



Summer 2015 Public Exhibitions

Summary Report

A9 Dualling: Killiecrankie to Pitagowan

December 2015



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1**Introduction**

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 been split up into 5 individual projects for the design stages titled Project 2 to Project 6. Project 5 which covers the existing length of the A9 between Killiecrankie and Pitagowan (approx. 10.3km) is the subject of this exhibition report.

Project 5 is currently at the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which essentially comprises the appraisal of options to support the recommendation of a preferred route. The aim of the DMRB Stage 2 Assessment is to identify the factors to be taken into account when choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic benefits and constraints associated with those routes or schemes. As part of the DMRB Stage 2 Assessment process, public consultation has been undertaken to inform the further development, refinement and assessment of the route options.

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, to help inform the ongoing development and assessment of the dualling proposals.

This report concerns the Killiecrankie to Pitagowan public exhibitions held in the Killiecrankie Village Hall, Killiecrankie, on the 27th and 28th May 2015. A daytime and evening exhibition was held from 11:00am until 4:00pm and from 4:00pm until 8:00pm, respectively.

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

Details of the exhibition venue are shown in Photograph 1.1.



Photograph 1.1: Public Exhibition layout inside Killiecrankie Village Hall

2 Preparations for Exhibitions

2.1 Exhibition Advertising

2.1.1 Landowner and Stakeholder Advertising

Prior to the exhibitions, letters were issued to landowners, property owners and occupiers within the Killiecrankie to Pitagowan indicative 200 metre wide corridor and to those with direct access to the A9 inviting them to attend the public exhibitions. The letters to those with direct access to the A9 were also offered a 1-2-1 meeting with Transport Scotland and Jacobs on the second day of the event to provide an opportunity to discuss in detail their access requirements and future access provision. In addition, letters were issued to the Community Council, key stakeholders and other organisations with an interest in the A9 dualling to inform them of the exhibitions and invite their attendance. In total 131 letters were issued and a breakdown of the letters distributed are shown in Table 2.1.

Exhibition Invitation Letter	Letters Distributed
Letter A: Direct access and offered 1-2-1 meetings	34
Letter B: No direct access but within 200 metre wide corridor	26
Letter C: Environmental Steering Group Stakeholders	8
Letter D: Community Councils	2
Letter E: Other Stakeholders	61

Table 2.1 : Exhibition Letters Distributed

From the 34 landowners and tenants offered a 1-2-1 meeting, 2 accepted this offer, and met in private with design team representatives.

Examples of the letters issued are shown in Appendix A.

2.1.2 Press Advertising

To further publicise the Southern Section public exhibitions including Killiecrankie to Pitagowan exhibitions, adverts appeared in local newspapers advertising the exhibitions. Details of the advertisements printers are shown in Table 2.2 below. An example of an advertisement printed is shown in Appendix B.

Publication	Date of Advertisement
The Press and Journal	Monday 18 th & 25 th May & 1 st & 8 th June Tuesday 19 th May Friday 22 nd & 29 th May & 5 th June
The Courier	Monday 18 th & 25 th May & 1 st & 8 th June Friday 22 nd & 29 th May & 5 th June
Perthshire Advertiser	Tuesday 19 th & 26 th May & 2 nd & 9 th June Friday 22 nd & 29 th May & 5 th June
Strathspey & Badenoch Herald	Monday 18 th May Thursday 21 st & 28 th & 4 th June
Scottish Construction Now!	Monday 18 th May

Table 2.2 : Advertisement Summary

Letters were sent to 37 organisations throughout the wider A9 corridor from Ballinluig 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 2.3 below. The letter and poster distributed is included in Appendix C.

Distribution	Letters Issued
Churches	10
Community Halls	4
Leisure Facilities	2
Post offices	3
Shops	9
Hotels	2
Public Facilities	6
Businesses	1

Table 2.3 : Distribution List Breakdown

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

2.2 Exhibition Material

In order to comprehensively explain the process and assessment we utilised a number of media at the exhibition.

The exhibition material presented at the public exhibitions consisted of:

- Exhibition Boards (12);
- Killiecrankie to Pitagowan Dualling Drawings:
 - Killiecrankie to Pitagowan Route Options; and
 - Killiecrankie to Pitagowan Junction Options.
- A9 Geographical Information System (GIS) based mapping containing route and junction options (touchscreen computer);
- Killiecrankie to Pitagowan 3D Visualisation:
 - 3D visualisations of the proposed Junction Options (Junction Option A and Junction Option B); and
 - Interactive 3D visualisations of the same options.
- Leaflets:
 - A9 Dualling Killiecrankie to Pitagowan Project, Exhibition Leaflet;
 - Guidance on the Compulsory Purchase Process and Compensation;
 - A9 Dualling March 2015 Newsletter; and
- Feedback Form.

2.2.1 Exhibition Boards

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

1. Welcome
2. Programme Objectives and Southern Section Projects
3. Route Options Development (2 boards)
4. Information Gathering

5. Route Options (4 boards)
6. Junction Options
7. Accesses
8. What Happens Next?

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

2.2.2 A9 Dualling - Killiecrankie to Pitagowan Drawings

The following drawings were available to view at the public exhibitions:

- Killiecrankie to Pitagowan Route Options – Plans showing the four indicative mainline route options for the scheme. The environmental and physical constraints within the corridor were identified and conflict areas highlighted.
- Killiecrankie to Pitagowan Junction Options – Plans showing the two junction options considered at the same location as the existing junction at Aldclune connecting to the B8079.

2.2.3 A9 GIS

To complement the exhibition material and provide the facility to view graphics at a larger scale, an interactive GIS application was developed and presented on a touchscreen display. The GIS application contained digital maps of the 4 route options along with the two junction options. Also shown were 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. Jacobs and Transport Scotland staff assisted most 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 mainline and junction options, a 3D visualisation was created to display the two Junction Options in the Aldclune area. One screen displayed a recorded fly-through and the second screen provided an interactive model which could be manipulated to interrogate views of the design from locations within the route. This enabled the public to view the options for this particular location, helping them to gain a greater understanding of the options 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 Pitagowan Project, Exhibition Leaflet; summarised the information on the exhibition boards, and provided contact details for the project team and website address.
- “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.
- A9 Dualling March 2015 Newsletter; details of the work going on across the dualling programme and an introduction to the three consultancies taking forward the more detailed design work.

2.2.6 Feedback Form

A feedback form was provided for the provision of comments or ideas on route options, junction options and accesses. The deadline for submission for the feedback form was 17th July 2015. The forms were handed in on the day, posted or emailed to Transport Scotland following the exhibition. The feedback form is included in Appendix E.

2.2.7 Information Sources Following Exhibitions

The Exhibition Boards, Exhibition Leaflet, Feedback Form, Route Options, Junction Options 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.transportscotland.gov.uk/project/a9-killiecrankie-pitagowan>

2.3 Staffing

The events were staffed by representatives of Transport Scotland and Jacobs.

3 Exhibition Results

3.1 Attendance

Over the two days of the exhibitions, 95 people attended, with 37 attendees on 27th May 2015 and 58 attendees on 28th May 2015.

A sign-in sheet was utilised at each exhibition day, which included attendee's postcodes. While not all attendees provided this information, this can be used to record the general location 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 3.1, below.

The sign-in sheet also offered the chance for the public to sign up for email copies of future A9 Dualling Update newsletters. These people have been added to the mailing list for future A9 updates.



Figure 3.1 : Killiecrankie Exhibition Attendee Addresses

3.2 Comments

At the exhibition, attendees were encouraged to provide feedback using the feedback forms on route options, junction layouts and accesses to be able to gather public views on the future design and assessment work. Feedback in relation to existing junctions and accesses forms an integral part of our understanding of how existing accesses are being used.

In total, 95 people attended the exhibition with 13 feedback form / email communications returned both during the exhibition and afterwards, containing 55 comments. In general, the majority of those who returned feedback forms / emails expressed their opinions on the proposed junction options. The potential impact on the surrounding environment was also identified as a concern.

The comments received have been grouped into twelve categories, as shown in Figure 3.2.

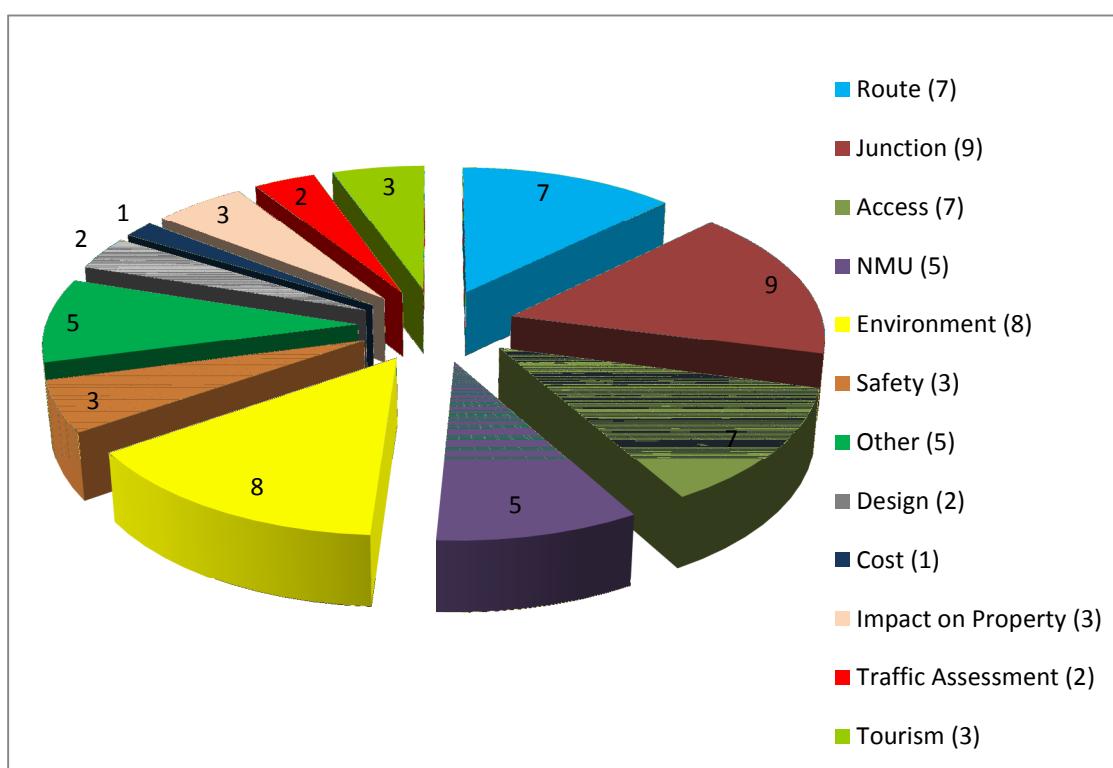


Figure 3.2 : Exhibition Comments - Summary

As can be seen from the feedback received, the junction options proposed within the Killiecrankie to Pitagowan Project are regarded as important considerations for those who live along the A9. The feedback provided by members of the public and those utilising the junction will continue to inform the design development

