



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Future public engagement on design of major road projects

transport.gov.scot/FuturePublicEngagement

Welcome

Welcome to our **first virtual exhibition**.

The purpose is to show you how our design consultants have continued their work on our major road projects while complying with physical distancing and other restrictions due to the COVID19 pandemic.

In these virtual panels you will see examples of the creative ways our consultants have **overcome lockdown challenges** over the last few months.

Now that the virus restrictions are being eased (although they will continue to be subject to review) we are looking at how we **re-engage safely** with local communities and road users at the moment.

This exhibition also presents some of the **innovative ways** we are looking at letting the public see our plans and comment on them while not being able to hold physical events.

There is a wide range of ideas, from video fly-throughs to phone consultations with the project teams, along with options for those who do not have access to a computer or other electronic device.

We are seeking **your feedback** on the engagement tools to help us shape what we do in future.



How will our future engagement for major road projects look?



We will communicate with you in different ways.

Further information can be found on the Transport Scotland website:

transport.gov.scot/FuturePublicEngagement

Principles of engagement

Transport Scotland is committed to following good practice and to honouring this approach for all future engagement activity, particularly taking into account the specific challenges and circumstances relating to COVID19.

We want to communicate clearly and regularly with our stakeholders and communities using a broad range of channels. In all our public engagement we will continue to follow these principles:

- Accessible to all
- Explain how consultation results have been taken into account in policy/legislation
- Give adequate and reasonable time for responses
- Inclusive
- Informative
- Planned – consult at key points when proposals are at a formative stage to ensure we obtain vital comments and feedback
- Supportive
- Transparent.



Our consultants

Below is a list of the major projects and the design consultants who are currently working to deliver them.

A9 Dualling Perth to Inverness

Southern section – Jacobs UK

Central section – CFJV

Northern section – AMJV

Luncarty to Pass of Birnam –
Balfour Beatty (contractor)

A96 Dualling Inverness to Aberdeen

Inverness to Nairn
(including Nairn Bypass) –
Jacobs UK

Hardmuir to Fochabers – MMS

East of Huntly to Aberdeen –
AmeyArup

Aviemore to Carrbridge NMU Study

AMJV

A720 Sheriffhall Roundabout scheme

Aecom

A90/A937 Laurencekirk Junction Improvement scheme

Amey

A9 / A82 Longman Junction Improvement scheme

Jacobs UK

A82 Tarbet to Inverarnan

CFJV

A9 / A96 Inshes to Smithton scheme

Jacobs UK

A737 Improvements at Beith

Amey

AECOM

amey**consulting**

ATKINS mouchel*ij*

Balfour Beatty

Mott MacDonald
Sweco

Jacobs

ch2m. **FAIRHURST**

Amey
Arup

Working safely during the pandemic

Since the start of the lockdown for the COVID19 pandemic in early March this year, our key priority has remained protecting the lives of everyone in Scotland as we continue to tackle the virus.

The design work for all our road schemes, including our ambitious A9 and A96 Dualling Programmes, continued throughout the lockdown with the project teams unable to meet face-to-face, instead working from home using various online video software.

Our project teams have embraced new methods of working and accelerated the adoption of new and innovative methods of consultation. This has enabled them to maintain regular contact with their own design teams, to have technical design reviews and to edit drawings and documents on screen.

It has also enabled them to hold regular client meetings, maintaining oversight and governance and hosting on-line video meetings with external stakeholders such as individual landowners and their agents.

Some A9 Dualling schemes are due to appear before a Public Local Inquiry (PLI). By using remote meetings and exchanges, the parties involved have still been able to prepare for these and successfully negotiate solutions to objections.

The following panels contain case studies showing the different ways our consultants continued their work safely during lockdown.



Working and learning from home.

Case study: Academy9

Developing digital engagement tools to reach a wider schools audience

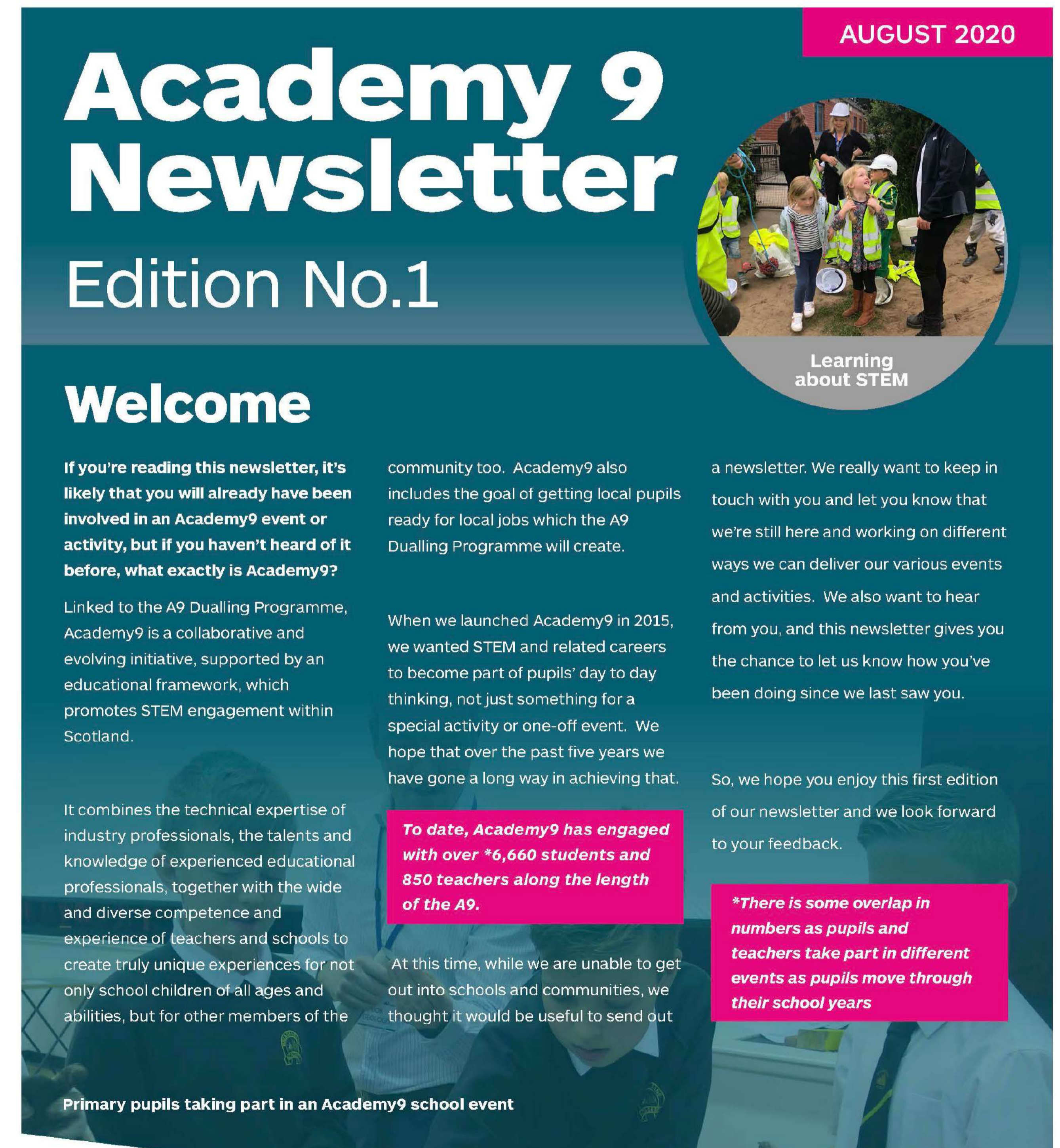
With the introduction of COVID19 restrictions and the closure of Scottish schools in March 2020, face-to-face Academy9 activities in schools were paused. However, during lockdown the Academy9 team has been working extensively on several initiatives that will enable Academy9 interaction with education to begin again.

Digital next steps conference

One example of that is taking steps to convert what would normally be a face-to-face event into a digital conference which supports young school leavers in S4 to S6. This is more important than ever when considered against the backdrop of a potential drop in youth employment opportunities as a result of the pandemic.

Newsletter

Our team has also been developing an Academy9 newsletter which will help maintain the relationships already established through the initiative and enable pupils, staff, parents and our consultants' young professionals to stay in contact while Academy9 is unable to visit schools in person for the foreseeable future.



First issue of the Academy9 newsletter.

Case study: A9 Dualling Programme

Stakeholder workshop via video for A9 natural capture pilot Jacobs

Transport Scotland is working with Jacobs to undertake a retrospective natural capital assessment of the A9 Dualling Programme (Pitlochry to Killiecrankie).

Protecting and enhancing the natural environment is an important aspect of all transport projects, to which Transport Scotland is fully committed.

