further development of:

- The preferred option alignment;
- The layout of the grade separated junction;
- Layouts of all side roads and private means of access;
- Proposals for lay-bys;
- Any proposed amendments to NMU paths; and
- The location and layout of road drainage infrastructure, including detention basins/treatment ponds.



Ground Investigation works underway at Dalnamein Forest

# Killiecrankie to Glen Garry

## Comments and feedback



Your comments and feedback on the preferred option would be appreciated and will 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 **22<sup>nd</sup> of April 2016**.

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

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

Further consultation through local drop-ins and one-to-one engagement is planned during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

We will keep you updated through a range of direct communications and consultations.

You can contact Jacobs UK Ltd's Stakeholder and Communication Managers: Sarah Morgan or Fergus Allan at any time:

- Sarah Morgan: 07833 936 426 or Sarah.Morgan@jacobs.com
- Fergus Allan : 0131 659 1579 or Fergus.Allan@jacobs.com

Contact details for Transport Scotland's Dualling team:

Telephone: **0141 272 7100**

Email: **A9dualling@transport.gov.scot**

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

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

You can also view the exhibition online on the following websites:

**[www.transport.gov.scot/project/a9-killiecrankie-pitgowan](http://www.transport.gov.scot/project/a9-killiecrankie-pitgowan)**

**[www.transport.gov.scot/project/a9-pitgowan-glen-garry](http://www.transport.gov.scot/project/a9-pitgowan-glen-garry)**



Exhibition brochure

The feedback form for the A9 Dualling Programme Killiecrankie to Glen Garry Project Preferred Option Exhibition. It includes a 'Comments' section and a 'Your details' section with fields for Name, Address, Postcode, Telephone, and Email. It also contains contact information for the project team.

Feedback form

## Appendix E. Drawings



KILLIECRANKIE TO PITAGOWAN (SHEET 1 OF 6) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

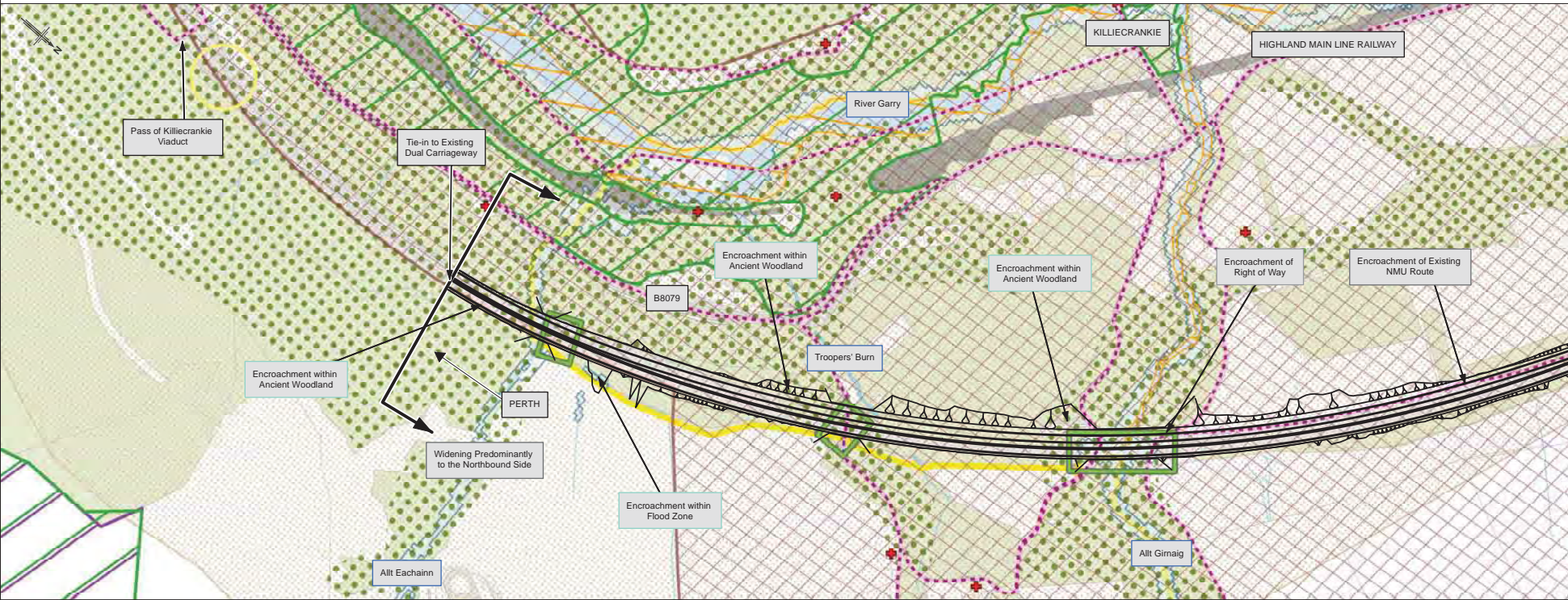
Legend - Constraints

- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Conservation Area
- Gardens and Designed Landscapes
- Battlefield Site
- 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
- Cairngorms National Park Boundary

Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

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.





KILLIECRANKIE TO PITAGOWAN (SHEET 2 OF 6) - PREFERRED OPTION



- Legend - Design**
- Proposed Scheme
  - Cutting
  - Embankment
  - Graded Slope
  - Structure

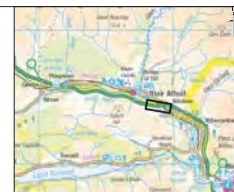
- Legend - Constraints**
- Existing Junction/Access
  - Existing Structure
  - Buildings
  - Roads and Tracks
  - Railway
  - Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
  - Listed Buildings
  - Scheduled Monument
  - Conservation Area
  - Gardens and Designed Landscapes
  - Battlefield Site
  - Site of Special Scientific Interest (SSSI)
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  - River/Stream/Loch
  - SEPA 1 in 200 Year Fluvial Flood Zone
  - National Scenic Area
  - Cairngorms National Park Boundary

- Legend - Annotation**
- Information
  - Infrastructure
  - Environment
  - Property
  - Watercourses

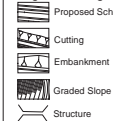
**Please Note:**  
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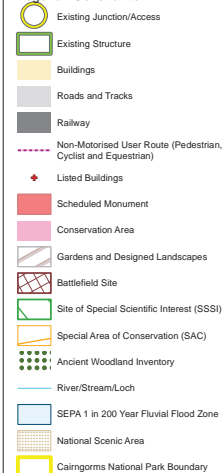
# KILLIECRANKIE TO PITAGOWAN (SHEET 3 OF 6) - PREFERRED OPTION