Communities within the Killiecrankie to Pitagowan project section have also raised concerns about several environmental issues such as the Killiecrankie Battlefield and the impact the proposed dualling will have on the noise levels for those living near the carriageway.

A number of those attending raised the matter of access to the Tulach Hill walking route. This matter will continue to be considered alongside other NMU and access assessment throughout DMRB Stage 3.

A full record of the comments received and responses issued has been provided in Appendix F. For the purpose of this report and to protect the privacy of individuals, the record has been de-personalised but the content and tone are unaltered.

4**Summary**

The A9 Dualling Programme Killiecrankie to Pitagowan public exhibition held on 27th and 28th May 2015 updated the public on the scheme progress through DMRB Stage 2 and presented the indicative route and junction options. It also provided an opportunity to discuss the scheme with Transport Scotland and their representatives, and for the team to gather local information.

In total 95 people attended the exhibitions and 13 Feedback forms were received, containing 55 comments.

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

The exhibition venue and times were deemed satisfactory. Both exhibitions were held at the Killiecrankie Village Hall on the 27th May during the daytime and the 28th May during the evening, which allowed people to visit more than once to discuss the scheme and their concerns. In addition to the public exhibition, residents with direct access to the A9 were offered a 1-2-1 drop-in meeting via prior arrangement, 2 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 compare the impacts of the different route and junction 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 junction options in relation to the surrounding landscape from different heights and positions 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



LETTER A Project 05

Those with Direct Access and those who have a commitment of a 1-2-1
Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
07 May 2015

Dear **xxx**,

A9 Dualling: Perth to Inverness Killiecrankie to Pitagowan

In summer 2014, we held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the section between Killiecrankie to Pitagowan. This has included investigating options for both the mainline carriageway and the associated junctions.

To support development of route options we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. This will include a public exhibition, which will take place in Killiecrankie Village Hall on Wednesday May 27th 1100 – 1600 and Thursday May 28th, 1600 - 2000.

Plans showing the mainline and junction options will be available to view and representatives from Transport Scotland and our consultant will be at the exhibition to answer questions.

As part of the consultation, we will be seeking feedback on the route options and junction provision on this stretch. At this stage, no detailed assessments have been undertaken and a preferred route and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- any local features or constraints that you think may be important for us to know;
- how the different options may affect you; and
- any other options that you think we should consider.

In addition to the public exhibition, we will be holding private face to face meetings with those who currently have direct access to the road, at Killiecrankie Village Hall, on Thursday 28th. The 1-2-1 meeting will be by prior arrangement. If you would like to arrange a 1-2-1 meeting, please contact our Consultant's Stakeholder Manager, Sarah Morgan 07833 936 426 or sarah.morgan@jacobs.com for further information and to agree a suitable time.

Yours faithfully

A handwritten signature in black ink, appearing to read "S. MacNaughton".

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

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



LETTER B_project 05

Landowners in 200m corridor and those who we have previously agreed to notify.
Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
7-May-15

Dear **xxx**,

A9 Dualling: Perth to Inverness Killiecrankie to Pitagowan

In summer 2014, we held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the section between Killiecrankie and Pitagowan. This has included investigating options for both the mainline carriageway and the associated junctions.

To support development of route options we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. This will include a public exhibition, which will take place in Killiecrankie Village Hall on Wednesday 27th May, 1100 – 1600 and Thursday 28th May, 1600 -2000.

Plans showing the mainline and junction options will be available to view and representatives from Transport Scotland and our consultant will be at the exhibition to answer questions.

As part of the consultation, we will be seeking feedback on the route options and junction provision. At this stage, no detailed assessments have been undertaken and a preferred route and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- any local features or constraints that you think may be important for us to know;
- how the different options may affect you; and
- any other options that you think we should consider.

If you have any further questions, please contact our stakeholder manager Sarah Morgan, 07833 936 426 or sarah.morgan@jacobs.com.

Yours faithfully

A handwritten signature in black ink, appearing to read "S. MacNaughton".

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

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



LETTER C

Key Stakeholders:
CNPA x 2
P&K
SNH
SEPA
Historic Scotland

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
30 April 2015

Dear XXX,

A9 Dualling: Perth to Inverness Killiecrankie to Glen Garry and Tay Crossing to Ballinluig

In summer 2014, we held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the sections between Pass of Birnam and Glen Garry. This has included investigating options for both the mainline carriageway and the associated junctions.

To support development of route options we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. This will include public exhibitions, which will take place in the following locations;

Killiecrankie Village Hall – 27th May 1100 -1600 and 28th May 1600 – 2000
Blair Atholl Village Hall – 2nd June 1100 – 1600 and 3rd June 1600 – 2000
Mid Atholl Hall Ballinluig – 9th June 1100 – 1600 and 10th June 1600 – 2000

Plans showing the mainline options will be available to view and representatives from Transport Scotland and our consultant will be at the exhibition to answer questions.

As part of the consultation, we will be seeking feedback on the route options. At this stage, no detailed assessments have been undertaken and a preferred route and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- any local features or constraints that you think may be important for us to know;
- how the different options may affect you; and
- any other options that you think we should consider.

If you would like an individual presentation and discussion, we would welcome this opportunity. I would be grateful if you could contact me, or Yvette Sheppard to discuss arrangements for this.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jo Blewett".

Jo Blewett
A9 Programme Manager

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



LETTER D_project_05 &06

Community Councils

Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:

07 May 2015

Dear XXX,

A9 Dualling: Perth to Inverness Killiecrankie to Glen Garry

In summer 2014, we held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the sections between Killiecrankie and Glen Garry. This has included investigating options for both the mainline carriageway and the associated junctions.

To support development of route options we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. This will include public exhibitions, which will take place in;

- Killiecrankie Village Hall, 27th May 1100-1600 and 28th May 1600 – 2000 (Killiecrankie to Pitagowan); and
- in Blair Atholl Village Hall on Tuesday 2nd June, 1100 – 1600 and Wednesday 3rd June, 1600 – 2000 (Pitagowan to Glen Garry).

Plans showing the mainline options will be available to view and representatives from Transport Scotland and our consultant will be at the exhibition to answer questions.

As part of the consultation, we will be seeking feedback on the route options. At this stage, no detailed assessments have been undertaken and a preferred route and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- any local features or constraints that you think may be important for us to know;
- how the different options may affect you; and
- any other options that you think we should consider.

We would welcome the opportunity to provide a presentation to you as part of the consultation to allow us to explain the process and options being considered in more detail and to help gather any comments you may have. I would be grateful if you could contact me at sam.macnaughton@transportscotland.gsi.gov.uk to discuss arrangements which could be linked to one of your scheduled meetings.

Yours faithfully

A handwritten signature in black ink, appearing to read "Sam MacNaughton".

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

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



LETTER E

Other stakeholders

Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
07 May 2015

Dear **xxx**,

A9 Dualling: Perth to Inverness

A9 Dualling: Perth to Inverness

Killiecrankie to Glen Garry and Tay Crossing to Ballinluig

In summer 2014, we held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the sections between Pass of Birnam and Glen Garry. This has included investigating options for both the mainline carriageway and the associated junctions.

To support development of route options we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. This will include public exhibitions, which will take place in the following locations;

Killiecrankie Village Hall – 27th May 1100 -1600 and 28th May 1600 – 2000

Blair Atholl Village Hall – 2nd June 1100 – 1600 and 3rd June 1600 – 2000

Mid Atholl Hall Ballinluig – 9th June 1100 – 1600 and 10th June 1600 – 2000

Plans showing the mainline options will be available to view and representatives from Transport Scotland and our consultant will be at the exhibition to answer questions.

As part of the consultation, we will be seeking feedback on the route options. At this stage, no detailed assessments have been undertaken and a preferred route and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- any local features or constraints that you think may be important for us to know;
- how the different options may affect you; and
- any other options that you think we should consider

Please contact our consultant's Stakeholder Manager, Sarah Morgan, 07833 936 426 or sarah.morgan@jacobs.com. if you require any further information regarding the exhibition or A9 Dualling proposals for this area.

Yours faithfully

A handwritten signature in black ink, appearing to read "Sam MacNaughton".