We are exploring whether statutory Environmental Impact Assessment (EIA) processes could be supported by other methods to:

- Better identify the value of environmental mitigation/compensation and enhancement of schemes
- Shift approaches from the traditional identification and communication of adverse impacts to include scheme benefits and associated value.

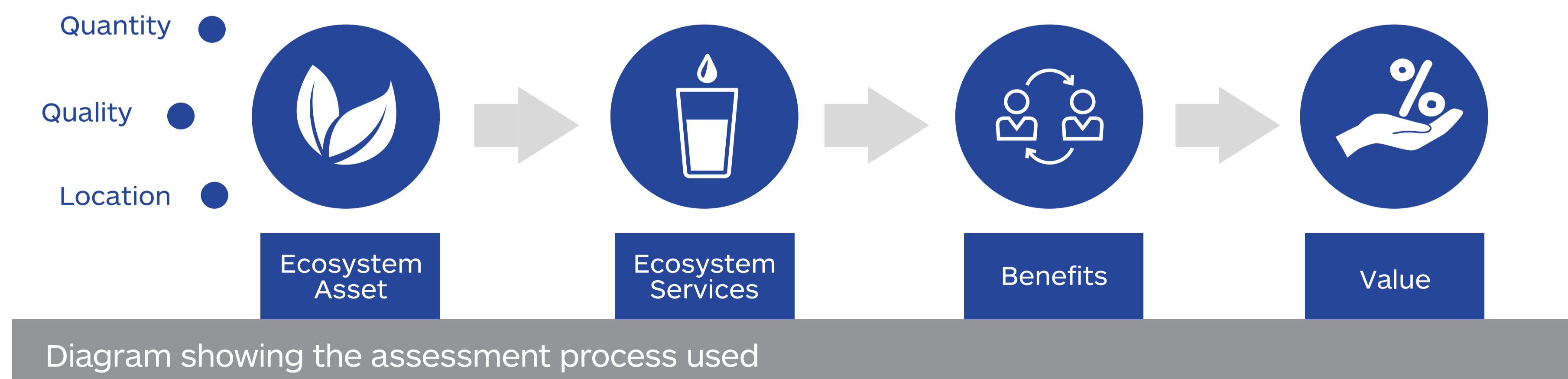
A natural capital approach is being considered as a potential mechanism to capture the full value of our major projects.

Gathering stakeholder views form a vital part of this work and it was essential to capture these on:

- natural capital/ecosystem service priorities and the reason behind these
- natural capital drivers/pressures, risks and opportunities associated with the A9 Pitlochry to Killiecrankie scheme
- whether there are opportunities for further assessment of wider benefits.

To do that in July 2020, the A9 Dualling team held a workshop for 20 contributors, drawn from a range of stakeholders including Scottish Natural Heritage (SNH), Scottish Environment Protection Agency (SEPA), Scottish Forestry and Historic Environment Scotland (HES)

By using an online video tool, this workshop proceeded as planned and facilitated full interaction of the team to progress our key environmental work.



Case study: A9 Aviemore to Carrbridge

Non-Motorised User **ATKINS** mouchel

Information was needed to verify the extent of landownership boundaries along a 25km route, identifying owners/occupiers and the associated land details, including third party interests and rights. It was also needed to engage with local residents, identifying those who may be potentially affected by the scheme, and providing a method for future engagement throughout the project.

Normally, the consultant Land and Stakeholder Team would do an on-site land referencing exercise, which involves door-knocking and speaking to the communities and stakeholders directly. This was not possible with lockdown restrictions in place.

Instead, landowner packs were issued to all land interests in the vicinity of the study. The pack included a cover letter, a questionnaire and a unique landowner plan.

The cover letter gave an introduction to the study and directed recipients to the September 2019 public exhibitions material on Transport Scotland's website. It also explained the land referencing exercise and highlighted the challenges that the team faced due to lockdown.

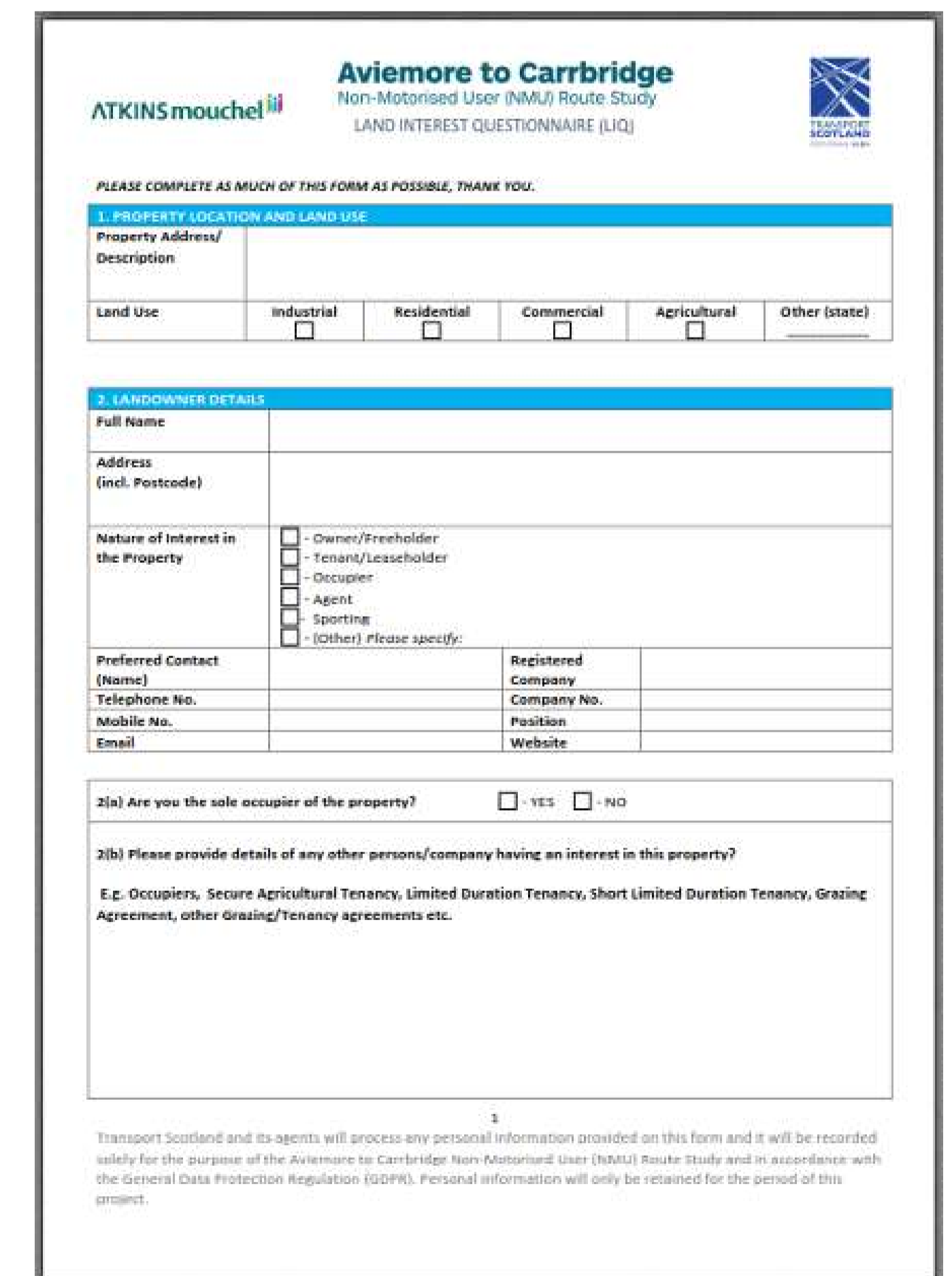
Feedback form

Rather than delaying engagement with the public and potentially delaying the project programme, the consultant Land and Stakeholder team issued landowner packs via recorded post to all land interests in the vicinity of the study. The landowner pack included a cover letter, a questionnaire and a unique Landowner Plan.

Three options were provided for responding, all in accordance with GDPR requirements:

- Complete questionnaire and return it through a Freepost mailbox
- Mark up the questionnaire and landowner plan, scan and email to the project email mailbox
- Call the team directly, to discuss the questionnaire and landowner plan over the phone.

To date, a robust 30% response rate has been achieved and continues to rise.