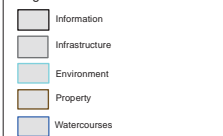
## Legend - Design



## Legend - Constraints

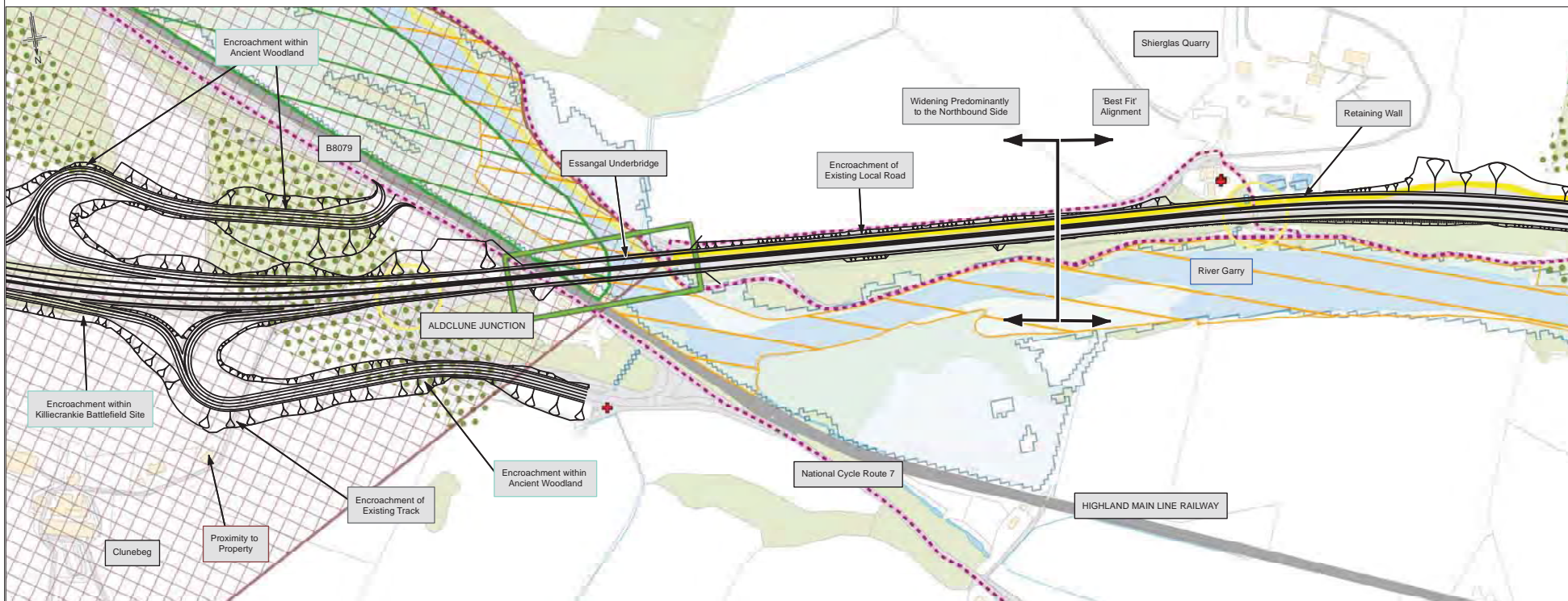


## Legend - Annotation



## 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.





# KILLIECRANKIE TO PITAGOWAN (SHEET 4 OF 6) - PREFERRED OPTION



## Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

## Legend - Constraints

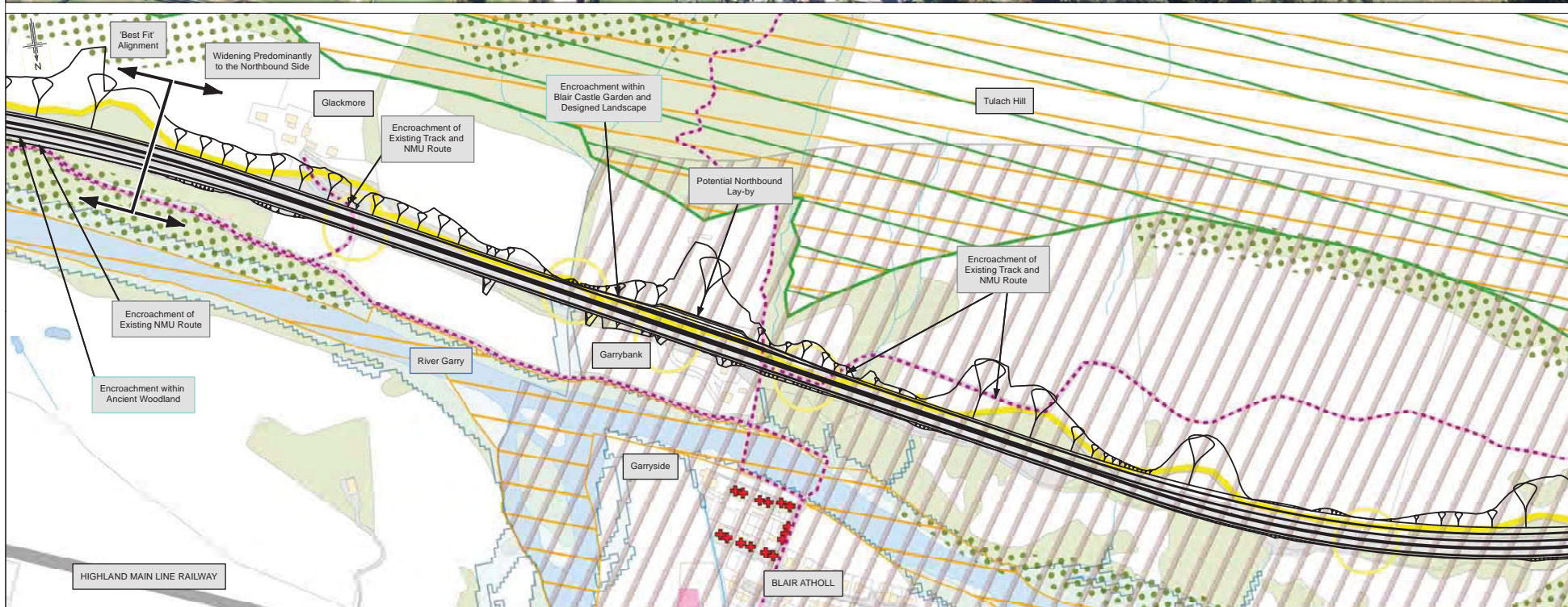
- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Building
- Scheduled Monument
- Conservation Area
- Gardens and Designed Landscapes
- Battlefield Site
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- National Scenic Area
- Cairngorms National Park Boundary

## Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

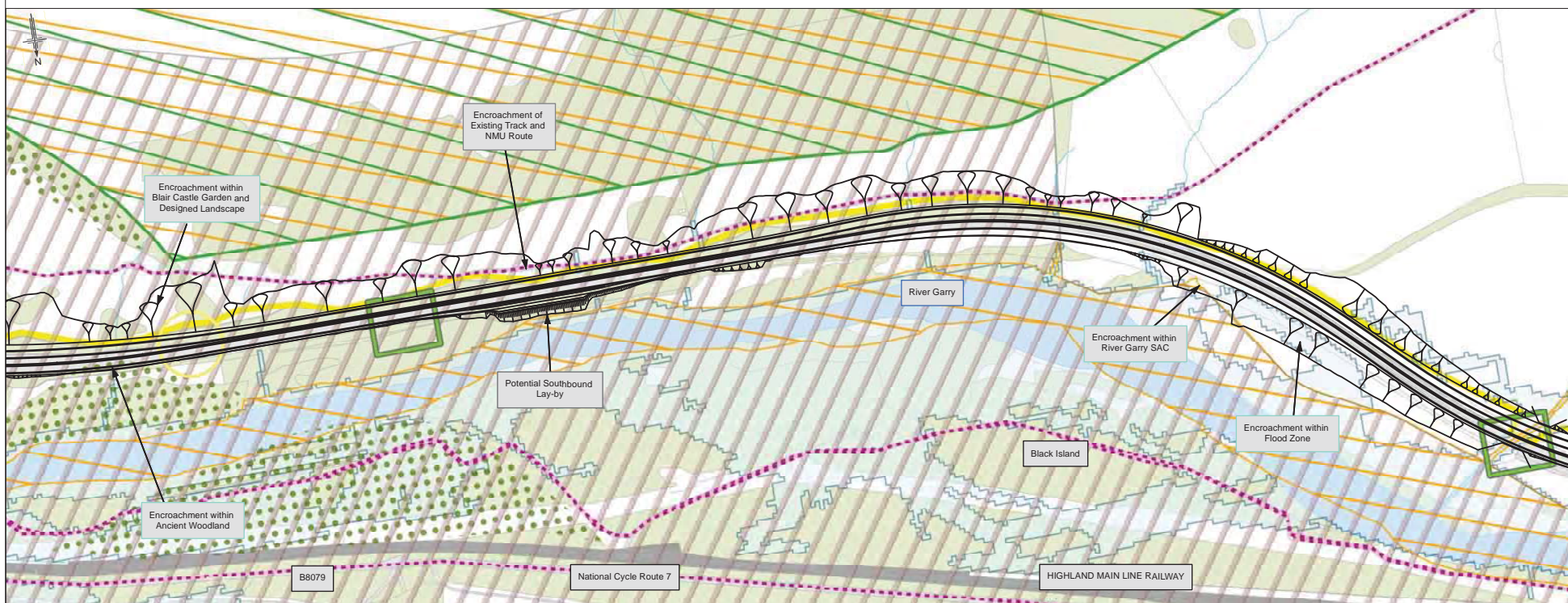
## Please Note:

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.





# KILLIECRANKIE TO PITAGOWAN (SHEET 5 OF 6) - PREFERRED OPTION



## Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

## Legend - Constraints

- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Building
- Scheduled Monument
- Conservation Area
- Gardens and Designed Landscapes
- Battlefield Site
- 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
- Cairngorms National Park Boundary

## Legend - Annotation

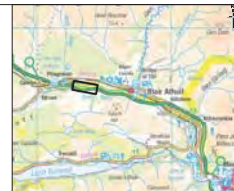
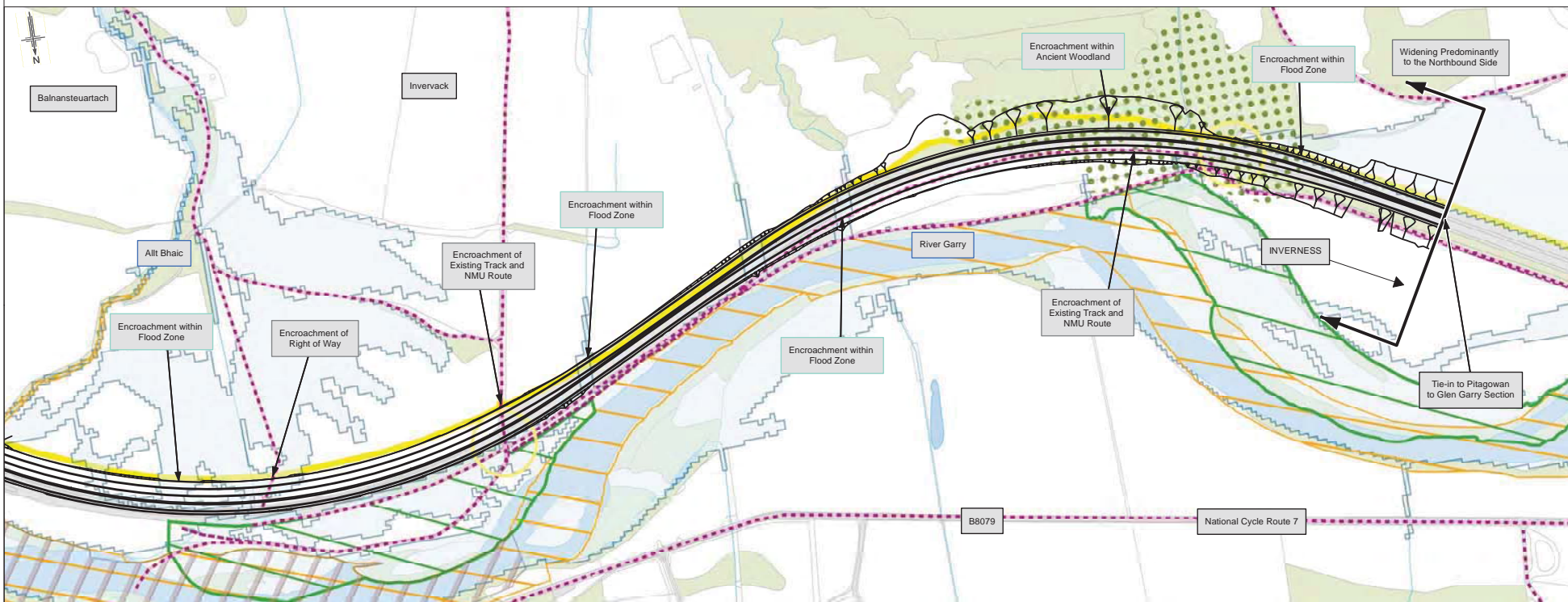
- Information
- Infrastructure
- Environment
- Property
- Watercourses

## 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.





















## KILLIECRANKIE TO PITAGOWAN (SHEET 6 OF 6) - PREFERRED OPTION



Legend - Design

- 

Legend - Constraints

-  Existing Junction/Access
-  Existing Structure
-  Buildings
-  Roads and Tracks
-  Railway
-  Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
-  Listed Buildings
-  Scheduled Monument
-  Conservation Area
-  Gardens and Designed Landscapes
-  Battlefield Site
-  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
-  Cairngorms National Park Boundary