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

Appendix B – Press Advertising



A9 Dualling – Public Engagement: Public Exhibitions

Public Exhibitions are being held along the A9 between Ballinluig and Blair Atholl starting on 2nd June 2015 to give local communities and road users the opportunity to see a range of route and junction options for dualling projects where detailed assessment is still to get underway. We are inviting local views and feedback on the options being developed to help inform the ongoing developments and assessment of dualling proposals. Transport Scotland officials and design consultants will be on hand to discuss the options and answer questions. Details of the exhibitions are as follows:

DATE	Project	VENUE	TIME
Tuesday 2nd June	Pitagowan to Glen Garry & Glen Garry to Dalwhinnie*	Blair Atholl Village Hall	1100 - 1600
Wednesday 3rd June	Pitagowan to Glen Garry & Glen Garry to Dalwhinnie*	Blair Atholl Village Hall	1600 - 2000
Tuesday 9th June	Tay Crossing to Ballinluig	Mid Atholl Hall, Ballinluig	1100 - 1600
Wednesday 10th June	Tay Crossing to Ballinluig	Mid Atholl Hall, Ballinluig	1600 - 2000

*Glen Garry to Dalwhinnie exhibitions will be presented by CFJV

For further information please visit www.transportscotland.gov.uk/a9dualling

Community “Drop-In” Sessions

Jacobs, on behalf of Transport Scotland, is hosting “Drop-In” sessions giving the local community the opportunity to come along and discuss - on an informal “one-to-one” basis – any points or queries they may have in relation to the A9 Dualling.

Details of the next 2015 session are provided below.

DATE	Section	VENUE	TIME
Wednesday 17th June 2015	Pass of Birnam to Tay Crossing	Craigvinean Surgery (Counsellor's room) Birnam Institute (Quiet Area – Mezzanine level)	3pm to 5.00pm 5.30pm to 7.30pm

Activity Update

As part of the A9 Dualling programme, over the coming months Jacobs' environmental specialists will be carrying out further field studies to establish information about wildlife numbers and species in the area. Our surveyors all carry identification and will be pleased to show this if asked. In addition, we will be commencing a programme of ground investigation works this summer.

Should you wish to make contact with Jacobs, the two dedicated Stakeholder Liaison Managers are: Keith Sheridan, mobile 07437.435.952; keith.sheridan@jacobs.com.
Sarah Morgan, mobile 07833.936.426; sarah.morgan@jacobs.com.

Appendix C – Organisation's Advertisement

MTRIPS Planning and Design
Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: 0141 272 7285, Fax: 0141 272 7272
nick.groom@transportscotland.gsi.gov.uk



«Name»
«Organisation»
«Address1»
«Address2»
«Address3»
«Address4»
«Address5»
«Address6»
«Address7»

Date:
15 May 2015

Dear Sir or Madam,

A9 Dualling Programme public exhibitions

We would be most grateful if you would kindly display these public information posters at your premises to let people know where they can visit the forthcoming A9 Dualling public exhibitions for four of the dualling projects.

Public exhibitions are being held in Killiecrankie, Blair Atholl and Ballinluig over the coming weeks to allow local communities and road users the opportunity to view and feedback on updated information about Scottish Government plans to dual the A9.

The exhibitions will present route and junction options for four dualling projects where detailed assessment is still to get underway.

By displaying this poster, you will be helping to inform as many people as possible in the community about this opportunity to find out more about the emerging plans for A9 dualling in your area.

Thank you for your cooperation and assistance.

Yours faithfully,

A handwritten signature in black ink.

Nick Groom
Project Administrator

A9 Dualling Public Exhibitions



A series of public exhibitions are being held along the A9 between Ballinluig and Blair Atholl starting on 27 May 2015. These will give local communities and road users the opportunity to see a range of route and junction options for four dualling projects where detailed assessment is still to get underway.



We are inviting local views and feedback on the options being developed to help inform the ongoing development and assessment of the dualling proposals.



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

Details of the public exhibitions are as follows:

Venue	Dates and times	Project
Killiecrankie Village Hall Killiecrankie PH16 5LG	Wed 27 May 11am – 4pm	Killiecrankie to Pitagowan
	Thurs 28 May 4pm – 8pm	
Blair Atholl Village Hall Main Road Blair Atholl PH18 5SG	Tues 2 June 11am – 4pm	Pitagowan to Glen Garry & Glen Garry to Dalwhinnie
	Wed 3 June 4pm – 8pm	
Mid Atholl Hall Ballinluig PH9 0LG	Tues 9 June 11am – 4pm	Tay Crossing to Ballinluig
	Wed 10 June 4 pm – 8pm	

For further information, please visit:

www.transportscotland.gov.uk/a9dualling

Appendix D – Exhibition Boards

A9 Dualling Killiecrankie to Pitagowan Project

Welcome

In summer 2014, Transport Scotland held exhibitions along the A9 to help inform the development of options for the A9 Dualling Programme. Work undertaken at that time built a picture of the challenges and opportunities that the dualling may bring across the corridor. A 200m study corridor around the existing A9, within which the dualling will generally fit, was identified.

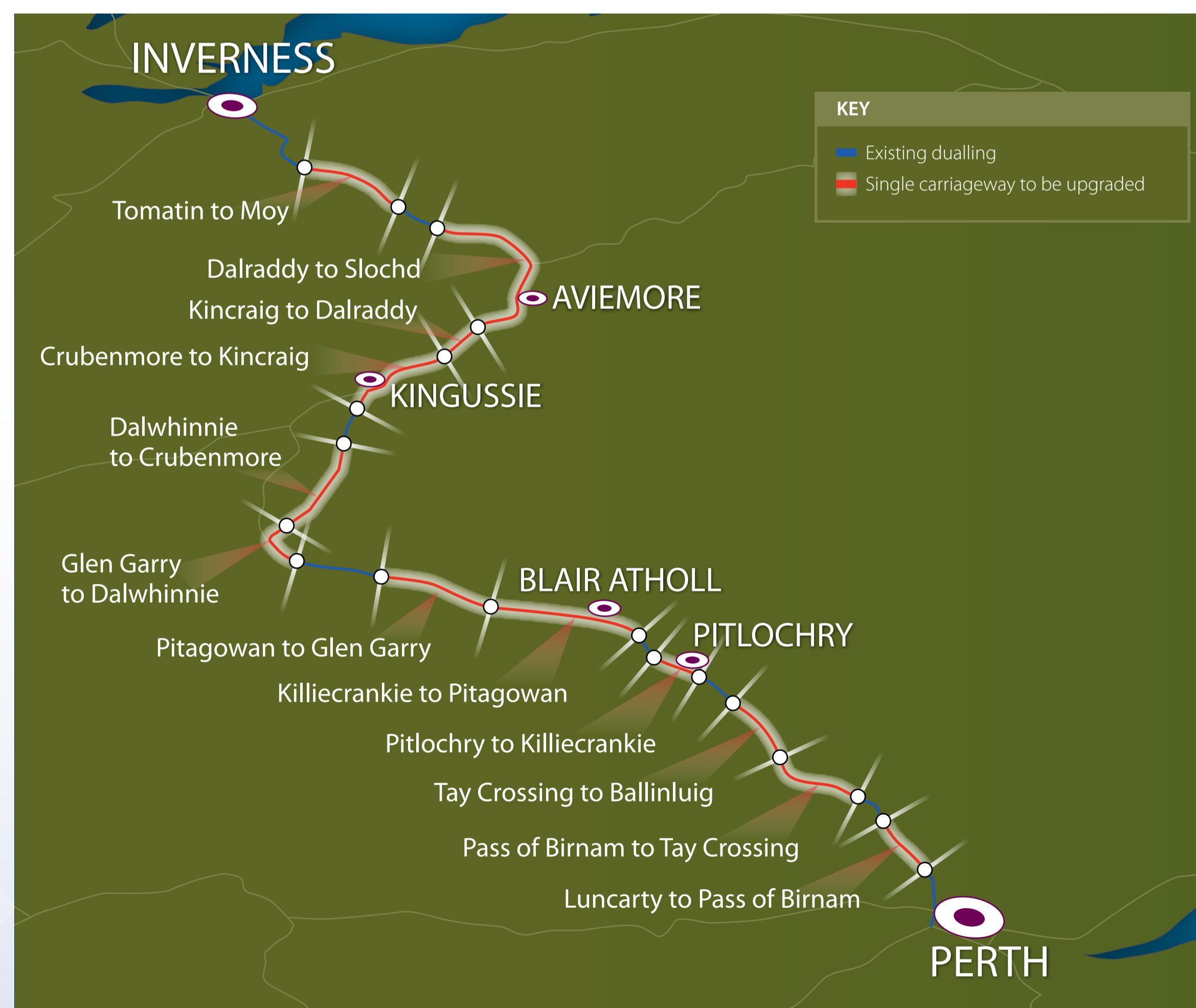
Over the course of the last year, Transport Scotland has appointed designers to take forward the more detailed assessment work required to consider environmental mitigation, develop route options, junctions and accesses. Jacobs UK Ltd is developing the projects for the southern section between Pass of Birnam and Glen Garry.

These exhibitions mark the start of engagement on more developed route and junction options. No detailed assessment has taken place at this stage and we are seeking public feedback on the options being developed to help inform the ongoing development and assessment of the dualling proposals.

In particular we would appreciate your views on the following:

- Any local features or constraints that you think may be important for us to know;
- How the different options may affect you; and
- Any other options that you think we should consider.

Please take your time to study the information on display and to speak to one of the members of the team present today. It will assist us in our assessment work if you could complete the feedback form available.