The screenshot shows a questionnaire form titled "Aviemore to Carrbridge Non-Motorised User (NMI) Route Study LAND INTEREST QUESTIONNAIRE (LIQ)". The form is divided into several sections:

- 1. PROPERTY LOCATION AND LAND USE:** Includes a field for "Property Address/Description" and a "Land Use" section with checkboxes for Industrial, Residential, Commercial, Agricultural, and Other (state).
- 2. LANDOWNER DETAILS:** Includes fields for "Full Name", "Address (incl. Postcode)", and "Nature of Interest in the Property" with checkboxes for Owner/Freeholder, Tenant/Leaseholder, Occupier, Agent, Sporting, and Other (Please specify).
- Contact Information:** Fields for "Preferred Contact (Name)", "Telephone No.", "Mobile No.", "Email", "Registered Company", "Company No.", "Position", and "Website".
- 2(a) Are you the sole occupier of the property?** YES/NO checkboxes.
- 2(b) Please provide details of any other persons/company having an interest in this property?** A text area for providing details, with examples like "Occupiers, Secure Agricultural Tenancy, Limited Duration Tenancy, Short Limited Duration Tenancy, Grazing Agreement, other Grazing/Tenancy agreements etc."
- Footer:** A small disclaimer: "Transport Scotland and its agents will process any personal information provided on this form and it will be recorded solely for the purpose of the Aviemore to Carrbridge Non-Motorised User (NMI) Route Study and in accordance with the General Data Protection Regulation (GDPR). Personal information will only be retained for the period of this project."

Case study: A9 Dualling Programme

Tomatin to Moy accommodation works **ATKINS** **mouchel**

Accommodation works can comprise such things as fences, hedges, walls, gates and new or altered access to the road network. This is an important stage in preparing construction contracts for any roads project to ensure landowners and their land is accommodated as part of the final arrangements.

The Land Services Team identified the potential risk of COVID19 in January 2020 and formed a contingency plan that included a remote engagement strategy.

This proactive approach delivered via video conferencing was well received by Transport Scotland and allowed for the meetings to be conducted with all key landowners along the 10km Tomatin to Moy project.

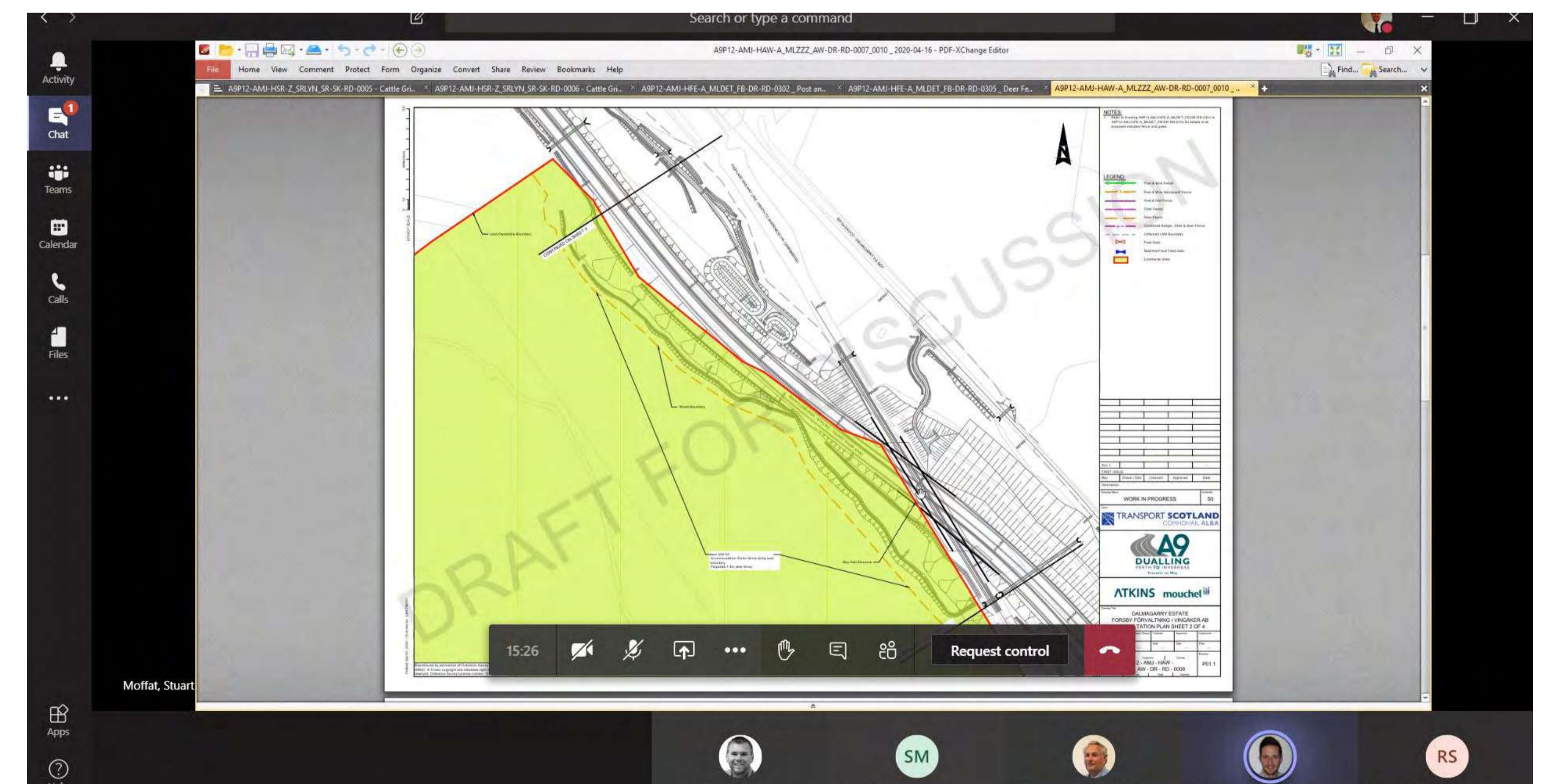
The initial stages involved the team contacting landowners and outlining the current situation and the potential need to meet online. This was understood by all, and a willingness and ability to conduct these meetings was evident from everyone engaged with, spanning several demographics.

The Land Services Team furthered this approach by organising test calls on a video conferencing platform in advance of the official meeting to provide guidance and ensure that each landowner was able to connect and effectively use the software (share screen, mute, video off etc.).

This preparation was an efficient way to minimise connection problems and user issues, which ultimately allowed focused meetings, and

maximised time spent on addressing the relevant topics. This efficiency proved fruitful, receiving positive feedback and appreciation from the landowners and Transport Scotland in organising and facilitating these meetings.

A refined version of this approach will be used in future A9 Dualling Programme activity including the accommodation works engagement strategy for Dalraddy to Slochd project and the corresponding A9 Aviemore to Carrbridge Non-Motorised User route study.



This proactive approach delivered via Microsoft Teams was well received by Transport Scotland and allowed for the meetings to be conducted with all key landowners along the 10km Tomatin to Moy project.

Case study: A9 Dualling data vault

All A9 Dualling consultants (Jacobs UK, CFJV and AMJV) have been involved in developing a story map and data vault website to provide information about the A9 Dualling Programme. This work has been in progress for many months but was finalised during lockdown.

A key feature of the website is the display of the spatial data that plays such a central role in the design process of the A9 Dualling Programme or any similar construction scheme.

Spatial data is a term used to describe any data related to or containing information about a specific location. This might include size, shape, height or other features.

This data is vital for the design process from concept to construction, setting the context for all environmental constraints, as well as opportunities for optimising the design.

The information is used by engineers, project managers and environmental specialists to inform them of constraints and to successfully carry out their roles, such as conducting an environmental impact assessment (EIA) or designing structures.

For example, during lockdown 3D models were developed by the design consultant (AMJV) for the northern section. By importing the ground investigation information into software they were able to generate a representation of the peat base for that section. The 3D surface survey was then added to the analysis, and the difference between that and the peat base was modelled.

This insight helped the project team understand where the construction scheme interacts with the peat and allow them to consider the appropriate design solutions, even though the consultants were unable to visit the sites personally.

The data vault for the A9 Dualling Programme presents the data per discipline, and allows you to zoom, pan and identify a variety of datasets using an interactive map. This also allows you to view more than one dataset at a time, alongside the proposed design.

As well as its practical use by the design and construction teams, and stakeholders, the data vault is an important demonstration of Transport Scotland's commitment to open data. It also provides a valuable resource for education.

The data vault can be accessed at:

[AMJV](#)


[CFJV](#)

[Jacobs](#)

Case study: A9 Dualling data vault

A9 Dualling Lot 3 Story Map and Data Vault

This site has been designed to provide information about the A9 Dualling and specifically the work being carried out by Atkins Mouchel Joint Venture (AMJV) who are working on behalf of Transport Scotland on Lot 3. Furthermore, it will provide access to spatial data which has been used throughout the project to help with the completion of Stage 2 and 3 of the Design Manual for Roads and Bridges (DMRB).