Legend - Annotation

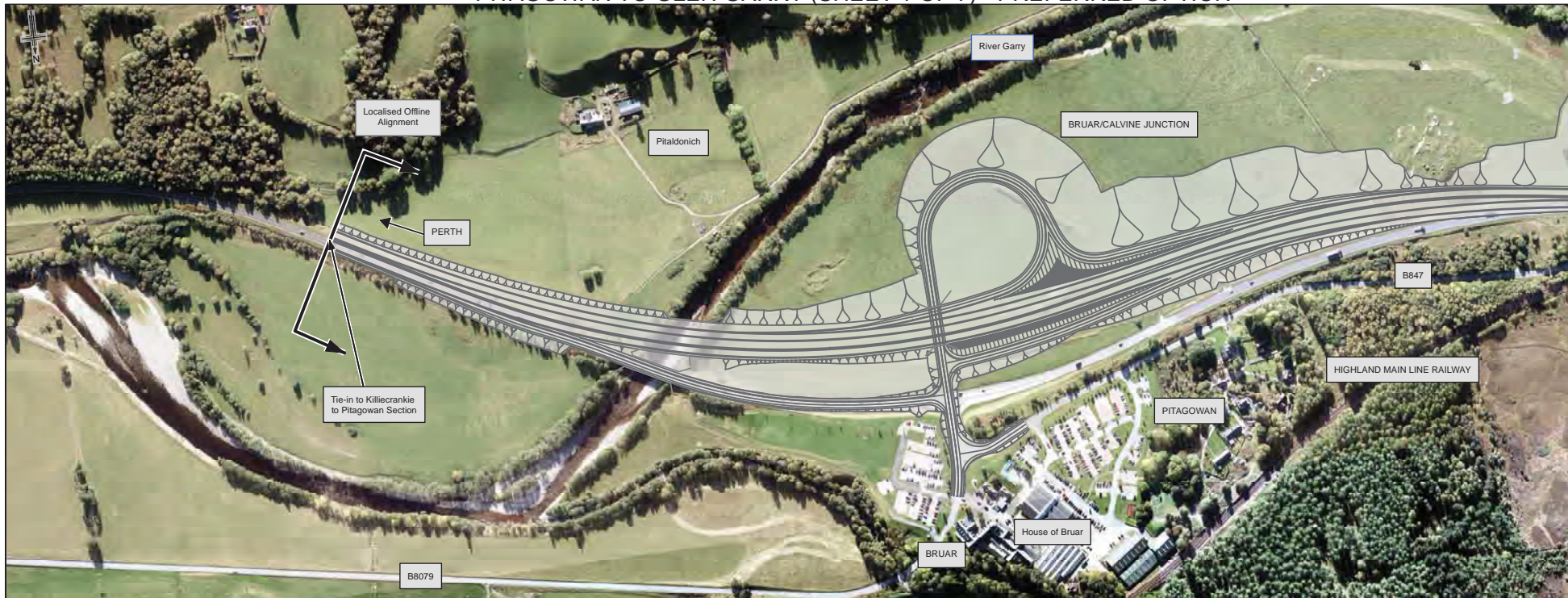
- ☐ Information
- ☐ Infrastructure
- ☒ Environment
- ☐ Property
- ☐ Watercourses

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.



# PITAGOWAN TO GLEN GARRY (SHEET 1 OF 7) - PREFERRED OPTION



## Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

## Legend - Constraints

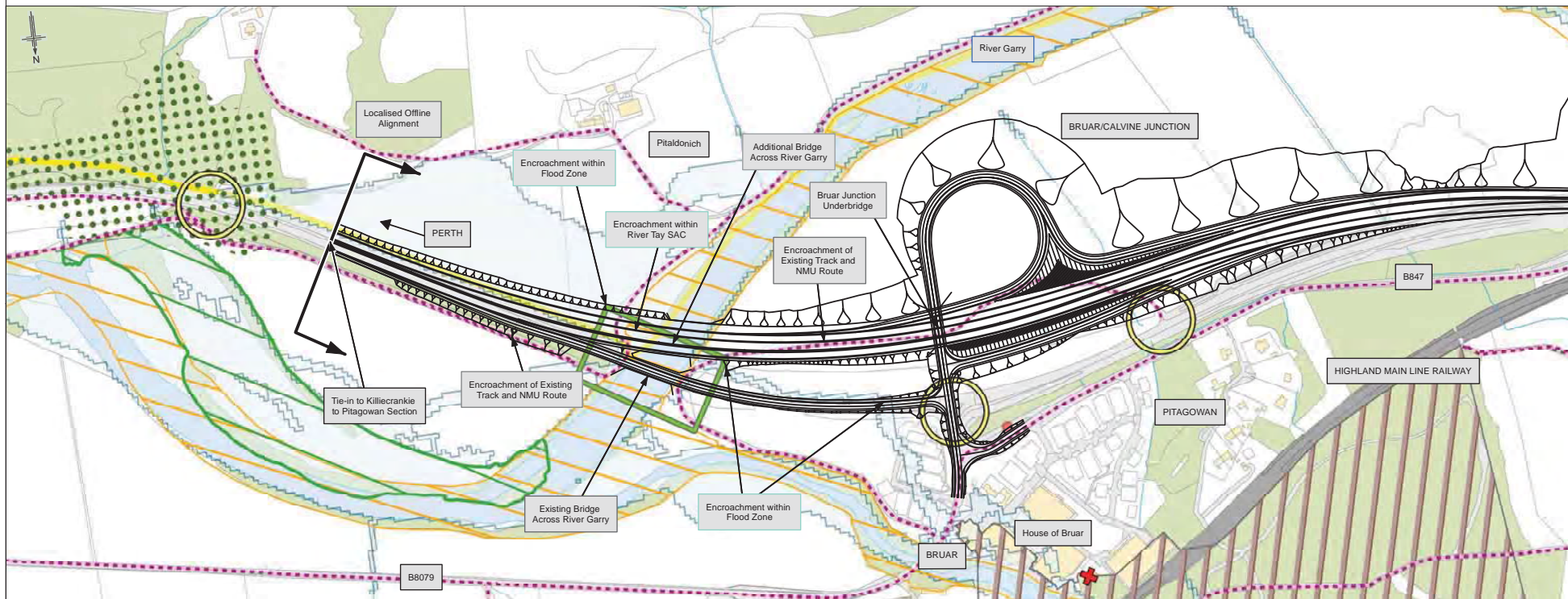
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- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Gardens and Designed Landscape
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Geological Conservation Review Site
- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- Cairngorms National Park Boundary

## Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

## 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, laybys, side roads and private means of access. Environmental mitigation will also be added to the scheme design.





PITAGOWAN TO GLEN GARRY (SHEET 2 OF 7) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

Legend - Constraints

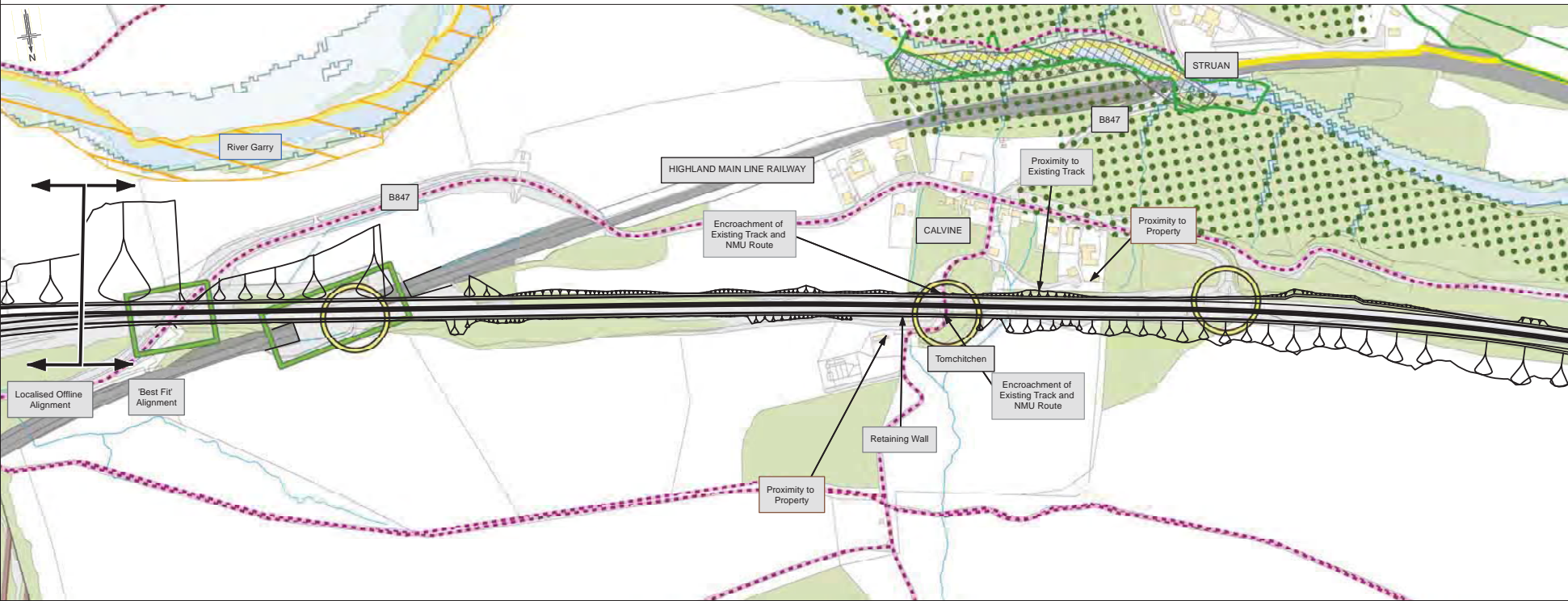
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- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Gardens and Designed Landscape
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Geological Conservation Review Site
- Ancient Woodland Inventory
- River/Stream/Loch
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- Cairngorms National Park Boundary

Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:

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PITAGOWAN TO GLEN GARRY (SHEET 3 OF 7) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