JACOBS



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A9 Dualling Killiecrankie to Pitagowan Project

Programme Objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025. The A9 Dualling Programme objectives are to:

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

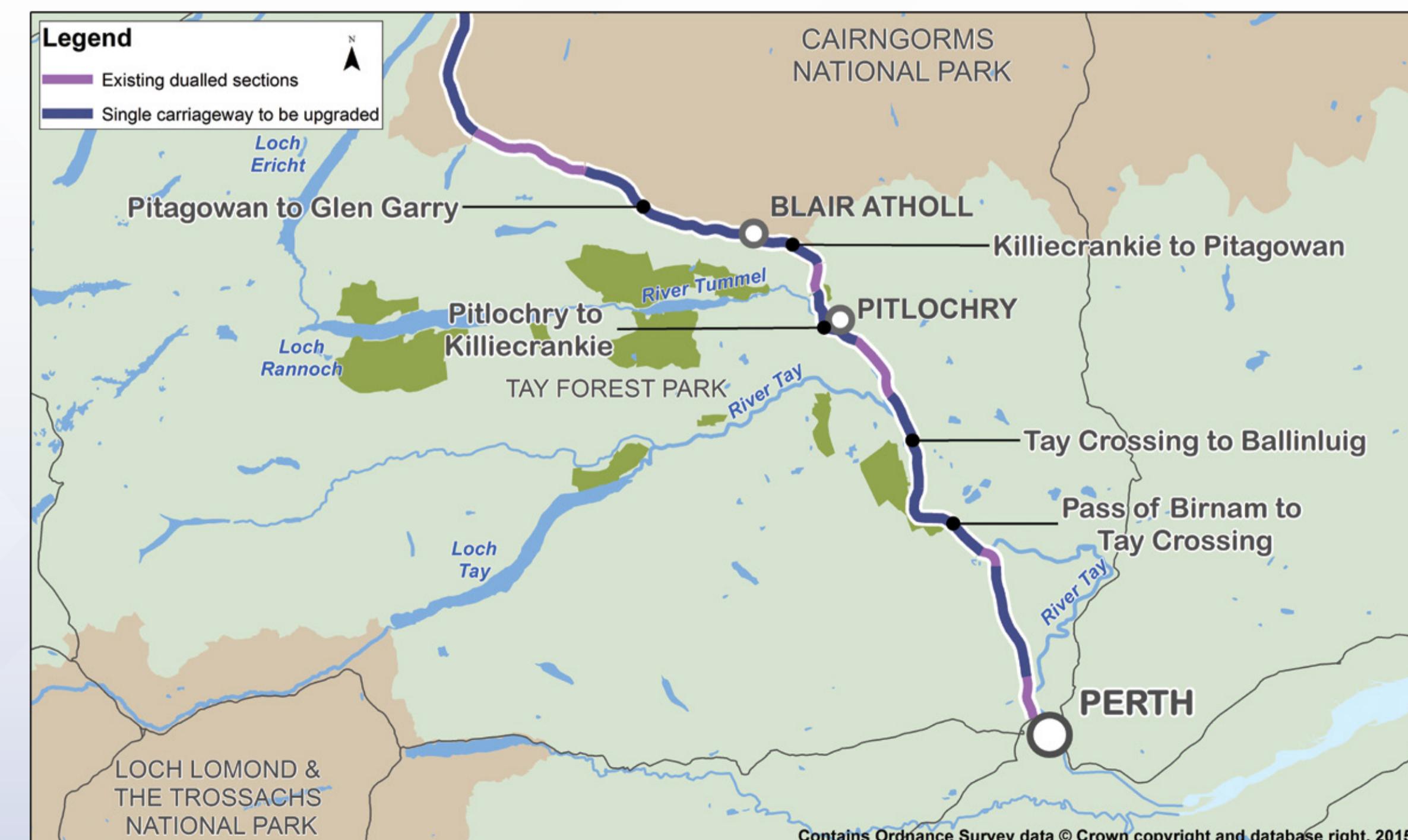


Southern Section Projects

The southern section of the route contains five projects, with dedicated teams working on each project:

- Pass of Birnam to Tay Crossing;
- Tay Crossing to Ballinluig;
- Pitlochry to Killiecrankie;
- Killiecrankie to Pitagowan; and
- Pitagowan to Glen Garry.

Today's exhibition is for the Killiecrankie to Pitagowan Project.



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A9 Dualling Killiecrankie to Pitgowan Project

Route Options Development



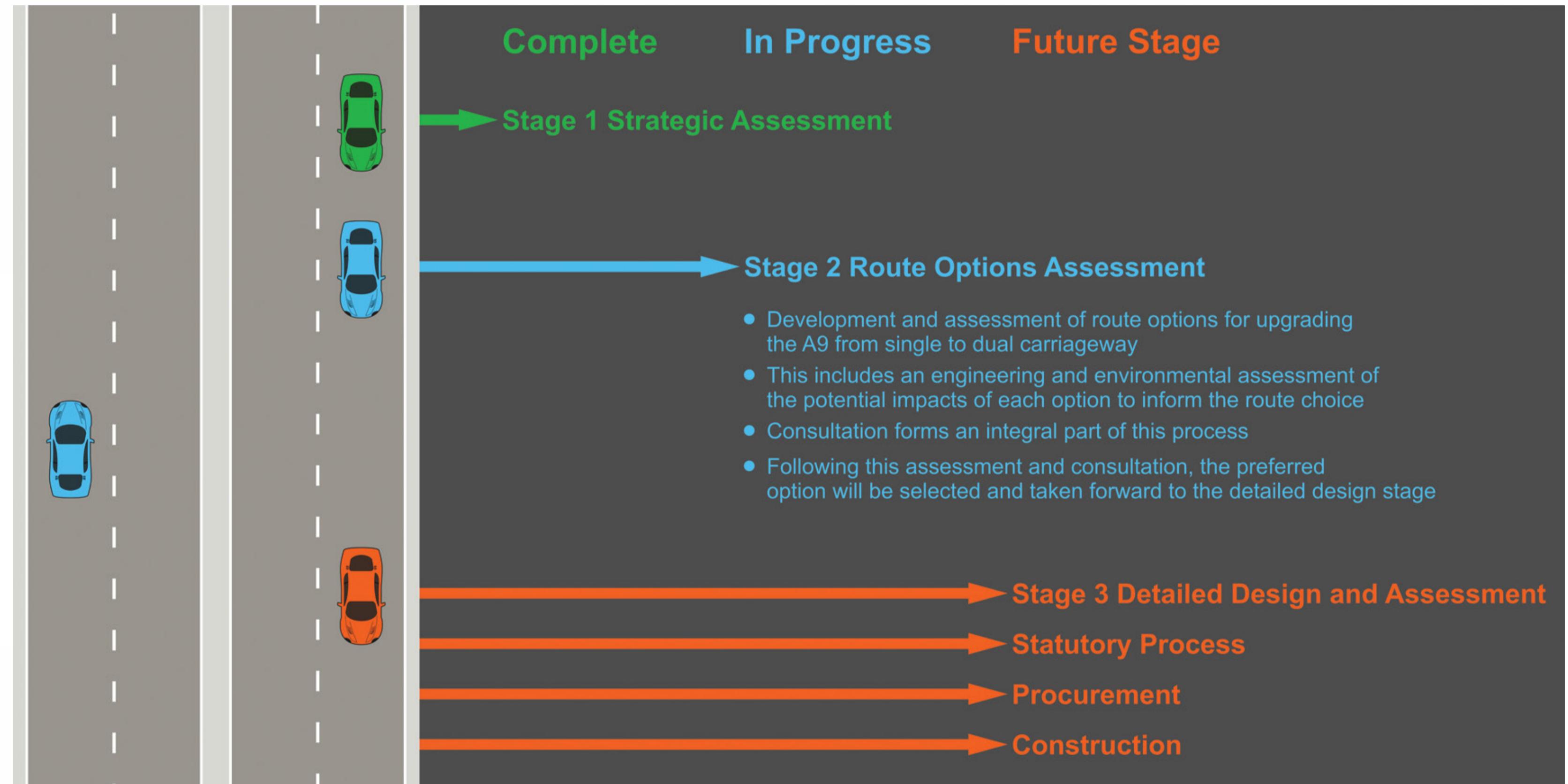
We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The current work (referred to as Stage 2) covers the development and assessment of route options and builds on the previous Preliminary Engineering Services (PES) and Strategic Environmental Assessment (SEA) completed 2014.

Some early work has allowed the number of route and junction options to be reduced by sifting out those that had the highest potential for environmental impacts, engineering constraints, traffic impacts or increased costs. Information about options that were considered and sifted out is available at this exhibition.

Feedback from consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the route options. The next stages will also include more detailed consideration of accesses, laybys and facilities for pedestrians, cyclists and other Non-Motorised Users. There is some information at this exhibition about these aspects.

Further work, including engagement with affected people, local communities and the public, will be undertaken as we develop our options further.

After this, the route options will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which will support identification of the preferred route option for the project.