[Dalraddy to Slochd and Tomatin to Moy story map and data vault website.](#)

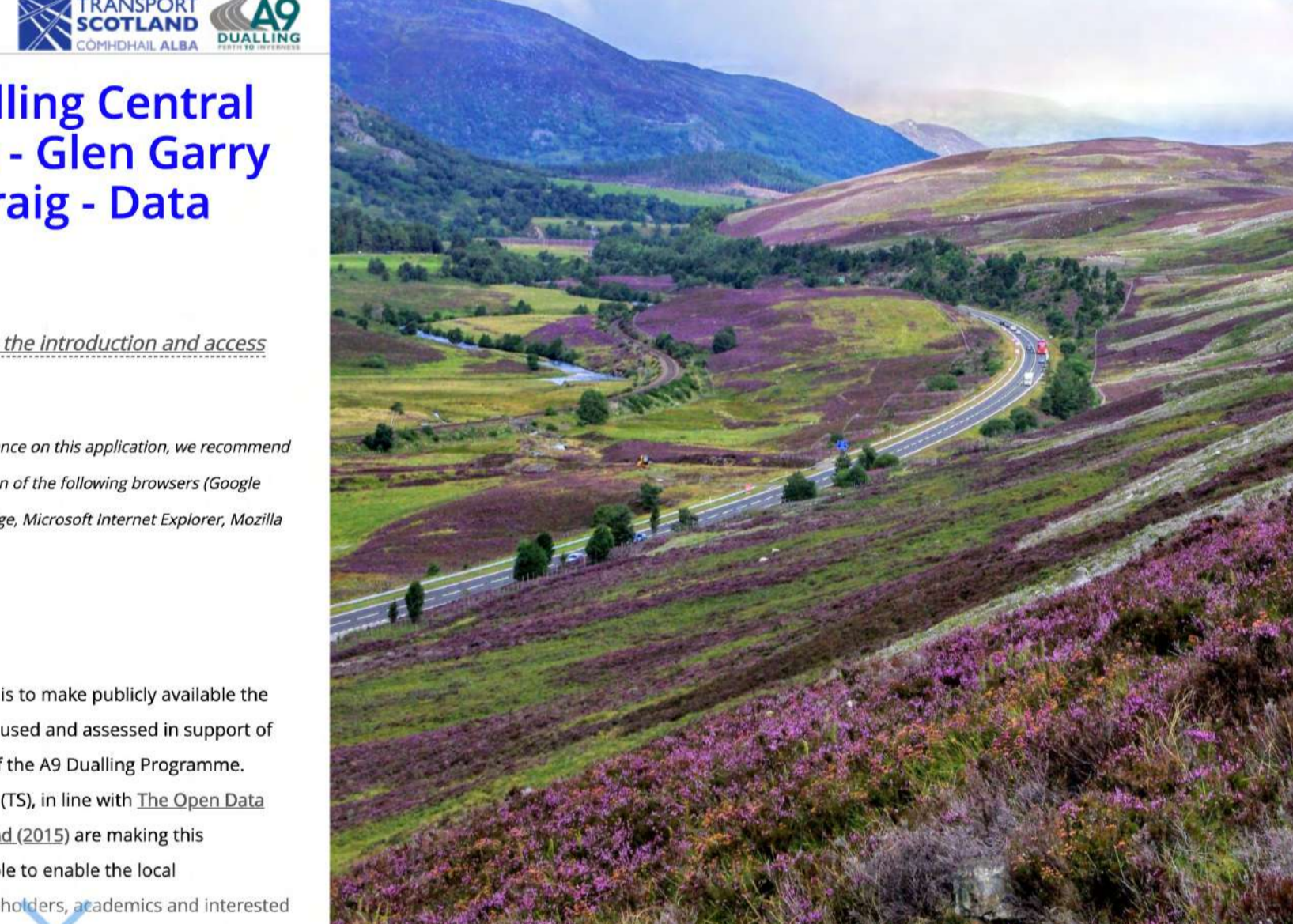
A9 Dualling Central Section - Glen Garry to Kincaig - Data Vault

Click here to skip the introduction and access the Data Vault

For the best performance on this application, we recommend using the latest version of the following browsers (Google Chrome, Microsoft Edge, Microsoft Internet Explorer, Mozilla Firefox, Safari).

Purpose

The aim of this site is to make publicly available the data that has been used and assessed in support of the development of the A9 Dualling Programme. Transport Scotland (TS), in line with [The Open Data Strategy for Scotland \(2015\)](#) are making this information available to enable the local communities, stakeholders, academics and interested



[Central section story map and data vault.](#)

A9 Dualling Southern Section - Pass of Birnam to Glen Garry - Data Vault


Click here to skip the introduction and access the Data Vault Map Viewer

For the best performance on this application, we recommend using the latest version of the following browsers (Google Chrome, Microsoft Edge, Microsoft Internet Explorer, Mozilla Firefox, Safari).

Purpose

This site has been developed by Transport Scotland in line with [The Open Data Strategy for Scotland \(2015\)](#) to provide the public with access to the full range of data that is being used across the A9 Dualling programme.

Here you can view the data that have been used in



[Southern section story map and data vault.](#)

Case study: A96 Dualling Programme

Reducing site visits 

Design consultants for the A96 Dualling East of Huntly to Aberdeen scheme have also been using innovative ideas to reduce the need for site surveys.

As part of the pre-lockdown data collection phase, the team had taken a 360-degree camera to certain sites to capture a photo sphere at each location.

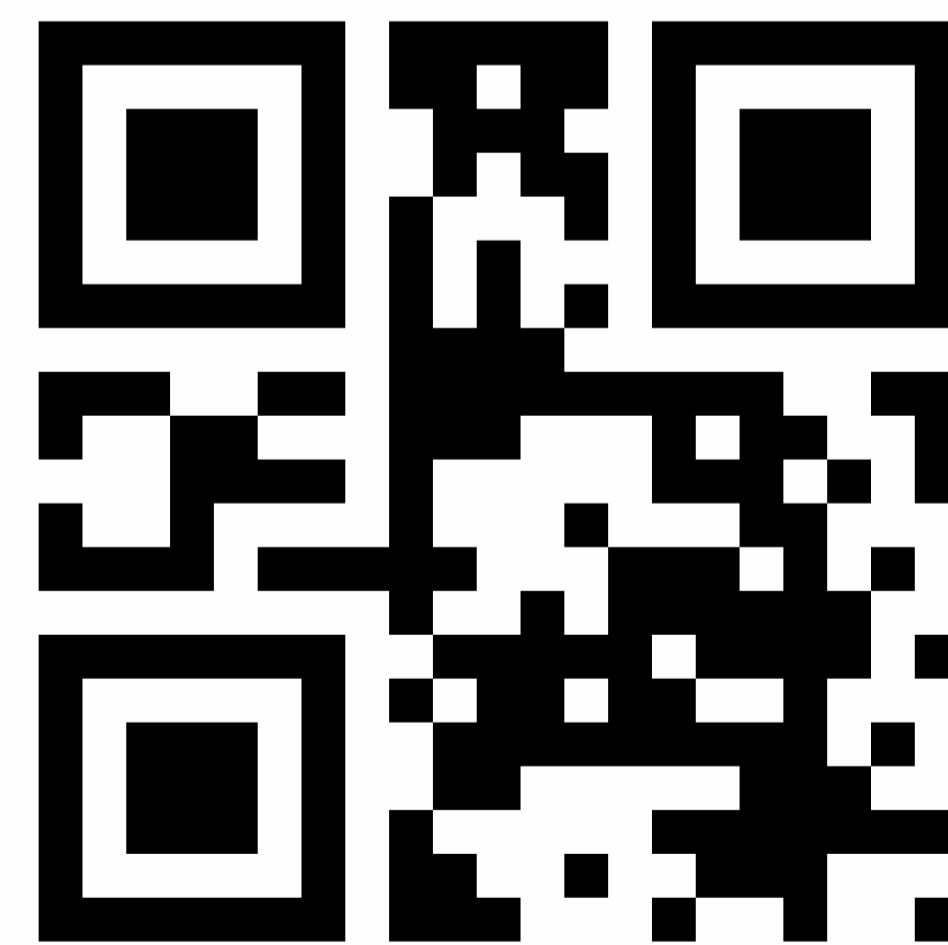
These photos have removed the need for various disciplines to have multiple site visits as they can view the images and pan around to a point of interest.

When staff had been to site, they used their Geographical Information Systems (GIS) to log observations and attach 360-degree images. This allows instantaneous review by colleagues remote from site and also allows reporting based on the information gathered.

AmeyArup has made effective use of 360-degree spherical images linked to GIS to provide important information about a site, scheme or project. This negates the need for repeated visits to these locations, and also affords a detailed image of a location which can be explored by a user as required.

QR Codes

QR codes can be included on plan drawings. When someone uses a mobile phone to scan the QR codes, it will take them to a fixed point with a 360-degree image where they can explore further by zooming in or out at that.