Legend - Constraints

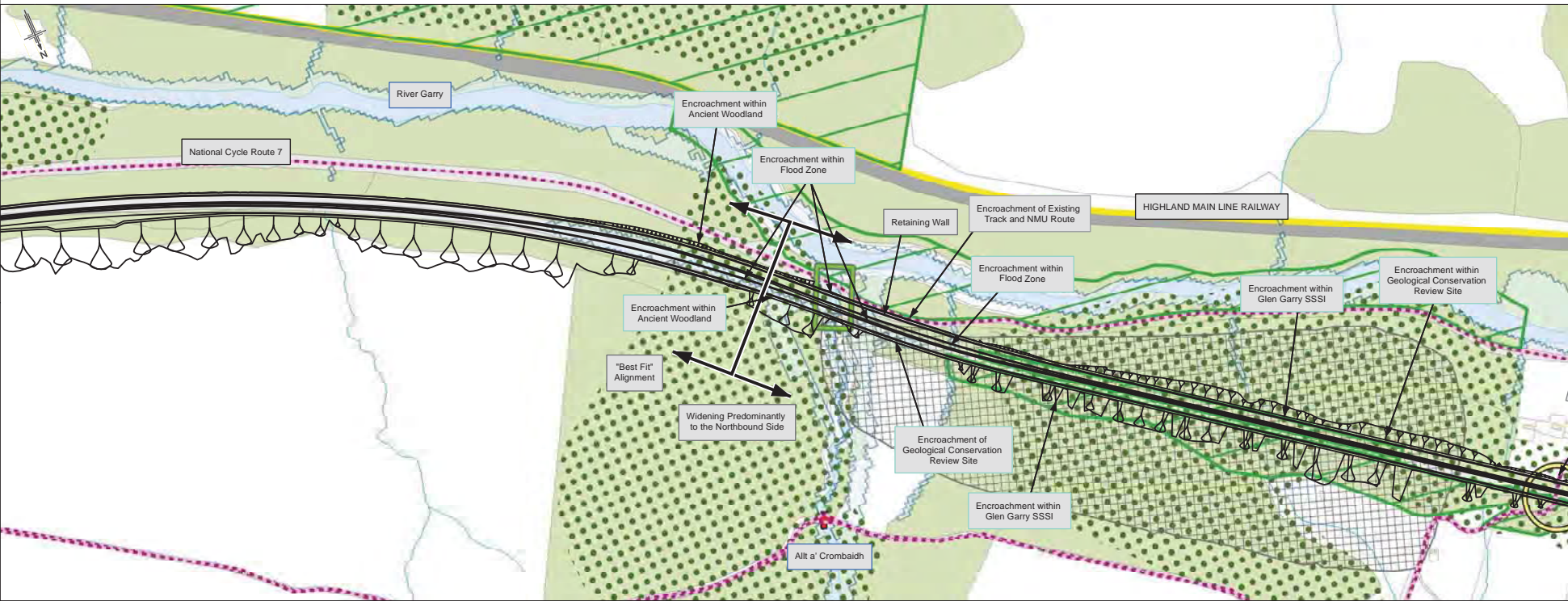
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- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Gardens and Designed Landscape
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Geological Conservation Review Site
- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- Cairngorms National Park Boundary

Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:

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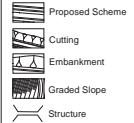




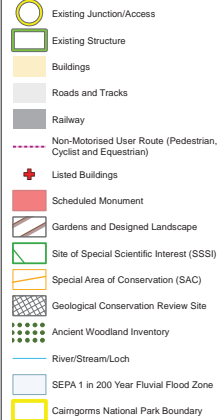
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## Legend - Design



## Legend - Constraints

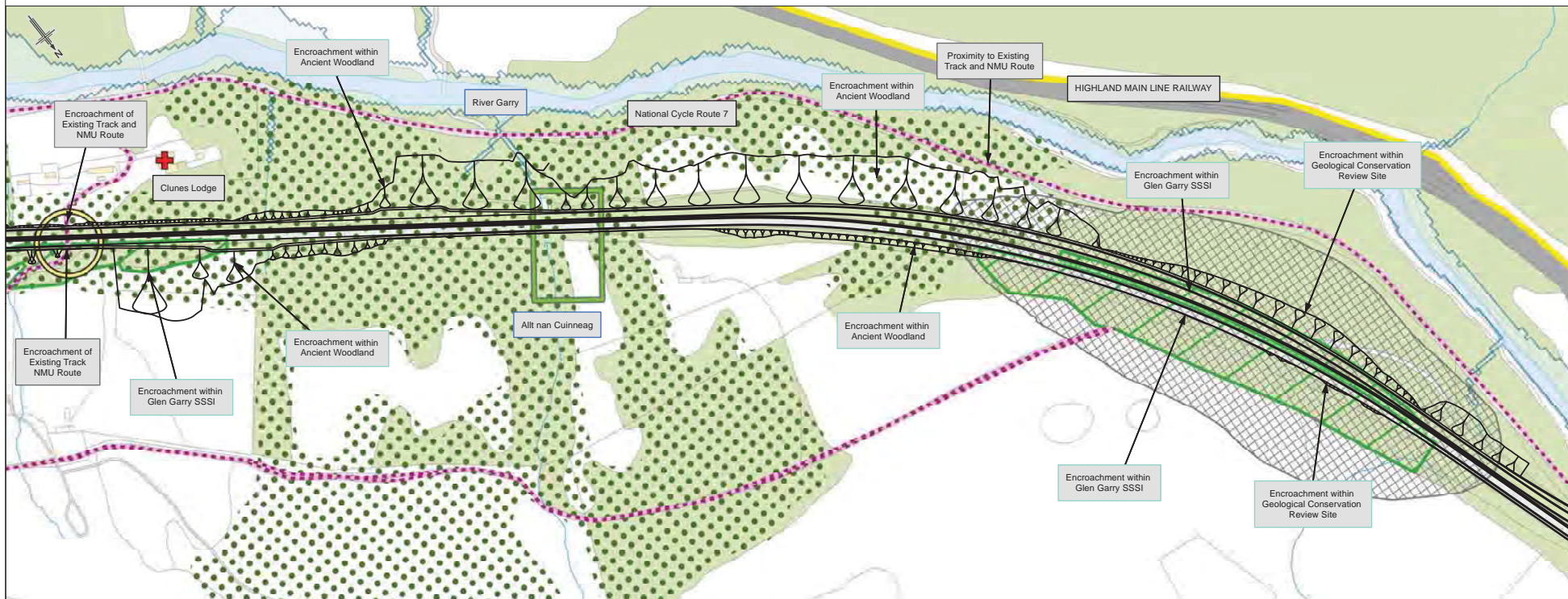


## Legend - Annotation



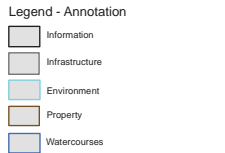
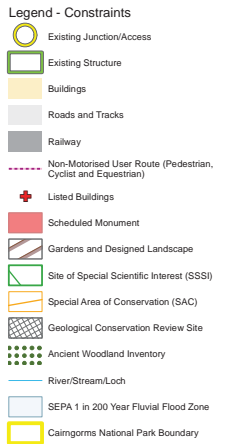
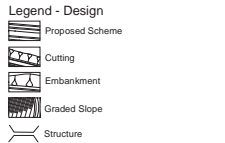
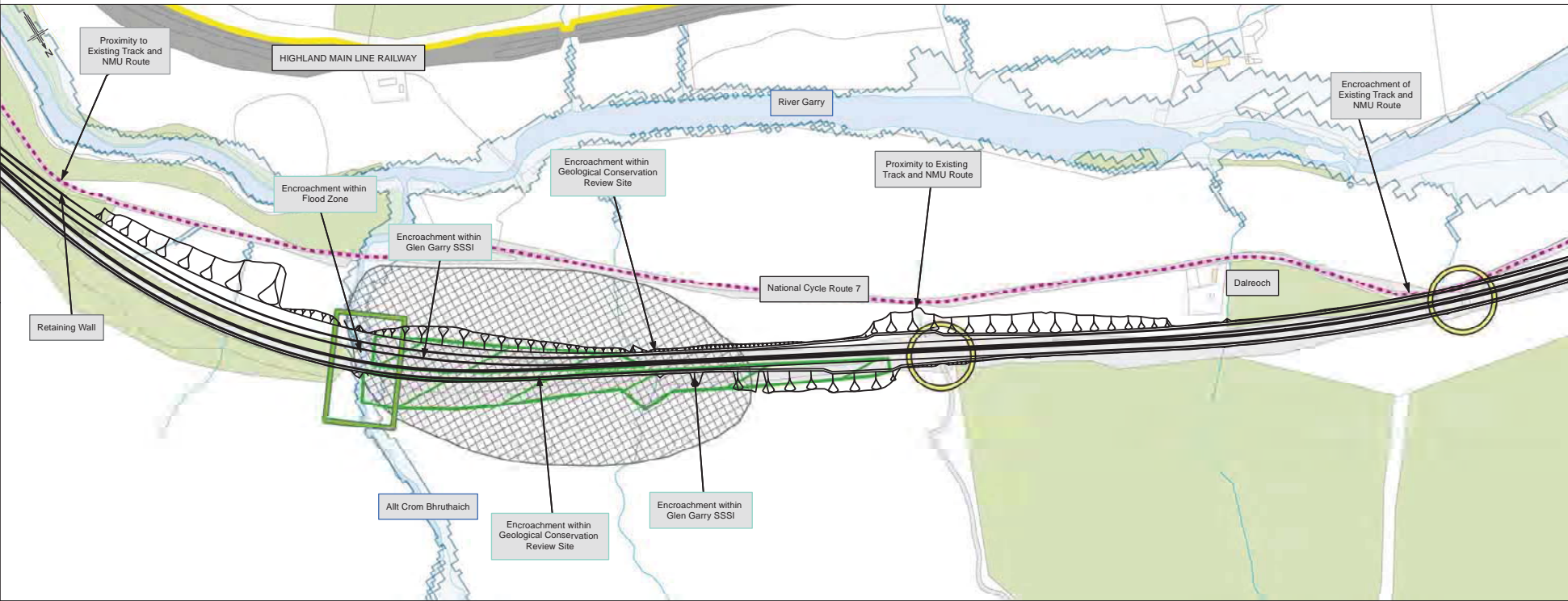
## Please Note:

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PITAGOWAN TO GLEN GARRY (SHEET 5 OF 7) - 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.