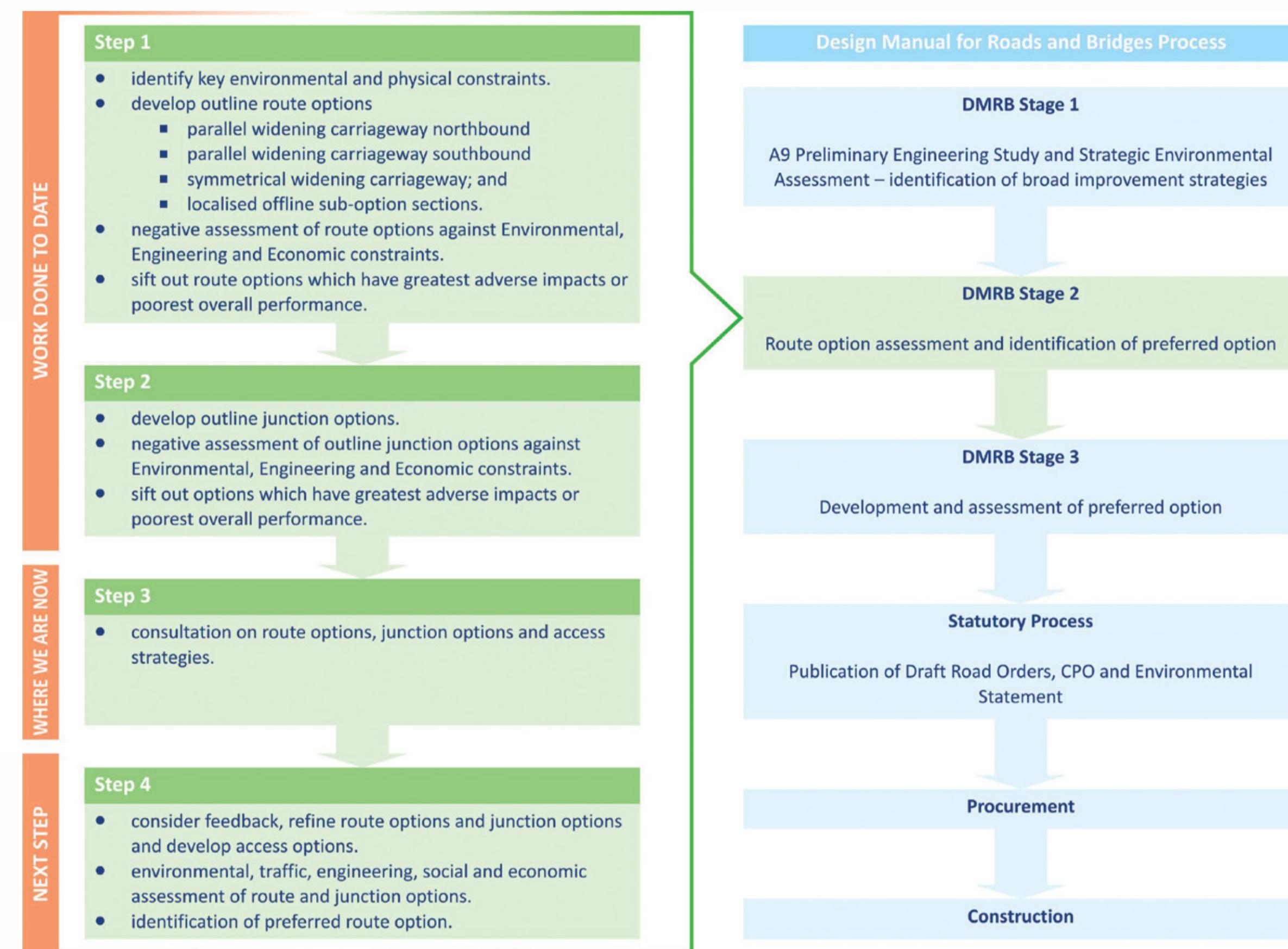
A9 Dualling Killiecrankie to Pitgowan Project

Route Options Development

The Stage 2 design work has initially considered how to provide the dual carriageway and what the main junctions could look like. As part of this work, options have been developed considering:

- Mainline dual carriageway: whether the A9 should be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9; and
- Junctions: what type of junctions could be provided, considering factors such as nearby properties, environmental features, landscape, topography, engineering and operational considerations and cost.

Initial options were assessed considering environmental, engineering, traffic and economic factors. The options which would have the greatest adverse impacts or poorest overall performance have been sifted out and suspended from further consideration at this stage.



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A9 Dualling Killiecrankie to Pitgowan Project

Information Gathering

Baseline data-gathering and surveys

During the SEA and PES, a large amount of data was gathered and consultation undertaken. This information has helped inform the design and selection of route options. We have also carried out additional field surveys including:

- Ecological, landscape and visual surveys;
- Other environmental surveys;
- Traffic surveys; and
- Topographical surveys.

We also continue to consult with a range of organisations and local communities including:

- Consultation with individual land and property owners;
- Drop-in sessions for the public at local communities;
- Attending community council meetings;
- Consultation with environmental groups; and
- Consultation with walking, cycling, equestrian and accessibility/disability groups.



Winter woodland captured during ecological survey



Ecological work includes red squirrel surveys



Consultation at the drop-in session March 2015, Blair Atholl



Ecological survey team member winter 2015

A9 Dualling Killiecrankie to Pitagowan Project

Route Options

The route options for Killiecrankie to Pitagowan were developed taking into consideration the constraints identified in the vicinity of the project including:

- Special Areas of Conservation (SAC) such as the River Tay SAC and the Tulach Hill and Glen Fender Meadows SAC;
- Sites of Special Scientific Interest including the Pass of Killiecrankie;
- Ancient Woodland;
- Cultural Heritage Assets including the Killiecrankie Battlefield and Blair Castle Gardens and Designed Landscape;
- Landscape Character such as Loch Tummel National Scenic Area (NSA) and Cairngorms National Park;
- The National Cycle Route, footpaths, core paths and public rights of way;
- Underbridges and underpasses at several locations;
- The existing road network;
- Accesses to private properties and fields; and
- The Highland Mainline Railway.



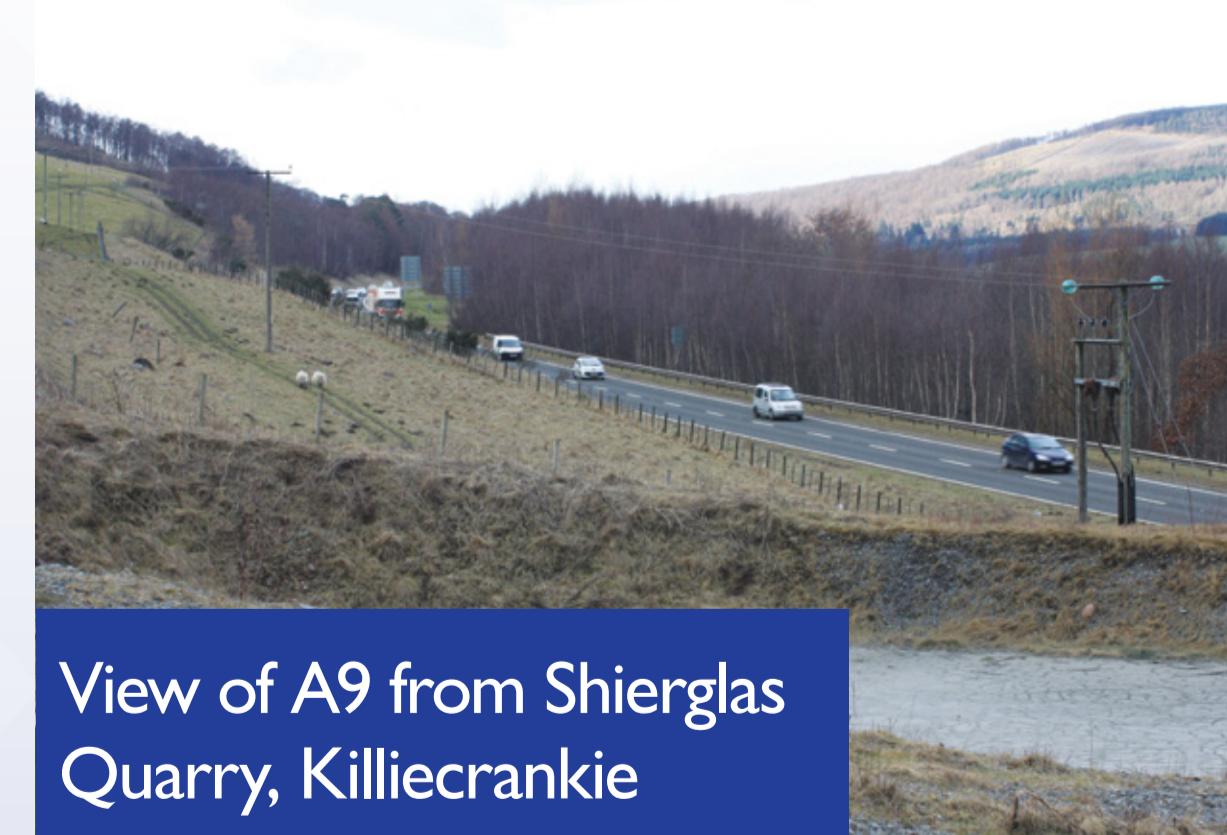
Blair Castle, within the Blair Castle Gardens and Designed Landscape