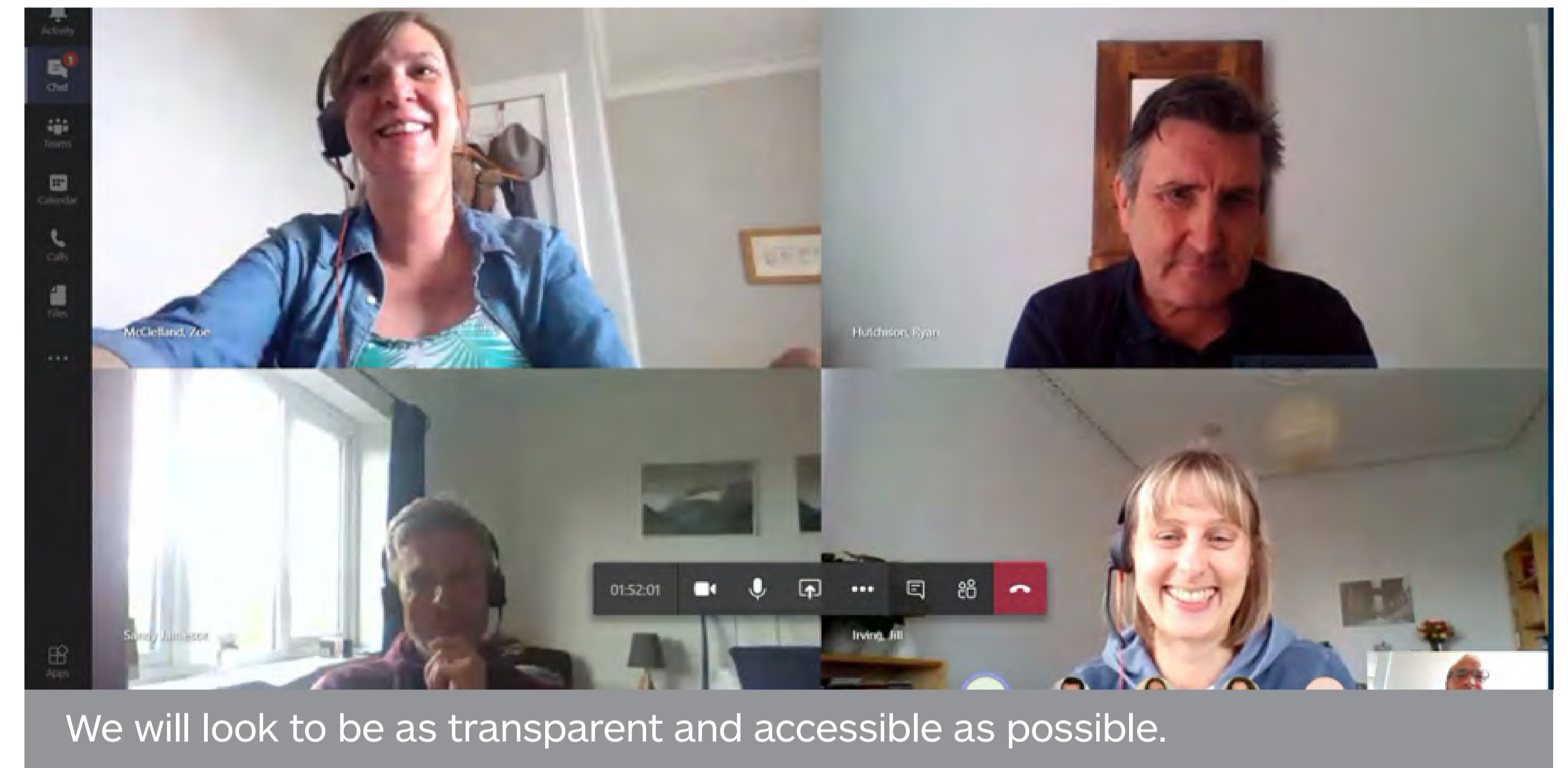
These photos have removed the need for various disciplines to have multiple site visits as they can view the images and pan around to a point of interest.

How we may engage in the future

Now that lockdown restrictions are being eased (although obviously still under constant review), we are looking at how we can engage with locals, road users and other stakeholders safely, still ensuring accessibility for all.

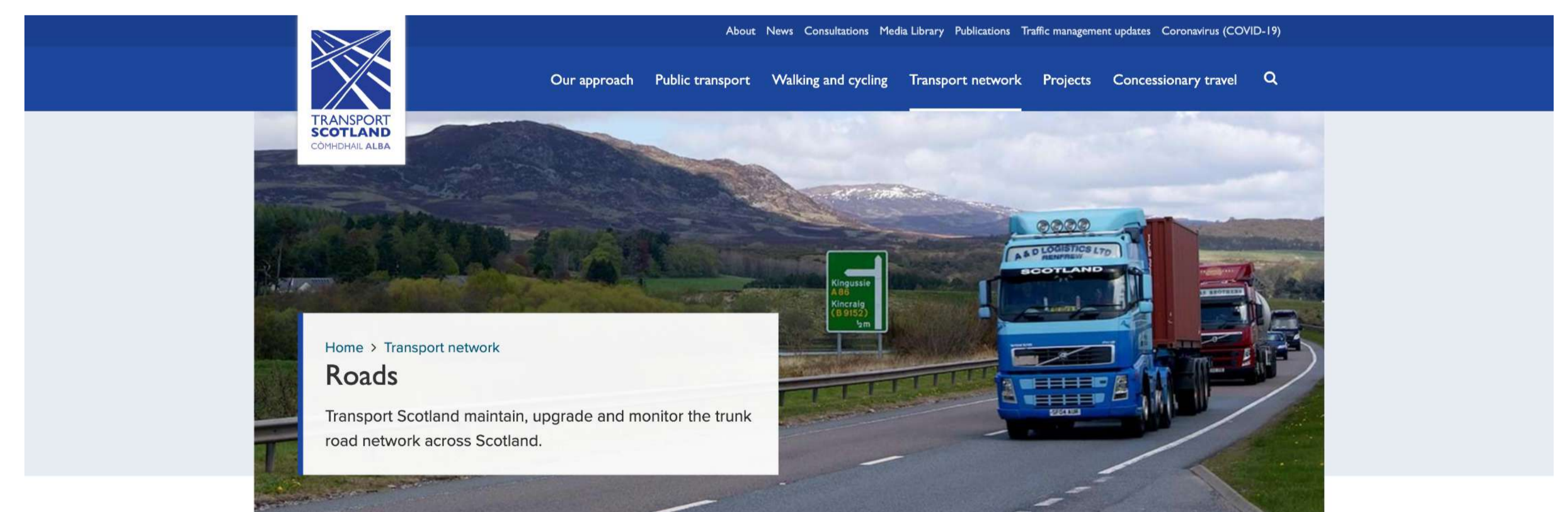
These options are not prescriptive for each scheme. The feedback we receive from this public engagement, the circumstances of each scheme and what stage of design we are at will determine which ones we deploy on a case by case basis.

Please take some time to offer your views on these options in our feedback form.



Website

The Transport Scotland website is the first port of call for information on any of our major road projects. As well as a virtual exhibition, we will ensure that all the material used in any exhibition is available to view on our website and can be downloaded or printed out if required.