PITAGOWAN TO GLEN GARRY (SHEET 6 OF 7) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

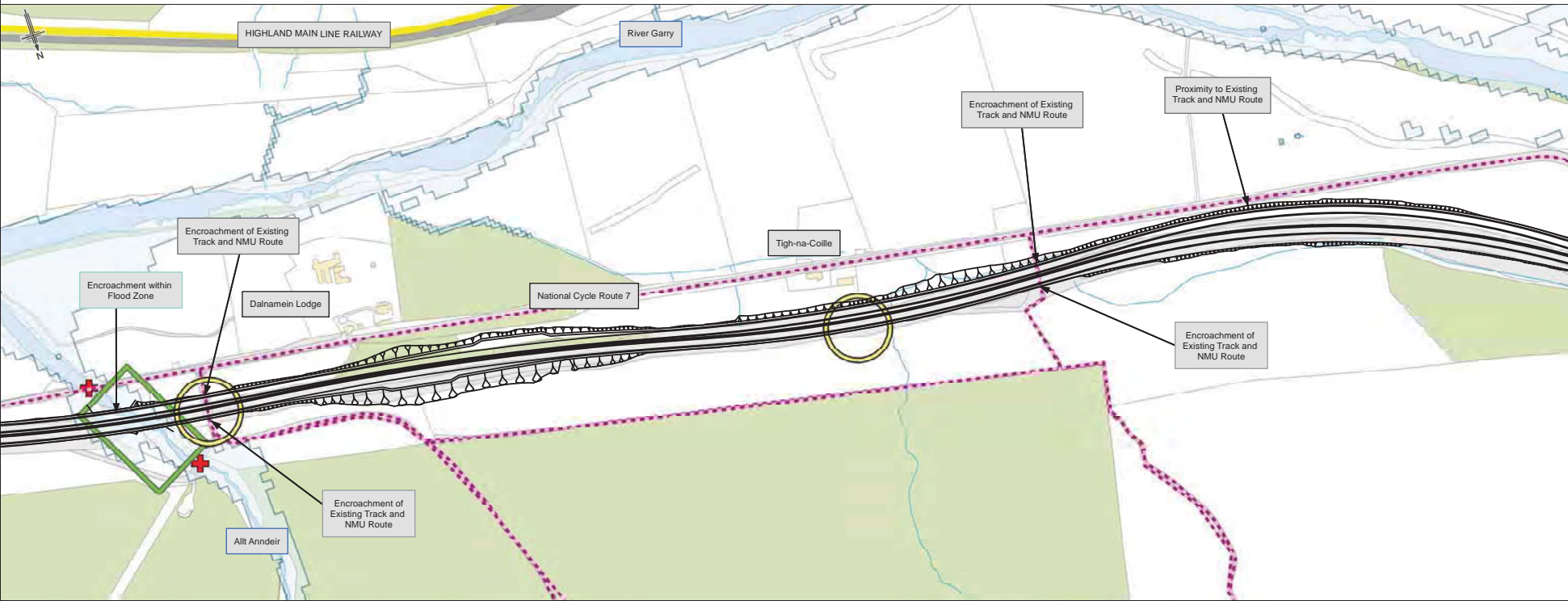
Legend - Constraints

- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
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Legend - Annotation

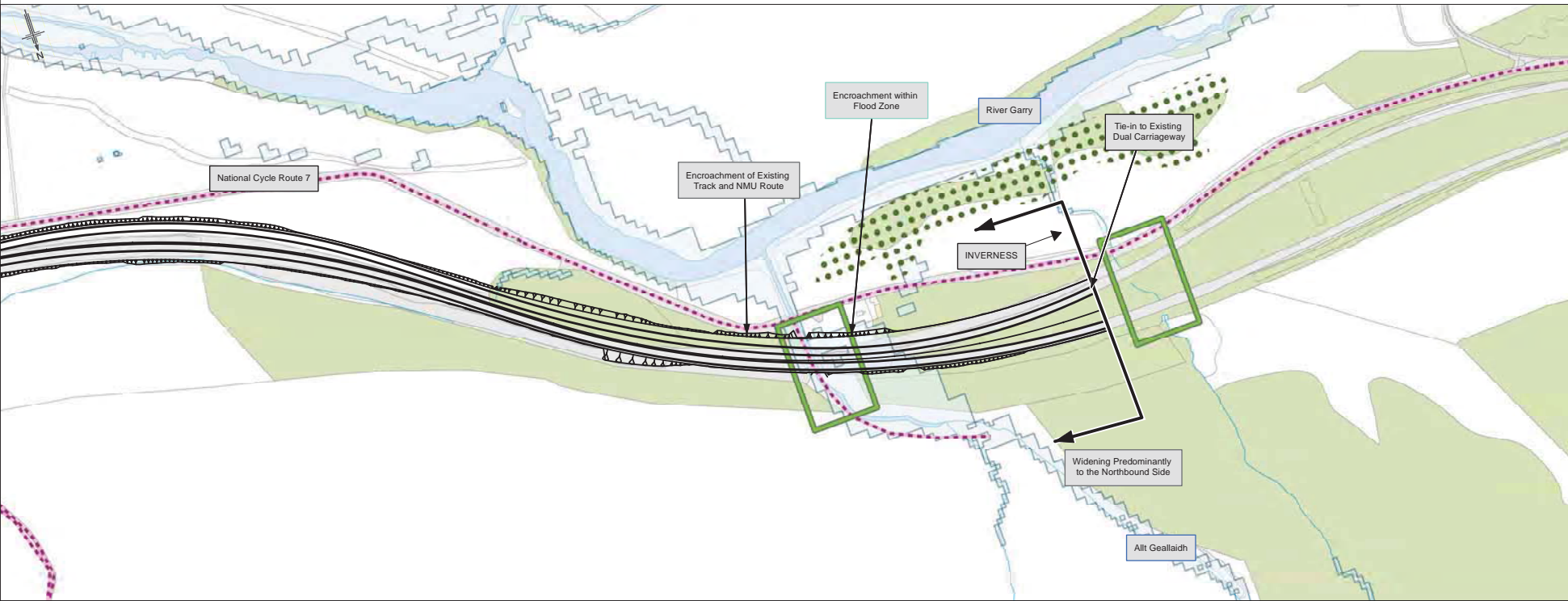
- Information
- Infrastructure
- Environment
- Property
- Watercourses

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.





PITAGOWAN TO GLEN GARRY (SHEET 7 OF 7) - PREFERRED OPTION



- Legend - Design**
- Proposed Scheme
  - Cutting
  - Embankment
  - Graded Slope
  - Structure
- Legend - Constraints**
- Existing Junction/Access
  - Existing Structure
  - Buildings
  - Roads and Tracks
  - Railway
  - Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
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  - Scheduled Monument
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- Legend - Annotation**
- Information
  - Infrastructure
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## Appendix F. Feedback Form

# A9 Dualling Programme Killiecrankie to Glen Garry Project Preferred Option Exhibition



## Feedback form

### Introduction

Thank you for attending our A9 Dualling Killiecrankie to Glen Garry 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 Friday **22<sup>nd</sup> April 2016**.

### Your details (optional)

**Name:**

**Address:**

**Postcode:**

**Telephone:**

**Email:**

Please email or post completed responses (address opposite) by **Friday 22<sup>nd</sup> April 2016** to Jacobs A9 Dualling team.

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

For information on the wider A9 Dualling programme, please visit :  
**[www.transport.gov.scot/project/a9-dualling-perth-inverness](http://www.transport.gov.scot/project/a9-dualling-perth-inverness)**