Old Faskally Underpass providing access to Killiecrankie



River Garry, part of the River Tay Special Area of Conservation



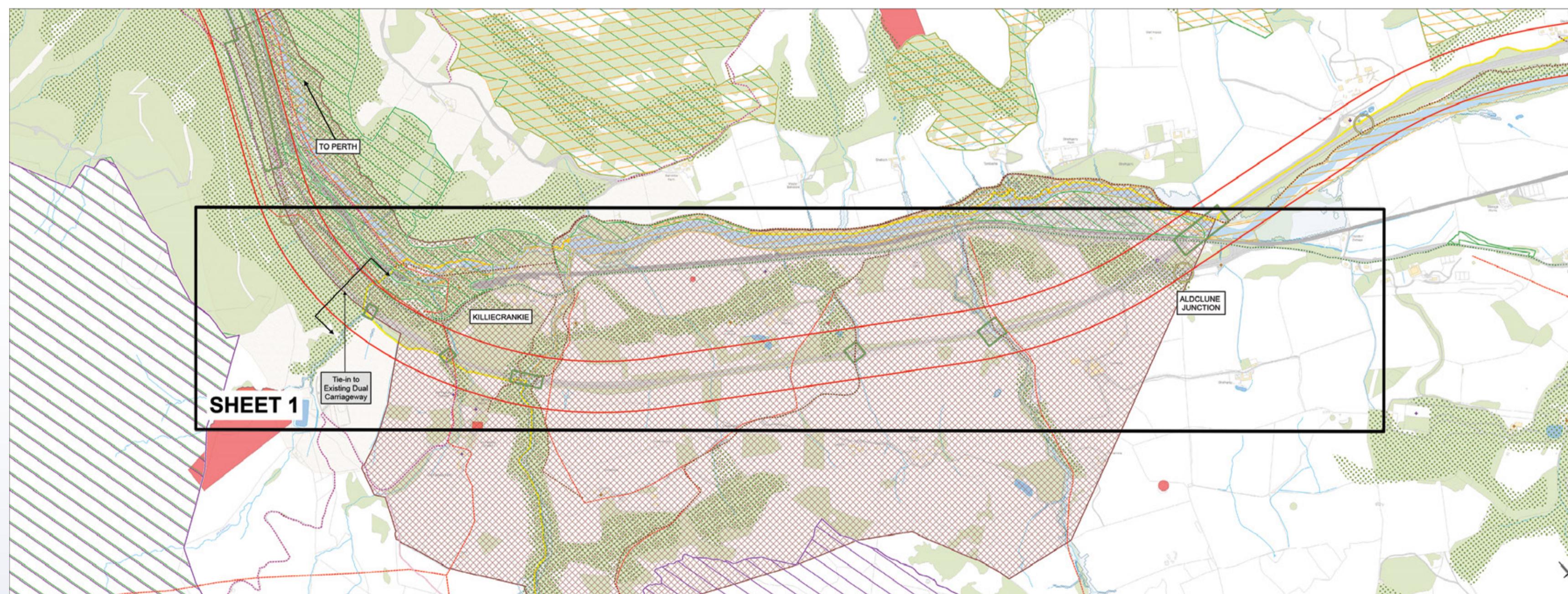
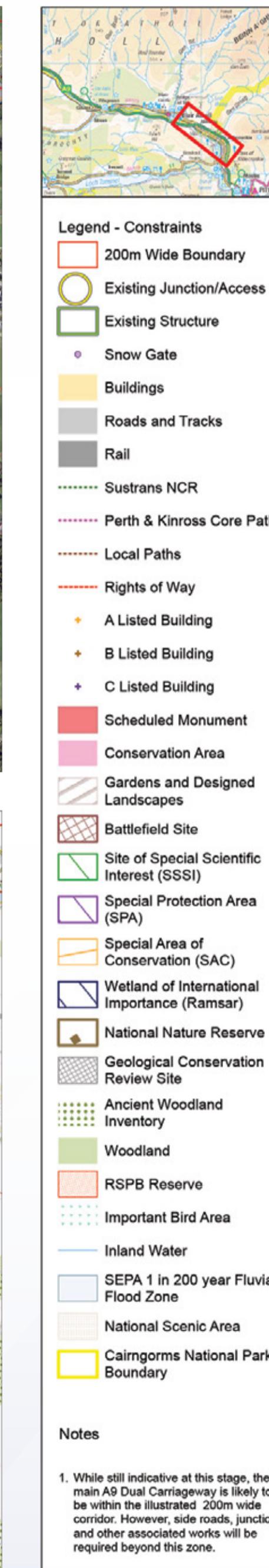
View of A9 from Shierglas Quarry, Killiecrankie



Current at-grade crossing of A9 for walking access to Tulach Hill

A9 Dualling Killiecrankie to Pitgowan Project

Route Options



Plans of the mainline route options on which we are consulting today are available to view at this exhibition. The options are also available to view on the touchscreen computers and a member of our team will assist you if you want to use this media to view the options.

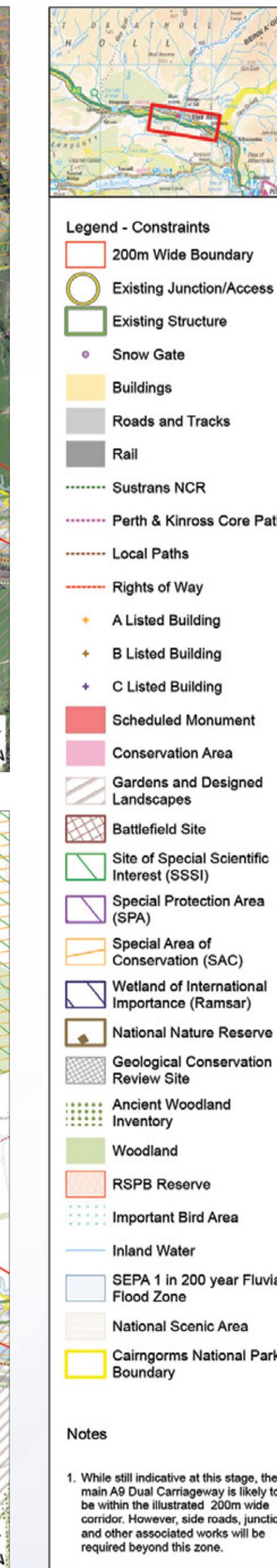
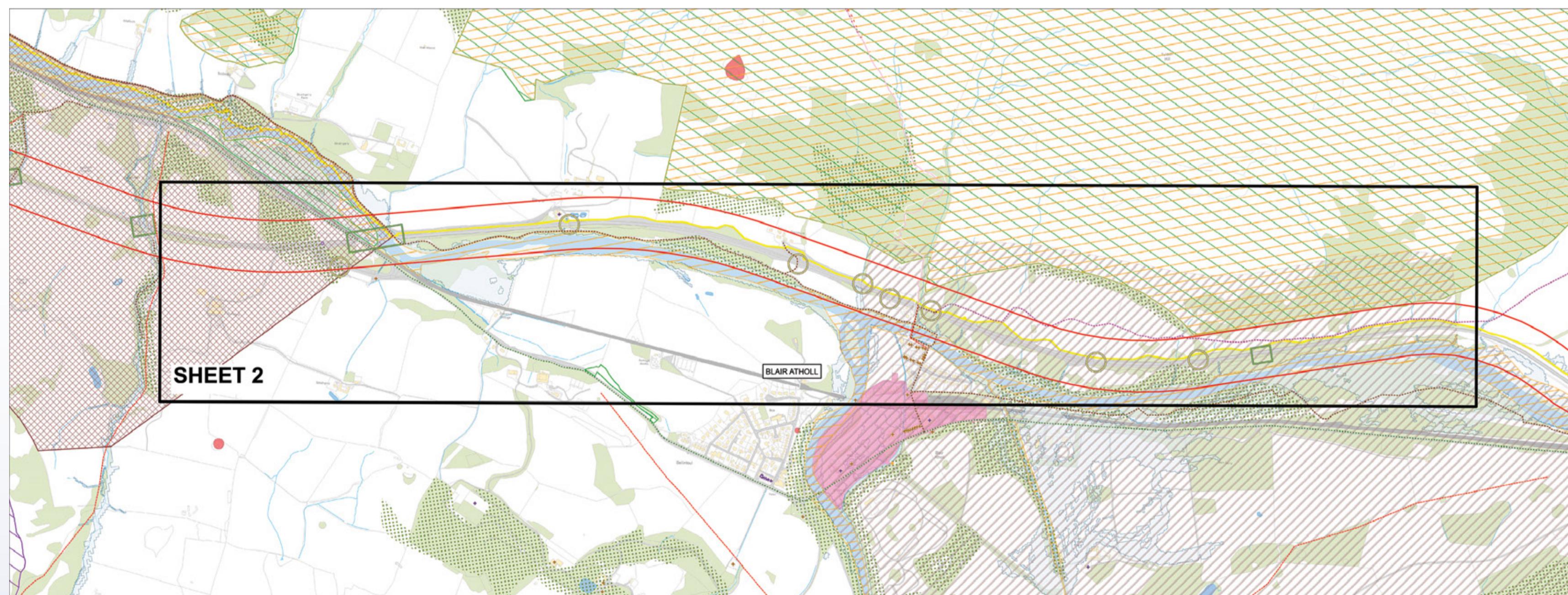