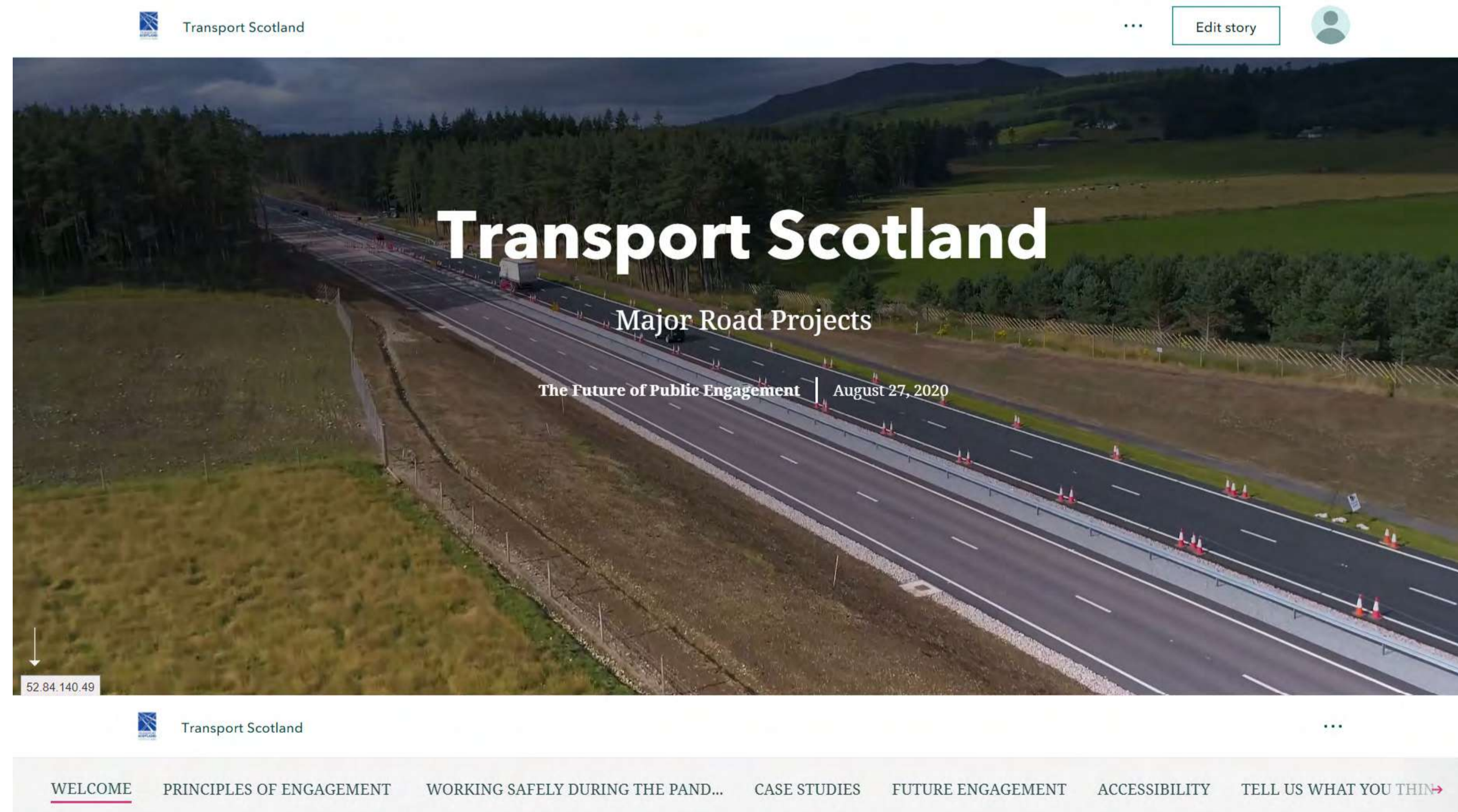


The trunk road network in Scotland is overseen by Transport Scotland. We implement safety procedures and offer support during incidents. Our management of trunk roads also includes ongoing maintenance work, looking after bridges and other structures and putting landslide control measures in place.

How we may engage in the future

Story map web page

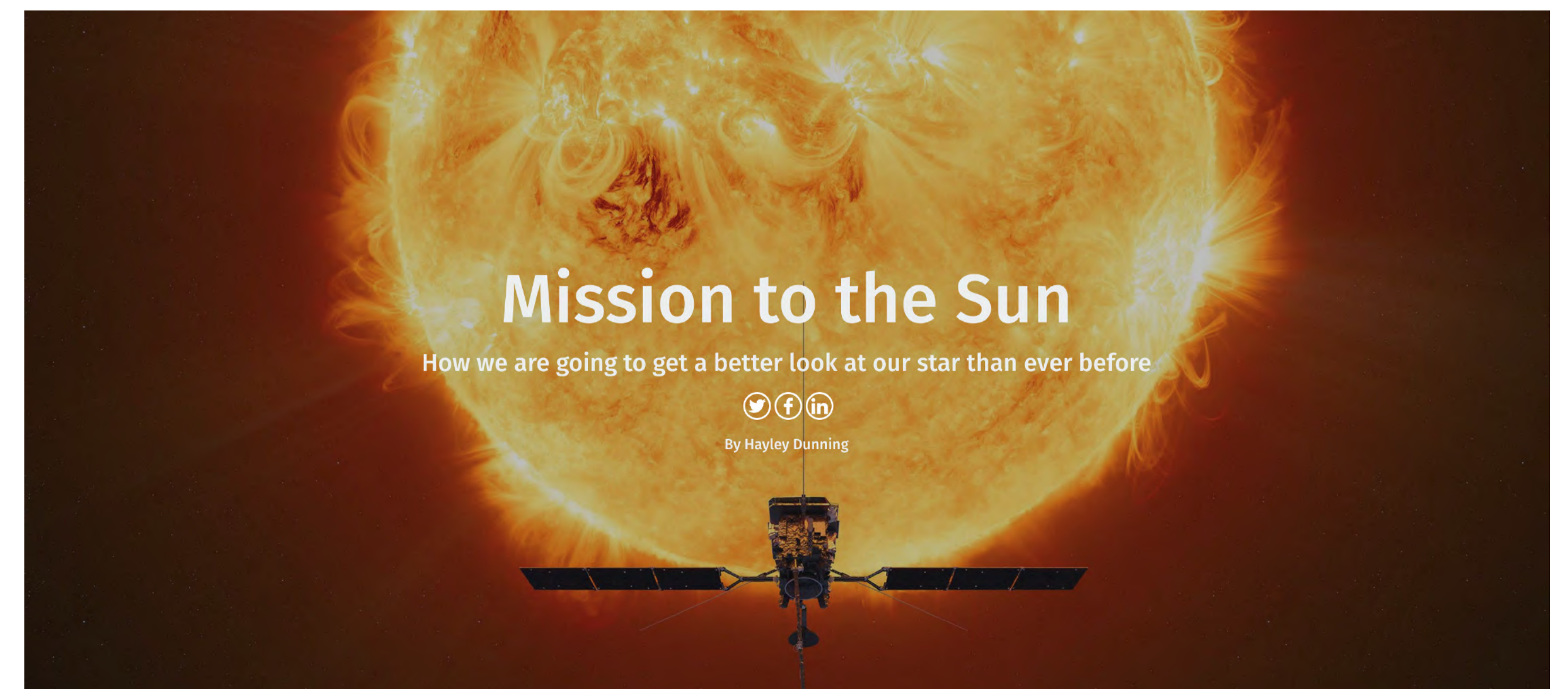
This virtual exhibition has been prepared using the story map format, which is a type of online template to display data on a web page. Story maps use maps, charts, graphical elements, and text to convey information as a story and inform and engage the audience.



WELCOME
[You can visit our story map here](#)



[You can visit the Mission Jurassic story map on the BBC website](#)



[You can visit the Mission to the sun story map on the Imperial College website](#)

Virtual platforms, exhibitions and interactive maps

Our consultants have been developing their own virtual public exhibition software and may use these or other third-party platforms for scheme specific engagement going forward, to recreate the look and feel of a public exhibition online.

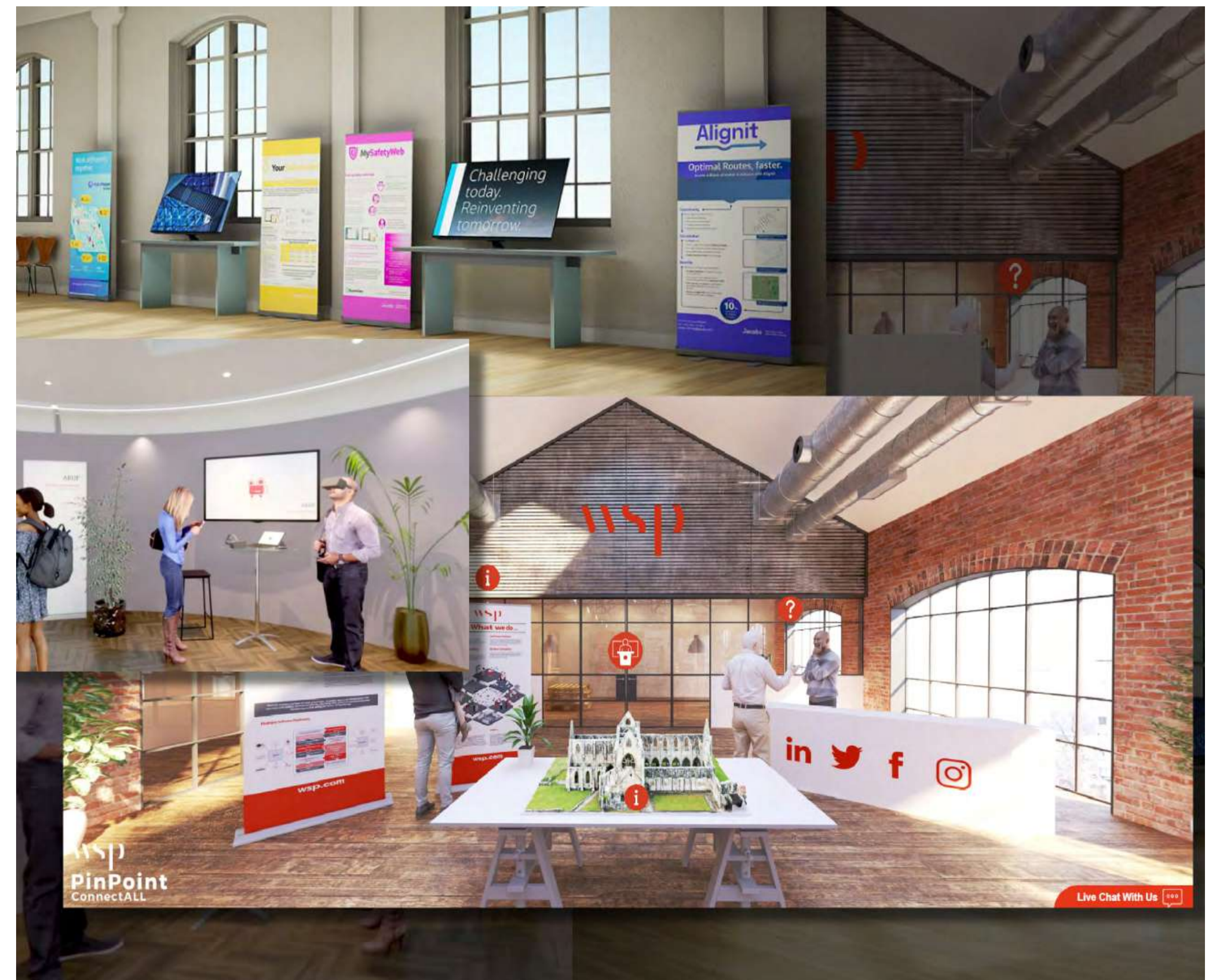
Examples include Amey Arup's Virtual Engage, Jacobs Virtual Event Space and WSP's PinPoint ConnectALL.