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

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK



# **A9 Dualling Programme Killiecrankie to Glen Garry Project Preferred Option Exhibition**

**Comments:**

## Appendix G. Comments and Responses

Summary / Comment	Response
<p>On hearing that Route Option 4 on the Killiecrankie to Pitagowan section is to be pursued, which means that all widening will be done on the northbound carriage, I am afraid that my view of the consultation exercise has become quite cynical. We were presented last year with various scenarios for widening the road. These included work on either southbound or northbound carriages or a third option where there would be a mixture of the two. But on examining the details of the preferred Route Option 4, we discover that widening entirely on the northbound carriage was and remains the only possibility given the constraints imposed by the Aldclune junction. I was told several times that there is insufficient distance between the tie-in with the existing dual carriageway and the Aldclune junction to allow for any widening to be done on the southbound carriage. I note that this particular reason for preferring Option 4 is not stated in the leaflet which I collected in the village hall.</p> <p>Looking at the preferred route as it goes past Shierglas Quarry, I note that the existing access road to the quarry is not so much "encroached" as completely obliterated. I understand that you are now researching feasible access routes to the quarry under the new arrangement. So I would like to take this opportunity to remind all planners that this project is to serve every community in its path. It is not simply designed for road users getting from Perth to Inverness. The traffic to and from the quarry is today a blight on this area. Heavy lorries trundle daily right through a Special Area of Conservation, a Site of Special Scientific Interest, over a historic bridge dating from 1833 across the R Garry and a railway bridge. Worse still that is all done on quiet B roads. Proper, safe and environmentally sound access to the quarry has to be incorporated into the A9 dualling plan. I understand that one of the 'easiest' solutions would be to re-instate the existing access road, follow the existing route along the R Garry and then turn the quarry traffic where it crosses the R Garry in Killiecrankie over another historic bridge (over the Girmaig) and direct it to the new Aldclune junction. This would be a lost opportunity of scandalous proportions and I hope that every effort is made to correct the damaging effect of quarry traffic.</p> <p>Finally, I am keen to know what stage you are at in the Pitlochry to Killiecrankie decisions. My particular concern is how to cross Loch Faskally and create junctions without ruining a local amenity, the landscape or an area of huge touristic value.</p>	<p>We would like to assure you that comments from the public consultation process have been considered during the design process. By communicating directly with people who may be affected by the project we have been able to identify issues that were not previously known to the design team as well as gather information which will influence access proposals and environmental mitigation for affected properties.</p> <p>In your feedback you state that all the issues associated with the southbound widening option between Killiecrankie and Aldclune were not stated in the exhibition leaflet. To clarify, this issue concerned the need to demolish two existing watercourse underbridges in order to provide the required horizontal and vertical alignment between these two locations. This was stated in the exhibition leaflet as a reason contributing to the selection of Option 4 (northbound widening option) as the preferred option as it allows re-use of the existing structures. We would like to stress that the southbound widening option remained a wholly viable option right through to the end of the route assessment process and was only discounted during the decision making process to determine the preferred option.</p> <p>With regard to access to Shierglas Quarry and associated movements of heavy goods vehicles, we are aware of support to remove quarry traffic from a number of environmentally sensitive areas, local roads and the village of Killiecrankie. Options for providing local access to/from the A9 for businesses, properties and plots of land throughout the Killiecrankie to Glen Garry project are currently under development and are being appraised by the project team. Public support for removing quarry traffic from Killiecrankie will form a consideration of this appraisal. The outcome of this will form part of the developing access strategy being undertaken throughout Stage 3.</p> <p>Up to date information on the Pitlochry to Killiecrankie project, including materials from the Community Engagement Event held on the 3rd and 4th February 2016 is available online at <a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a>. The options presented at that event, together with other options identified during subsequent engagement that was held after the event, may be subject to further development. A preferred mainline and side road option is expected to be selected during 2016 and at that time a public exhibition will be held to consult with the local community and stakeholders.</p>
<p>Following our viewing at Killiecrankie Hall on 9th March we were pleased that the new layout of the A9 in proximity to our property was not going to impact on our side of the current A9. But we would be in full view of the proposed new junction.</p> <p>Can we suggest and hope that you will implement a tree planting scheme on our side of the new dualling. There is quite a community on the hill above the new junction which would appreciate in time a softening of the noise which a tree planting scheme would give.</p>	<p>We have noted your comment regarding reinstatement of tree planting as a means of noise mitigation. Tree planting is not a recognised mitigation measure for reducing noise impacts, however, tree planting may be considered when mitigating any identified landscape and visual impacts of the proposed A9 dualling. Various measures are available to mitigate the impacts of road traffic noise following construction and may include earth bunds, acoustic fencing and the use of low-noise surfacing. Road traffic noise impacts will be considered in detail in an Environmental Impact Assessment that will be prepared and the approach to any necessary mitigation reported in the Environmental Statement. Once the requirements for noise mitigation are identified along the project we will be in contact to discuss how these relate to your property.</p>
<p>Good exhibition and very informative. One comment, I would like to make is, could consideration be given to keep open the entrance to Calvine, off the A9 just past Bruar, for northbound traffic, but closed to southbound. I.e. do not allow to cross carriageways - keep closed with central reservation barrier (if this is being put in place)</p>	<p>With regard to your comment on the retention of Calvine Junction for access to and from the A9 northbound carriageway to the village, this will be considered at Design Manual for Roads and Bridges (DMRB) Stage 3. During DMRB Stage 2, further assessment of observed traffic movements at the existing junctions at Bruar and Calvine and consideration of further traffic modelling has concluded that a full grade separated junction should be developed in the vicinity of Bruar as opposed to Calvine.</p>
<p>I would like to draw your attention to a situation which crops up very often. That is, tail backs and hold ups after an accident on the A9 road. On many occasions where there is at present dual carriageway there are very few cross over places from one dual carriageway to the other. I therefore think it would be very beneficial to have the whole central reservation moveable, ie. So that it can be opened and closed when necessary anywhere so allowing traffic to flow if only slowly</p> <p>I have noticed when work has been done on one side or the other of the present dual carriageway, many miles are left empty when traffic could use it if there were more or frequent cross over places.</p> <p>After this last winter's bad storms it has been noticeable that the drainage at the sides of the road has not been adequate and not looked after. In years past, road men had cleared gulleys and road side dykes. It was noticeable this winter when Blair Atholl was cut off by rail and road that the road sides were in very bad state of maintenance which caused much of the flooding problems, ie. Slip roads.</p> <p>In this area the river Garry flows close to the A9 and as SEPA have been against clearing river and burn beds, it has become clear that the river beds are becoming choked with stones and gravel- causing the water to make new courses for itself and one or two places beside the present A9 are close to being undermined.</p> <p>I hope this information will be of use to you and will be considered.</p>	<p>We appreciate your frustration at the delays that can occur when there is an accident on the A9. As part of the current stage of design development, how the A9 will be operated and maintained once dualled is being assessed. This includes consideration of the future resilience of the route if an accident does unfortunately occur. Crossovers in a central reserve are typically included at regular intervals on dual carriageways for operational and maintenance purposes, however, these can also be utilised to manage traffic movements following accidents if required. These are best located at key strategic locations rather than in the form of a continually removable central reserve barrier along the length of the route and as part of the aforementioned operations and maintenance assessment, the most appropriate key strategic locations for siting these crossovers will be considered.</p> <p>We note your comments on the recent flooding events in the area and your concern that a lack of adequate road drainage maintenance has contributed to these events. Existing drainage infrastructure on the A9 is maintained as part of the Trunk Road Term Maintenance Contract that exists between BEAR Scotland Ltd and Transport Scotland. Drainage on local roads such as the B8079 on both south and north approaches to Blair Atholl is the responsibility of the Local Authority and consequently we are not in a position to comment on their particular local road drainage maintenance practices. If at any time you should wish to report a specific defect on trunk roads you may wish to know that Transport Scotland operates a free customer contact system for the convenience of members of the public to report any matters relating to the management and maintenance of the trunk road network. All reports to 0800 028 1414 are passed on to their operating companies for appropriate action and are logged for future reference.</p> <p>The current stage of design development includes preparation of a detailed Flood Risk Assessment for the project. The aim of this assessment is to ensure that the proposed dualling of the A9 does not increase flood risk in this area and that any impacts of the proposed dualling are identified, understood and suitable mitigation measures are included in the design.</p> <p>We are also aware of specific problems in the area, related to existing watercourses such as the erosion that is currently occurring between the A9 and the River Garry at Invervack. Investigations are ongoing into this problem both to ensure that the problem can be rectified in the short term without risk to the travelling public and that the A9 dualling will not exacerbate this problem in the longer term.</p>
<p>With the new junction at Bruar and the southbound (and possibly northbound too) closure of the Calvine junction, this will potentially have significant impact on our business. One of the main selling points is our proximity to the A9. 90% of our guests are one night stop-overs for people travelling north or south. By re-routing them via Bruar, we are no longer just one minute from the A9, meaning that they might look elsewhere for accommodation with easier access from the main road.</p> <p>Secondly, we rely on passing trade for both accommodation and meals. With prospective customers no longer driving through Calvine either as they leave the A9 or re-join it, nobody will see our signs in the village and drive down to us.</p> <p>This is of major concern. We have spent four years building the business back up from zero and it would be very disappointing to find that we no longer has the trade to sustain the business.</p> <p>I would be very keen to discuss this in more detail and in particular explore possibilities of signage at the new Bruar junction, without which our business will be seriously threatened.</p>	<p>We acknowledge that you run a local business and appreciate your concerns about the continued accessibility of passing trade on the A9 to visit the business once the route is dualled. We also acknowledge that journey times to the business from the A9 will increase as a result of the proposed grade separated junction at Bruar, however the increase is expected to result in a journey time increase to Calvine from the north by up to 3 minutes. Retention of Calvine Junction for access to and from the A9 northbound carriageway to the village will be considered at Design Manual for Roads and Bridges (DMRB) Stage 3.</p> <p>As part of the current design development, both strategic direction signs and tourist signs will be developed through consultation with relevant tourist bodies to ensure that the content of such signs is appropriate to the location. We note your request for your business to be included in signing at the proposed junction at Bruar and this will be considered during development of the signing proposals and consequent consultation.</p>
<ul style="list-style-type: none"><li>• We note that the stage 3 connection routes will either be adopted by the local authority or retained by Scot Gov but effective maintenance and snow clearance remain a concern.</li><li>• The impact of the works to our tourism and functions enterprises remain a concern.</li><li>• Speed restrictions will need to be lifted for certain events.</li><li>• 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.</li><li>• Areas of woodland isolated and made uneconomic 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.</li><li>• 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.</li><li>• There does not appear to be clarity on what road side services will be permitted as part of or following the dualling project?</li><li>• View points to Blair Castle should be preserved.</li><li>• Farms, commercial woodland and residential properties east of Old Struan require a 44 tonne left turning junction.</li><li>• We shall determine the value of Clunes woodland and revert to you to further discuss how to treat this woodland for extraction.</li><li>• 44 tonne north / south junctions are required at Dalnainin and Bruar for hydro and forestry access.</li><li>• Vehicular access at Clunes requires further discussion. Unless a solution can be found for Clunes wood then forestry grade access will be required here too.</li><li>• We would like to take back possession of land between the new carriageway and the stage 3 route adjacent to House of Bruar car park.</li><li>• Auldclune junction requires north / south access and egress but recognition needs to be taken of impact of land take to Clunebeg Farm as works will consume many of their better fields.</li></ul>	<p>We also acknowledge particular concerns regarding areas of forestry and the intended access provision to these plots of land within the project extents. Again we would look to discuss these during a future meeting concerning access from the A9 in general.</p> <p>We note that there are several private utilities present within the project extents including under the existing A9.</p> <p>Minimising disruption to all users of the A9 during the construction phase remains a key consideration for the A9 Dualling team and we will continue to develop our proposals for construction with this in mind.</p> <p>As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development process an Environmental Impact Assessment (EIA) will be undertaken and an Environmental Statement published to determine the impact the new road is likely to have on the surrounding environment. This assessment will include recommendations for appropriate mitigation measures to minimise the impacts of the project on the environment. We note your concerns regarding the likely extent of any landscape planting preventing views from the road to both existing tourist attractions and businesses and this will be taken into consideration in the design of such mitigation measures.</p> <p>Finally we note your comment regarding provision of official road side services for the A9. Road side services are not being provided but we are considering lay-bys and rest areas as part of the next stages of design; any consideration of road side services would follow the normal planning processes.</p> <p>A number of the other topics you raised were discussed at the March meeting and have therefore been omitted from the above response, for clarification of what was discussed please refer to the meeting notes issued to you previously. We will also shortly circulate meeting minutes from the more recent meeting on the 9th June 2016 for your consideration.</p>
<p>Understood all about Bruar Junction. Thought it was okay. Concerned about railway bridge at Calvine for HGVs etc, but all was explained.</p>	<p>Thank you for attending the public exhibition, providing comment on the proposed grade separated junction at Bruar and confirming that the concerns you had with regards to vehicle clearance at the Calvine railway underbridge were suitably explained by staff at the exhibition.</p>