A9 Dualling Killiecrankie to Pitgowan Project

Route Options



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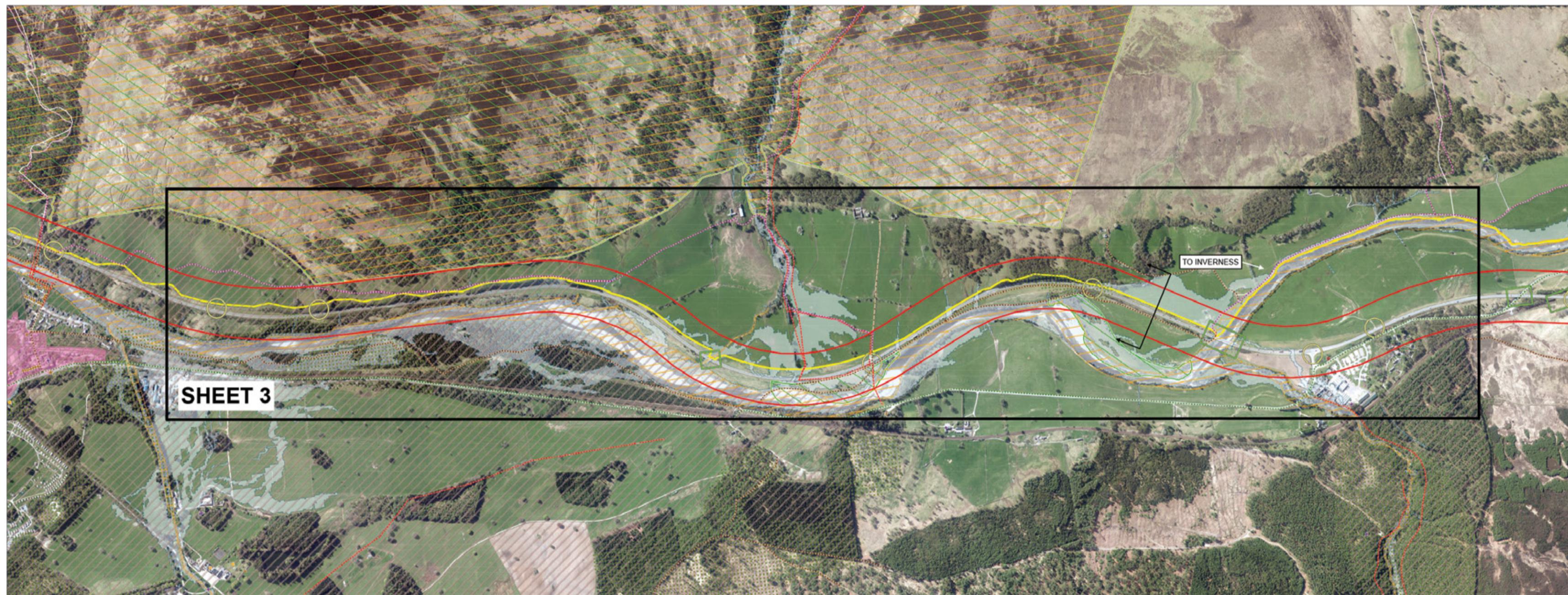
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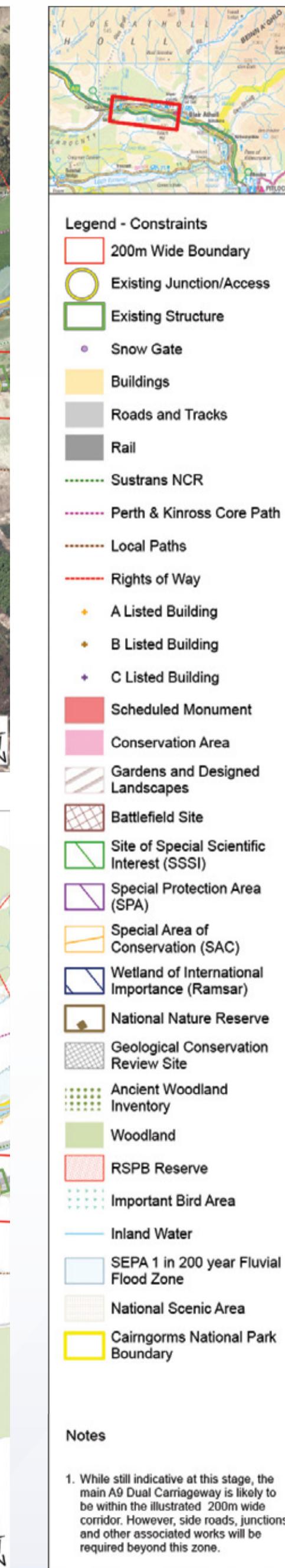
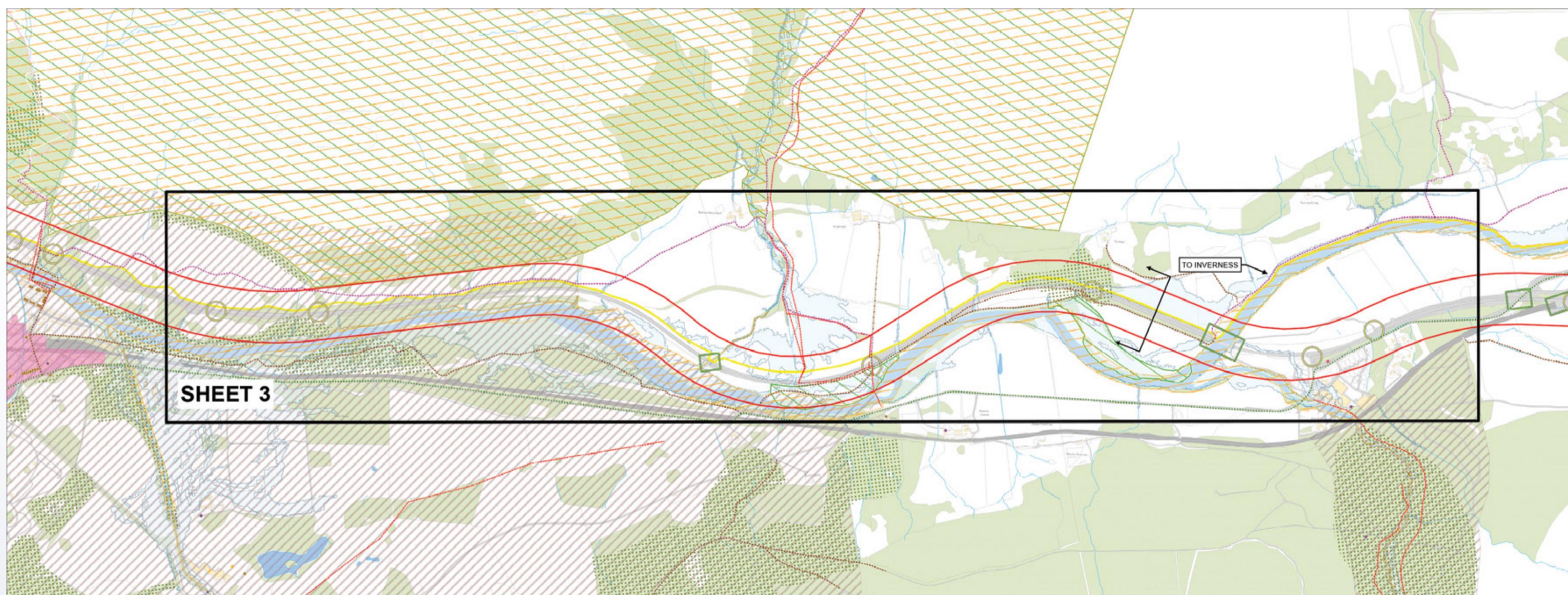
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A9 Dualling Killiecrankie to Pitagowan Project

Route Options



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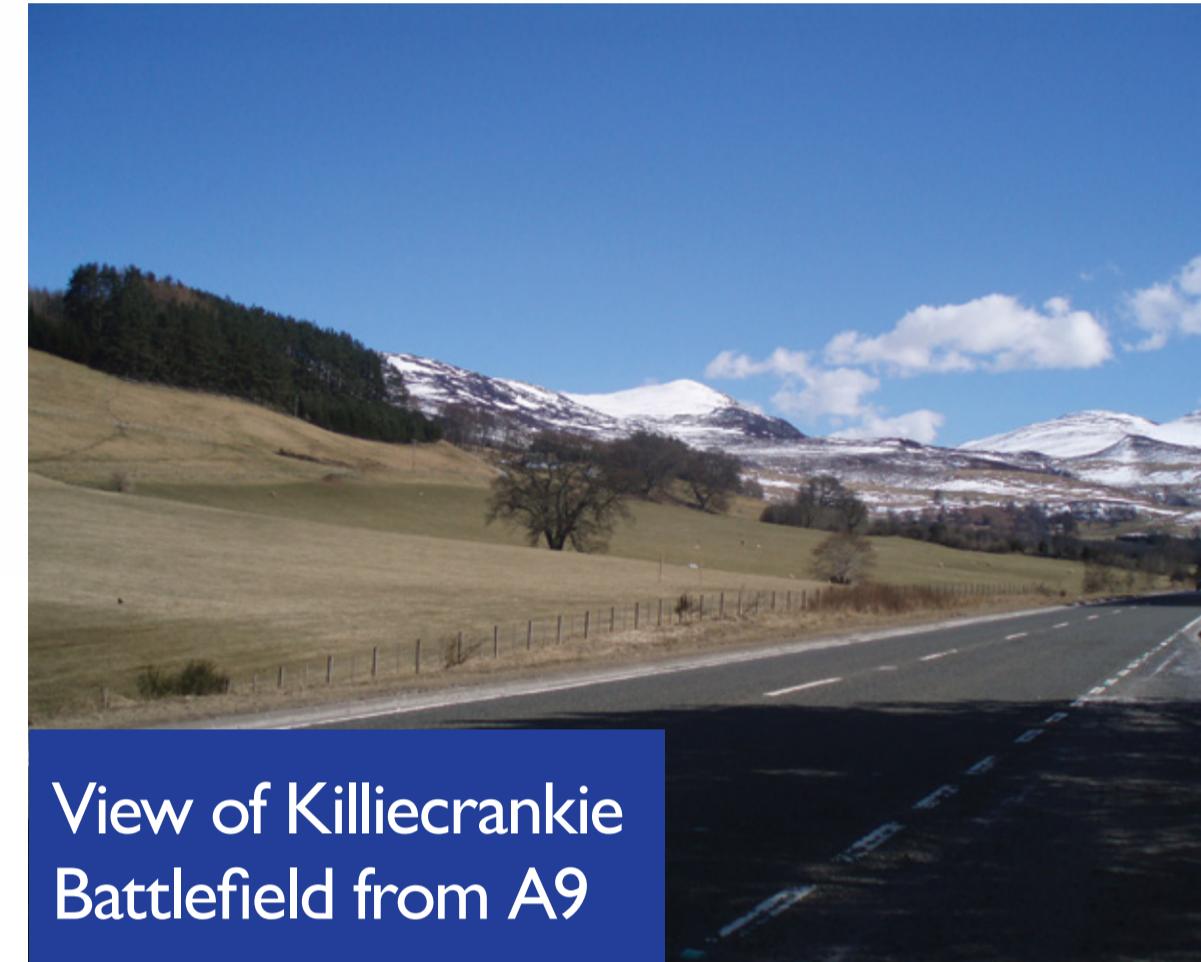
A9 Dualling Killiecrankie to Pitgowan Project