These provide the ability to share information which is usually presented on exhibition panels to the public in a dynamic and interactive manner using digital tools.

They can create a virtual room online, set up as our town hall events usually are. These would typically have information boards, videos and other supporting media such as links to project information, environmental effects, plans, and maps and you could enter and virtually walk around the room, viewing information at your own pace.

They could also provide for online chat with experts and the option to enter your feedback while in the virtual room.

There are also virtual workshop tools that offer the online equivalent of flipcharts and Post-It notes. These can be effective where a more interactive or collaborative discussion is required. Some of these platforms can also be integrated with other video conferencing tools.



Our consultants have been developing their own virtual public exhibition software and may use this for scheme specific engagement going forward, to recreate the look and feel of a public exhibition online.

Web tools **Jacobs**

The Battle of Killiecrankie web-based tool illustrates another method that we may use in future.

The tool was developed to share the results of Lidar analysis and archaeological investigations that were undertaken in 2018 in a clear and understandable way.

Lidar is a technology which uses laser light to create a 3D representation of the earth's surface. It can be used to find archaeological features which are not immediately visible from the ground or through traditional satellite images.

The map-based tool shows battlefield interpretation which was developed using the lidar analysis, archaeological investigations and historical accounts of the battle.

The construction scheme information is also presented to allow users to more fully understand the potential impacts on the battlefield.

To view the information please visit:

dsgis.jacobs.com/KilliecrankieBattlefield

To view a video presentation please visit:

transport.gov.scot/media-library/?project=37447



Web tools **Jacobs**

Non-technical summaries

The outputs of environmental impact assessments (EIA) are lengthy technical documents that are difficult to navigate and read for non-specialists. EIA reports are characterised by PDFs, data tables, complex graphics and multi-disciplinary chapters meaning they are time-consuming understand and can be a barrier to effective public participation.

The A9 Tay Crossing to Ballinluig digital Non-Technical Summary (NTS) was produced using Jacobs Smart Report application. This engagement tool supports the user in stepping through the Non-Technical Summary (NTS) of the environmental impact assessment.

By creating a digital non-technical summary, we are improving the understanding and outcomes of the EIA process for our projects.

Images and video links are inserted, and the user dictates the pace at which they progress through the information. Embedded maps can be zoomed in and out and layers added or removed by the user to make the information clear and relevant.

As well as being more accessible, this method of engagement is much more sustainable in that it greatly reduces the number of paper copies produced of the EIA.

This tool has also been used on Borders Transport Corridors Study pre-appraisal; Southampton to London Pipeline Seasonal Constraints; and A595 Whitehaven Onboarding.

To view please visit:

<https://jeg.maps.arcgis.com/apps/MapJournal/index.html?appid=24087b3eec4648dd90a3726612d1eabc>

A9 Tay Crossing to Ballinluig Digital Non-Technical Summary

Section 2: The Proposed Scheme

Photograph 4: Existing signage on the A9 >

Need for the Scheme

The A9 is a vital route linking central Scotland to the north of Scotland, used by both local and long distance traffic. It is a major bus route and is used by freight traffic supporting key industries, such as food and drink, oil, waste and construction. The route is used by tourists as a means of reaching locations in Perthshire and the Highlands. It is considered that the upgrade of the A9 to dual carriageway will help assist economic growth in the north of Scotland. Dualling of the A9 will improve journey times, potentially saving costs for businesses, reducing driver stress and improving safety and potentially making the surrounding areas more attractive as a short-term tourism destination.

The need for the A9 dualling has been identified across a number of studies

A9 Tay Crossing to Ballinluig - example of a non-technical summary document.

A9 Tay Crossing to Ballinluig Digital Non-Technical Summary

Alternatives Considered

Photograph 2: View of the existing dualled section near Ballinluig, looking south >

As previously mentioned, an SEA of the A9 Dualling Programme was carried out from 2012 to 2014, comprising a route-wide assessment which considered environmental constraints, issues, risks and opportunities. The SEA was completed in parallel with a similar consideration of engineering constraints, issues, risks and opportunities as part of a Preliminary Engineering Services (PES) commission.

Three high-level, strategic alternative dualling options were considered within the SEA for the Tay Crossing to Ballinluig project, comprising: online widening, online widening with offline dualling combination where constraints dictated, and dualling via alternative routes to the existing A9. The studies identified that online widening, generally following the route of the existing A9, was the most suitable option for this section.

To facilitate sifting of northbound and southbound online widening options, the review of formalised options were produced during the DMRB

Webinars

A webinar is a form of one-to-many communication where a presenter can reach a large and specific group of online viewers, a bit like a lecture or seminar.

They can be used to present videos and visualisations and viewers can submit questions to the project team, making these a useful way to engage with local communities.

For those unable to attend at the time, webinars can be made available to view at a later date on YouTube and via the Transport Scotland website.

The example illustrated here is from Portsmouth Water and their project to develop a reservoir.

There is potential for periodic Zoom-type webinars to be hosted, including a Q&A which could be followed up by written answers being supplied.

To view the Portsmouth Water example please visit
<https://www.youtube.com/watch?v=SW36KeDvG9o>



How we may engage

Alternatives to face-to-face at the moment

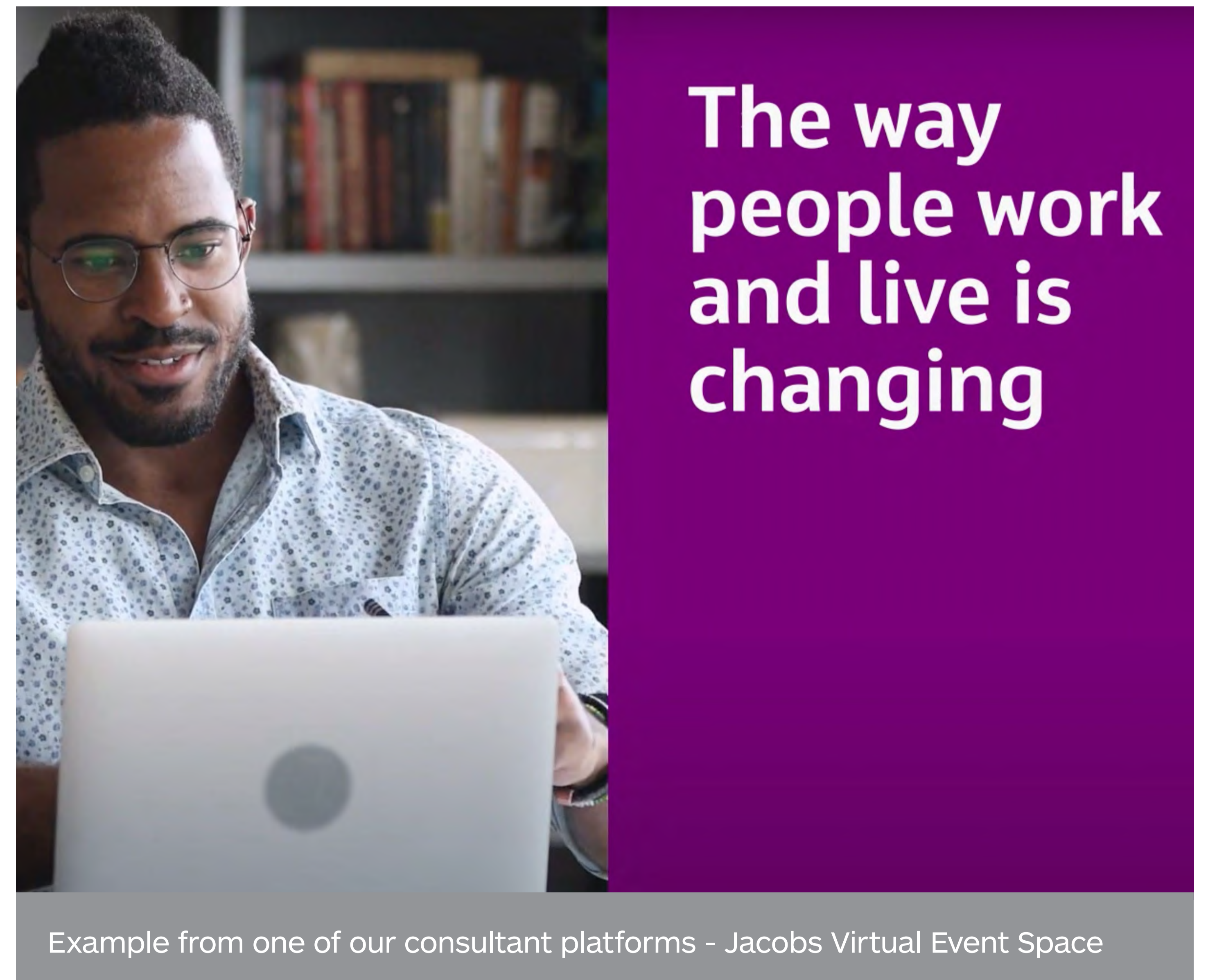
Our ability to meet you safely face-to-face will be limited for a while, and it may be that selective lockdown measures could be reintroduced at any point in the foreseeable future. We want to ensure that you can continue to speak to the right people when you need to.