Summary / Comment	Response
<p>I was very disappointed to see that option route 4 is the preferred route ie Northbound widening past Killiecrankie and Aldclune. This would imply increased disruption for those living in the village of Killiecrankie. Moreover, it was pointed out at the meeting that this was the only feasible option due to the lead in to the Aldclune junction.</p> <p>This had not been pointed out in previous exhibitions when we were led to believe that there was a realistic chance of widening on the southbound route or either side of the existing road. This appears to have rendered my previous submission rather a wasted effort.</p> <p>It is also disappointing that no consideration has been given for access to and from the Shierglas Quarry. It is in my view a scandal that currently lorries from the quarry need to pass through the historic village of Killiecrankie. Once construction gets underway we are already facing the prospect of a much higher volume of traffic. Some consolation might be provided if the new road would provide direct access to the quarry but the suggestion at the meeting was that the existing quarry road would be reinstated when the new road was built. In that case, lorries would continue to have to pass through the village to get onto the new road.</p> <p>I hope that even at this stage further consideration can be given to mitigate the impact on those living in or near Killiecrankie and along the proposed route.</p>	<p>We would like to assure you that comments from the public consultation process have been considered during the design process. By communicating directly with people who may be affected by the project we have been able to identify issues that were not previously known to the design team as well as gather information which will influence access proposals and environmental mitigation for affected properties.</p> <p>With regard to your comments on the selection of Route Option 4 (widening on northbound side at Killiecrankie) as the preferred option, in summary the reasons contributing to the selection of this route were:</p> <ul style="list-style-type: none"><li>•Widening on the southbound side at Killiecrankie would produce a greater imbalance between the amount of soil removed from the ground against the amount of soil deposited on top of existing ground. This is known as a cutfill balance and it is good engineering practice that these quantities should be as near to equal as possible to help reduce costs and environmental impacts. Widening to the northbound side was found to have a much better cutfill balance, whereas southbound widening would produce a surplus of waste material to be disposed of;</li><li>•Widening to the southbound side was found to require the demolition and replacement of two existing bridges in order to provide the required horizontal and vertical alignment between the existing Killiecrankie dualled section and Aldclune junction. Widening to the northbound side (Option 4) would allow the existing structures to be re-used and would therefore avoid the substantial demolition and construction costs.</li></ul> <p>When all factors were considered, Option 4 was found to be preferable over southbound widening past Killiecrankie. We would like to stress that the southbound widening option remained a wholly viable option right through to the end of the route assessment process and was only discounted during the decision making process to determine the preferred option.</p> <p>With regard to access to Shierglas Quarry and associated movements of heavy goods vehicles, we are aware of support to remove quarry traffic from a number of environmentally sensitive areas, local roads and the village of Killiecrankie. Options for providing local access to/from the A9 for businesses, properties and plots of land throughout the Killiecrankie to Glen Garry project are currently under development and are being appraised by the project team. Public support for removing quarry traffic from Killiecrankie will form a consideration of this appraisal. The outcome of this will form part of the developing access strategy being undertaken throughout Stage 3.</p>
<p>Our comments from the meeting are...</p> <p>We object...</p> <p>To bringing the proposed A9 dualling closer to our boundary.</p> <p>The increase in pollution and noise.</p> <p>The safety of our grandchildren playing in our garden so close to a busy main road.</p> <p>The removal of trees on the north carriageway of the existing A9 just south of our boundary.</p> <p>We have new concerns...</p> <p>Due to the flooding which took place all over Scotland and beyond in January 2016 and possible climate change, we have concerns re drainage from the dualled A9, as our property, the village of Calvine and the B847 all sit below the A9, we do not want flooding of the road or any ones property.</p> <p>The water from the existing A9 already floods the B847 all the way to the rail bridge.</p> <p>As reported to Transport Scotland with a telephone conversation on the 7th January and confirmed by a letter. We do not want the B847 or any property to be flooded after the new road has been constructed.</p> <p>If you do not have a vehicle and wish to travel from the House of Bruar where public transport is available and there is an increase in traffic on the B847, there is no footpath beyond Calvine. This was discussed with your representatives, who we found to be most helpful and understanding on the day.</p>	<p>We should clarify that at this early stage your concerns do not form a formal objection to the project which has a specific meaning in the statutory process. The formal objection stage comes after the draft orders for any eventual scheme is published. As we have just completed the options assessment phase that is still some way away. There are more details on the process on Transport Scotland's website at <a href="http://www.transport.gov.scot/road/promoting-new-trunk-roads">http://www.transport.gov.scot/road/promoting-new-trunk-roads</a></p> <p>Whilst you cannot formally object at this stage your feedback is still important in helping to inform decision making.</p> <p>We note your concern regarding potential flood risk to the village as a result of dualling the A9. The current stage of design development includes preparation of a detailed Flood Risk Assessment for the project. The aim of this assessment is to ensure that the proposed dualling of the A9 does not increase flood risk in this area and that any impacts of the proposed dualling are identified, understood and suitable mitigation measures are included in the design.</p> <p>We also note your concern regarding the existing flooding that can occur on the B847 to the east of Calvine where it crosses underneath the Highland Main Line railway. Drainage on local roads such as the B847 is the responsibility of the Local Authority and consequently we are not in a position to comment on particular issues that affect the local road network such as flooding and drainage and would therefore recommend discussing your concerns on any existing flooding problem at this location with the relevant department of the Local Authority. If at any time you should wish to report a specific defect on trunk roads you may wish to know that Transport Scotland operates a free customer contact system for the convenience of members of the public to report any matters relating to the management and maintenance of the trunk road network. All reports to 0800 028 1414 are passed on to their operating companies for appropriate action and are logged for future reference.</p> <p>With regard to Non-Motorised User (NMU) provision between Calvine and Pitagowan/Bruar we acknowledge that there is no provision presently between the villages. As part of the current stage of design development we will be undertaking various audits of the project such as cycling and accessibility and these will consider if any resultant changes in traffic volumes on the B847 between Calvine and Pitagowan/Bruar merit consideration of formal NMU infrastructure being incorporated into the design.</p> <p>Please note that your correspondence cannot be considered as a formal objection to the scheme as the consultation process exists principally to inform the design development and assessment of the project. Formal statutory objections can be lodged at the end of the design development and assessment process and following publishing of the Draft Orders and the Environmental Statement.</p>
<p>Thank you for discussing with use recently at Blair Atholl the plans for the A9 Dualling which affect us most closely at our property. We are concerned directly with the screening of the road, to limit noise. We are now aware that you will need to remove the screening screen of trees from the south side of the present A9, which protect us currently. We should be grateful for a site visit from you in the near future, so that we can discuss what you can offer us by way of replacement screening from the proposed new road.</p>	<p>We have noted your comments regarding reinstatement of tree planting as a means of noise mitigation at the property. Tree planting is not a recognised mitigation measure for reducing noise impacts, however, tree planting may be considered when mitigating any identified landscape and visual impacts of the proposed A9 dualling. Various measures are available to mitigate the impacts of road traffic noise following construction and may include earth bunds, acoustic fencing and the use of low-noise surfacing. Road traffic noise impacts will be considered in detail in an Environmental Impact Assessment that will be prepared and the approach to any necessary mitigation reported in the Environmental Statement. Once the requirements for noise mitigation are identified along the project we will be in contact to discuss how these relate to your property.</p>
<p>Unfortunately, for me, I have missed your presentation sessions this week at Blair Atholl &amp; Killiecrankie re A9 Dualling. Is there any chance I could have a phone conversation with either yourself or one of your team in connection with the stretch of A9 that is nearest to the village of Calvine? I would so appreciate it. I am available presently so can make a call to the relevant colleague at your suggestion of a time.</p>	<p>Following the exhibition we attempted to make contact with you to discuss the exhibition as we noted that you were not able to attend, however, unfortunately we were not able to speak to you. Up to date information on the Killiecrankie to Glen Garry project, including materials from the Public Exhibition held on the 8th and 9th March 2016 are still available online at <a href="http://www.transport.gov.scot/project/a9-killiecrankie-glen-garry">http://www.transport.gov.scot/project/a9-killiecrankie-glen-garry</a>.</p>
<p>Having spoken with one of the reps at the exhibition I studied all the info available. I am concerned that no junction is currently being planned at Calvine giving Northbound access to the A9 and access to this area from the A9 southbound. Motorists will have to travel 2 miles south to get on/off the A9 pushing more traffic through Calvine to Bruar. This part of the B847 has a very narrow part under the bridge where large vehicles are advised to use the centre of the road which is on a corner! The traffic volumes coming from the B846 from/to Struan, Tummel Bridge and Kinloch Rannoch would make the use of this road.</p>	<p>With regard to your comment on the retention of Calvine Junction for access to and from the A9 northbound carriageway to the village, this will be considered at Design Manual for Roads and Bridges (DMRB) Stage 3. During DMRB Stage 2, further assessment of observed traffic movements at the existing junctions at Bruar and Calvine and consideration of further traffic modelling has concluded that a full grade separated junction should be developed in the vicinity of Bruar as opposed to Calvine.</p> <p>With regard to your comment on increased journey times, a grade separated junction at Bruar, as opposed to Calvine, is expected to result in a journey time diversion from Calvine to/from the north by up to 3 minutes. The diversion will attribute little or no increase in journey time when travelling south.</p> <p>We also note your comments on the restricted clearance that is present at the Calvine railway underbridge on the B847 and your associated safety concerns. The consideration and development of access options referred to above will take cognisance of this particular constraint and the type of vehicles that could be expected to use the road at this location.</p>
<p>I am writing as a local resident. We recently attended the exhibition in Blair Atholl outlining the proposed changes to the A9. Our property is located in close proximity to the current A9. As such we are understandably concerned as to the affect the proposed changes will have on us - especially as there is a large junction proposed for the Bruar/Pitagowan exit. Our primary concern is the increased noise levels. At present the A9 outside our home has a maximum 60mph limit &amp; a 50mph limit for HGVs. Once dualled this will increase to 70mph as you'll be aware.</p> <p>Can Transport Scotland provide some reassurance that the embankment of the new A9 will not be raised to a higher level than the existing level of the road?</p> <p>Will Transport Scotland be planting trees along the embankment to dissipate the increased noise levels? If not is there a strategy in place to dissipate noise in proximity to our property?</p>	<p>We note your comment with regard to noise levels at your property following dualling of the A9 and the possibility of planting trees to dissipate resultant noise levels. Tree planting is not a recognised mitigation measure for reducing noise impacts, however, tree planting may be considered when mitigating any identified landscape and visual impacts of the proposed A9 dualling. Various measures are available to mitigate the impacts of road traffic noise following construction and may include earth bunds, acoustic fencing and the use of low-noise surfacing. Road traffic noise impacts will be considered in detail in an Environmental Impact Assessment that will be prepared and the approach to any necessary mitigation reported in the Environmental Statement. Once the requirements for noise mitigation are identified along the project we will be in contact to discuss how these relate to your property.</p> <p>The proposed offside dual carriageway opposite Pitagowan is expected to have in an increase in height above the existing A9 road levels at this location. This increase in height is as a result of the need to accommodate the grade-separated junction at Bruar. However, whilst an increase in height is proposed, the proposed dual carriageway and slip road will be further away from your property, when compared to the existing A9. It should be noted that the design at this location may change during Design Manual for Roads and Bridges (DMRB) Stage 3 as part of design development and refinement.</p> <p>The proposed A9 dualling will be subject to further design development and refinement with the aim of reducing environmental impacts such as noise, landscape and visual along the route corridor including where it passes your property.</p>
<p>I am utterly baffled by you preferred route which seeks to encroach on our land and negatively impact multiple properties when there is unused scrubland directly opposite that has never been utilised in my 30+ years living here. Since my purchase of the property in late October 2015, I have been working on the land and the properties to create a holiday destination which will offer the area great employment opportunities and boost the local economy. I give bullet points below to illustrate how your preferred route will not only render these projects useless, but also show that the cycle route you expect us to utilise is completely inadequate.</p> <p>If the preferred option which takes all the ground from our side of the current A9 is the final route we will have no alternative other than to cancel our project with a loss of all the employment both short and long term, and loss to the local community for many years ahead on guest spending in the local area, which would be very sad not only for ourselves having built up a business in Blair Atholl where we currently employ 21 staff from 1981</p> <p>Please consider this situation very carefully a lot of local people will be negatively effected if you choose wrongly</p>	<p>We acknowledge that you are developing plans adjacent to the A9 and that the preferred option for the Killiecrankie to Glen Garry project conflicts with these plans. We also note your concerns regarding access to your property/business and the surrounding land once the A9 is dualled.</p> <p>We are reviewing the concerns in more detail and will respond separately on this matter.</p>



Summary / Comment	Response
<p>The Company recognise that at this stage in the scheme assessment process, the project is dealing with principles, with the detailed design stage to follow. At that point the Company would welcome involvement in the consideration of detailed issues that are critical to the operation of the business. These are:</p> <ul style="list-style-type: none"><li>- The detailed design of the new grade separated junction.</li><li>- The design of the road and junctions between the B847 &amp; B8079 and the interaction with car parking and pedestrian movements at the Company's premises.</li><li>- The detailed treatment of the interface between the car park south of the B8079 and the proposed southbound access to the A9</li><li>- A9 junction signage.</li><li>- Landscape treatment within the road verge, particularly within the area between the carriageways north of the River Garry crossing.</li><li>- Management of the construction process to minimise disruption to trade. This matter is detailed in my representation of the 24th July 2015 and 1st April 2016 (on the Tay Crossing to Ballinlulg section), and is both an acknowledgement of the positive communication by Transport Scotland through this process, and a wish to continue this through the detailed stages, preparation of construction documentations and actual implementation stage.</li><li>- Should road side service provision be required for the A9 project, then the merits of exploring the Company's premises as a site would be of interest.</li></ul>	<p>The project is currently entering the Design Manual for Roads and Bridges (DMRB) Stage 3 design development stage where the mainline and grade separated junction alignment and layout, including retaining links to the B847 and B8079 local roads, will be developed further and refined. This stage will also see development of other elements of the overall design including strategic and tourist signage, noise, landscaping, and visual mitigation. Your comments on these aspects of the design are noted.</p> <p>Minimising disruption to all users of the A9 during the construction phase remains a key consideration for the A9 Dualling team and we will continue to develop our proposals for construction with this in mind.</p> <p>Finally we note your comment regarding provision of official road side services for the A9. Road side services are not being provided but we are considering lay-bys and rest areas as part of the next stages of design; any consideration of road side services would follow the normal planning processes. The retention of appropriate signing on the A9 to your business is an aspect of the design development that we will be considering at DMRB Stage 3.</p>
<p>Would be good if the North Calvine Junction remained at least for traffic joining the A9 heading north.</p> <p>I live in Struan and my favourite walk / cycle is the start of the Minigaig Pass. It would be great if an underpass was constructed at Calvine.</p>	<p>With regard to your comment on the retention of Calvine Junction for access to and from the A9 northbound carriageway to the village, this will be considered at Design Manual for Roads and Bridges (DMRB) Stage 3. During DMRB Stage 2, further assessment of observed traffic movements at the existing junctions at Bruar and Calvine and consideration of further traffic modelling has concluded that a full grade separated junction should be developed in the vicinity of Bruar as opposed to Calvine.</p> <p>We are aware of the current Right of Way / Core Path from Calvine under the A9 to the Minigaig Pass as a well-used Non-Motorised User (NMU) route. The design team are currently developing an NMU strategy and proposals for retaining existing NMU connections as part of the construction of the dualled A9 carriageway. This strategy and developing proposals for retaining existing NMU connections will be discussed with stakeholders and NMU groups and more widely at a future drop in session to update the public of the emerging proposals of the project as a whole.</p>
<p>We live on the hillside above the Glen Gimaig access and when the road is dualled the new access to and from Blair Atholl will be almost directly below us.</p> <p>Screening was never put in on our side when the existing A9 was built in 1983 and, as a consequence, it has always been noisy. This is bound to get worse with vehicles accelerating and braking for the new accesses as the sound tends to be contained in the glen and up to us. We feel it is essential that this time there be screening with trees on our side.</p>	<p>We note your concerns regarding a possible increase in noise at your property as a result of the preferred option, specifically at the proposed Aldclune grade separated junction. Tree planting is not a recognised mitigation measure for reducing noise impacts, however, tree planting may be considered when mitigating any identified landscape and visual impacts of the proposed A9 dualling. Various measures are available to mitigate the impacts of road traffic noise following construction and may include earth bunds, acoustic fencing and the use of low-noise surfacing. Road traffic noise impacts will be considered in detail in an Environmental Impact Assessment that will be prepared and the approach to any necessary mitigation reported in the Environmental Statement. Once the requirements for noise mitigation are identified along the project we will be in contact to discuss how these relate to your property.</p>
<p>We note Transport Scotland's duty (under the Nature Conservation (Scotland) Act 2004) to further the conservation of biodiversity when exercising its functions.</p> <p>In assessing and developing the proposals, Transport Scotland must also have regard to the Cairngorms National Park Partnership Plan (2012-2017). The vision of this Plan includes that the Park will continue to have a rich and enhanced biodiversity which will be better connected and able to adapt to a changing climate.</p> <p><i>Further comments on Protected Areas / Ancient and native woodland / Capercaillie / Black grouse / Waders / Other species/records / Watercourses / Breeding birds.</i></p> <p>We would be grateful for further consultation and discussion with you as the project progresses through the DMRB Stage 3 process, so that we can provide more advice and information on avoidance and mitigation measures to reduce environmental impacts. In the meantime, please don't hesitate to contact me if there are any queries in relation to the points raised in this letter.</p>	<p>Thank you for the comments you have provided regarding protected areas, species habitat and nesting grounds. We are pleased to hear that you are satisfied with the identification of Route Options 4B and 3C as the preferred options for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects respectively.</p> <p>Your comments have been passed to our environmental and ecology teams and will be considered when undertaking the Design Manual for Roads and Bridges (DMRB) Stage 3 design and Environmental Impact Assessment (EIA) and preparation of the Environmental Statement (ES). The ES will report the likely effects on the environment, such as any removal of ancient woodland and changes to habitat, and will recommend mitigation measures to protect against these effects, such as compensatory woodland and planting seeking to meet Strategic Environmental Assessment (SEA) principles as far as practicable.</p> <p>We thank you for your advice with regards to compensatory woodland planting and our ecology and landscape teams are currently designing initial planting proposals with consideration of species records including black grouse, capercaillie and waders. The planting proposals will not be finalised until the final design of the proposed A9 dualling is reached and the ecologists and landscape team will contact you if they have any further enquiries.</p> <p>The black grouse records you have previously provided will be considered with the EIA and we will be undertaking viewshed analysis to assess the likely impacts on black grouse leks during construction. Thank you for providing records of other species which will also be considered with the iterative design and EIA process, alongside the breeding bird data previously provided. We currently hold breeding wader data and would welcome any further important wader records you refer to.</p> <p>The drainage design for the scheme is currently under development by the design team and will include appropriate levels of treatment of any runoff from the proposed road and construction works, especially into the Special Area of Conservation (SAC) sites that are located within the project extents such as the River Tay and Tulach Hill SACs.</p> <p>We are still in the early stages of the EIA process and will continue conversations with key stakeholders to effectively manage the many environmental challenges. We value your contributions and would encourage you to continue engaging with the project team throughout the design process. If there is any data you feel would be useful to the team, we would be grateful to receive it.</p>
<p>I was speaking with Sarah Morgan at Killiecrankie today regarding the A9 dualling project. I would like to be added to the list of people to email a poster to when the Pitlochry section is due it's exhibition of the preferred option.</p>	<p>As promised, we have noted your request to be added to the mailing list for the Pitlochry to Killiecrankie project and we will let you know when this project holds further exhibitions. Up to date information on the Pitlochry to Killiecrankie project, including materials from the recent Community Engagement Event held on the 3rd and 4th February 2016 is available to view online at <a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a>. This information relates to local side road arrangements.</p>