Technology may play an important part in this, such as a chat room.

We will continue to offer dedicated phone lines and email addresses so we can get your query to the right person who can then make contact with you.

We are also considering physically-distanced face-to-face meetings – where we could display drawings on a screen and have one-to-one meetings – still ensuring all safety, security and hygiene rules are followed. This could include physical barriers such as perspex screens.

We may also look to additional advertising and promotion to ensure that stakeholders and members of the public are made aware of how they can contact project teams and receive further information. This could be by using local media, promotional materials in places such as libraries and also via localised social media, blogs etc.



Example from one of our consultant platforms - Jacobs Virtual Event Space

Local offices

Mott MacDonald
Sweco

Amey
Arup

Two of our A96 Dualling programme design consultancies have had local offices for quite some time which were a useful place to meet local residents and landowners.

Now that restrictions are being lifted, they can start to reopen and provide a service to locals albeit under physical-distancing requirements.

Our A96 Dualling Hardmuir to Fochabers project are exploring the use of the Forres office for meetings with landowners/stakeholders. (Mott MacDonald Sweco).

At Thainstone Business Centre in Inverurie, consultants for the A96 Dualling East of Huntly to Aberdeen scheme (AmeyArup) will continue to maintain a local presence here, where they can facilitate meetings with landowners to discuss key issues.

This office also has a virtual check-in (virtualcheckin.io) system which supports the Scottish Government's requirements for track and trace in business premises.

Virtual check-in is a safe, secure and contactless system which will offer everyone greater peace of mind when visiting or working from the office. Anyone entering is asked to use their own smart phone to scan a QR code using the camera on their phone. The first time they do this they need to enter some basic information but thereafter it's a simple scan approach. The QR code can also be sent out to visitors before their attendance.



Inside AmeyArup's Thainstone office



The outside of MMS' Forres office.

Making engagement accessible to all

Even though most people have access to a computer or other mobile device, we recognise that not everybody does.

One of our considerations in future will be how to make our communications available in a range of formats.

We will continue to factor in the need for hard copies to be provided to certain stakeholders to share with those who will need them.


Related to that, to maximise reach, we will involve community organisations and stakeholders in sharing and cascading the information through their networks and communities or groups.

If you have any specific accessibility requirements, the information can be made available in an appropriate format on request by contacting Transport Scotland.

Advertising our virtual events

We want to make sure that the public are aware of our virtual engagement events about the design of road projects, so advertising them will be important.

We will continue to place adverts in national and local papers as appropriate and also use our Transport Scotland social media platforms to publicise these. These adverts will provide a link to the virtual exhibition and advise when it will go live.



We want your views on how we engage with you on road projects.

Visit transport.gov.scot/FuturePublicEngagement
Closing date for comments is Thursday 24 Sept

Example of a social media advert for this virtual exhibition.

Maintaining project progress

On-going design work

We anticipate that the project teams will be largely working from home for a while to come. We will continue to progress design work using the design and communication tools that are now well established.

As we start to re-engage with you and our stakeholders, more outward facing activity such as the publication or making of Road Orders, Public Local Inquiries (PLIs) and route options consultations will recommence in a virtual way. We will advertise any such activities well in advance and be clear on the methods that will be used to engage and how the information can be accessed.

These will also clearly state timescales for providing feedback to us and our contractors.

Face-to-face meetings are likely to be replaced with video calls and the software now available allows presentations, plans and other diagrams to be shared remotely.

Ground investigations and other surveys

We are also looking at how we carry out the vital survey work including ecological surveys and ground investigations which are an important element in the design process.

It is likely that on some of our road schemes you will see drilling rigs and survey teams appearing but please be reassured that landowners will

be consulted in advance and all activities will fully comply with the latest guidelines at all times.

The safety of the community in which we work in remains a key priority and we ask for your continued cooperation in respecting physical distancing measures to safeguard your health, as well as the health of all our site staff, our stakeholders/external delivery partners and that of the communities in which we operate.



Ground investigation and environmental survey works.

Safe surveys

The increasing use of drones and other remote techniques for surveys will mean important investigations can be carried out safely and with reduced physical presence.

We are already using remote sensing techniques such as satellite imagery for large-scale mapping exercises and there is likely to be increasing connectivity between these types of technology and GIS-based applications.



Example A9 Kinraig Dalraddy drone footage of the route.

Tell us what you think

Now that we are starting to get back to engaging with our stakeholders, communities and members of the public on the design and development of major road projects, albeit in a virtual way at the moment, we will be consulting you over the next few months on our plans for moving our projects forward.

At present, we generally can't meet you face to face. But in the meantime, we want to make sure how we engage with you works.

To help us plan for future engagement going forward, these panels provide you with some examples of the ways we may engage in future, but we want to hear from you.

To the right, is a feedback form which we would be grateful if you could take the time to complete. The feedback form is also available to download from the website page. The deadline for comments is:

24 September 2020

Your comments will help us as we plan future engagement for our road projects.

Contact us

Should you have any specific accessibility requirements, or if you would like a hard copy of the exhibition panels, the information can be made available in an appropriate format on request by contacting transport.scotland@bigpartnership.co.uk or call 0333 880 6683

Future public engagement on design of major road projects



Feedback form

Thank you for taking the time to visit this virtual exhibition. Below are a series of questions. Please feel free to comment as appropriate.

Transport Scotland will use the content of your feedback form to help inform our future engagement activity. Personal information will only be retained for the period of this project. All completed feedback forms will be shared with our consultants as required.

1. Virtual Exhibitions.

Would you take the time to visit a virtual exhibition for any road project you are interested in?

- Yes
 No

Any other comments on our future plans for virtual exhibitions?

2. Webinars.

Would you take part in a webinar for any road project you are interested in?

- Yes
 No

Any other comments on proposals for future webinars?

3. Replacing face-to-face contact at the moment.

As we can't hold face-to-face public exhibitions at the moment, do you have any views on our proposals for a dedicated phone line or answering machine, a dedicated email address or an online chat room facility?

4. Making it accessible to all.

For those without access to a computer or other mobile device, will you ask for a hard copy of the exhibition material for any road project you are interested in?

- Yes
 No

Any other comments on making the material accessible to all?

5. Any other comments.

Please feel free to make any other general comments you have on this virtual exhibition and on our plans for future public engagement.

Transport Scotland and its agents will process any personal information provided on this form and it will be recorded solely for the purpose of this engagement exercise and in accordance with the General Data Protection Regulation (GDPR).

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

[Download the feedback form here](#)

How your information will be used

We will consider your comments and feedback as part of developing our future engagement activity, and all submissions will be shared with our consultants as required. We may also use your submission to inform future reports or public documents related to this activity.

If you choose to provide contact details with your submission, we will only use those for keeping you updated with the progress of this activity. Your personal data will be deleted on completion of this activity and you can opt out of receiving updates from Transport Scotland at any time by contacting the team.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, we will be unable to respond to your submission if you choose not to provide these details.

A9 Data Vault

The A9 Central Section & Southern Section Data Vaults are owned and operated by Jacobs U.K. Limited.

Personal Data is collected when you visit the data vault website or when you communicate with Jacobs using the contact email address.

A full privacy statement and terms of use relating specifically to use of the data vaults is available on the A9 Central Section & Southern Section Data Vault websites

You can view the privacy statement on the last page of both story maps and also from the “splash” introductory screen that pops up when you access the data vault main map for each section.