Junction Options

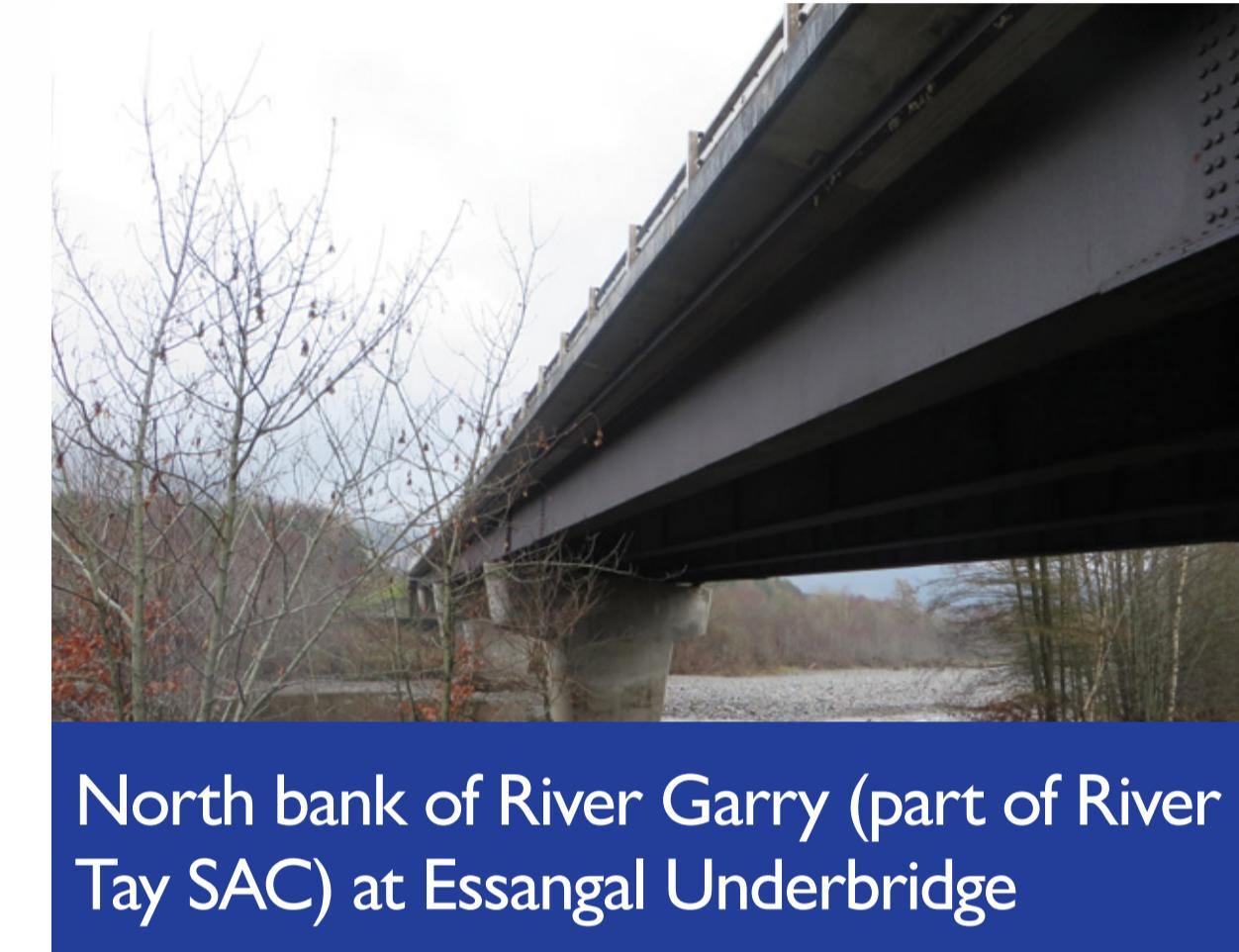
The Junction and Access Strategy, as shown at exhibitions in 2014, identified a need for a grade separated junction to be provided in the vicinity of the existing at-grade junction at Aldclune, which provides access to Killiecrankie and Blair Atholl via the B8079.

The following constraints have been identified in the vicinity of the proposed junction location at Aldclune:

- River Tay SAC, Shingle Islands SAC, Aldclune and Invervack Meadows SSSI;
- Killiecrankie Battlefield, a Category B Listed Lime Kiln and the remains of Aldclune Duns;
- Essangal Bridge at the River Garry and Allt Chluain Bridge;
- Ancient Woodland;
- Cairngorms National Park, Lower Highland Glens' Landscape Character Area, and Loch Tummel NSA;
- Residential properties at Clunebeg and Essangal;
- The Highland Main Line Railway;
- The B8079; and
- National Cycle Route No.7.



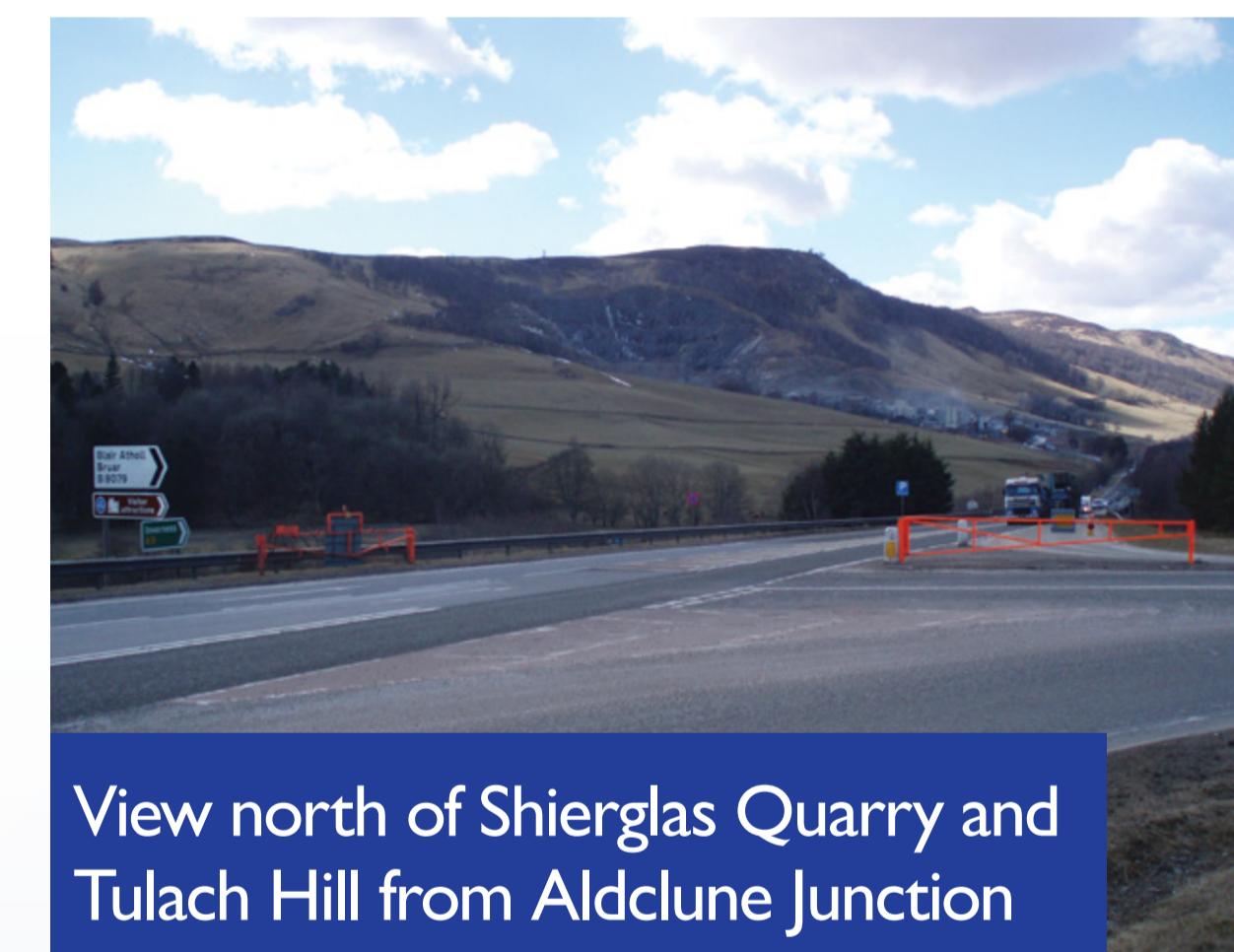
View of Killiecrankie Battlefield from A9



North bank of River Garry (part of River Tay SAC) at Essangal Underbridge



A platoon of vehicles passing Aldclune Junction



View north of Shierglas Quarry and Tulach Hill from Aldclune Junction

Plans of the junction options on which we are also consulting today, which also show the above constraints, are available to view at this exhibition. The options are available to view on the touchscreen computers and 3D visualisations at the exhibition and a member of our team will help if you want to use this media to view the options. Plans of the options which have been discounted at this stage are also available to view at this exhibition.

A9 Dualling Killiecrankie to Pitagowan Project

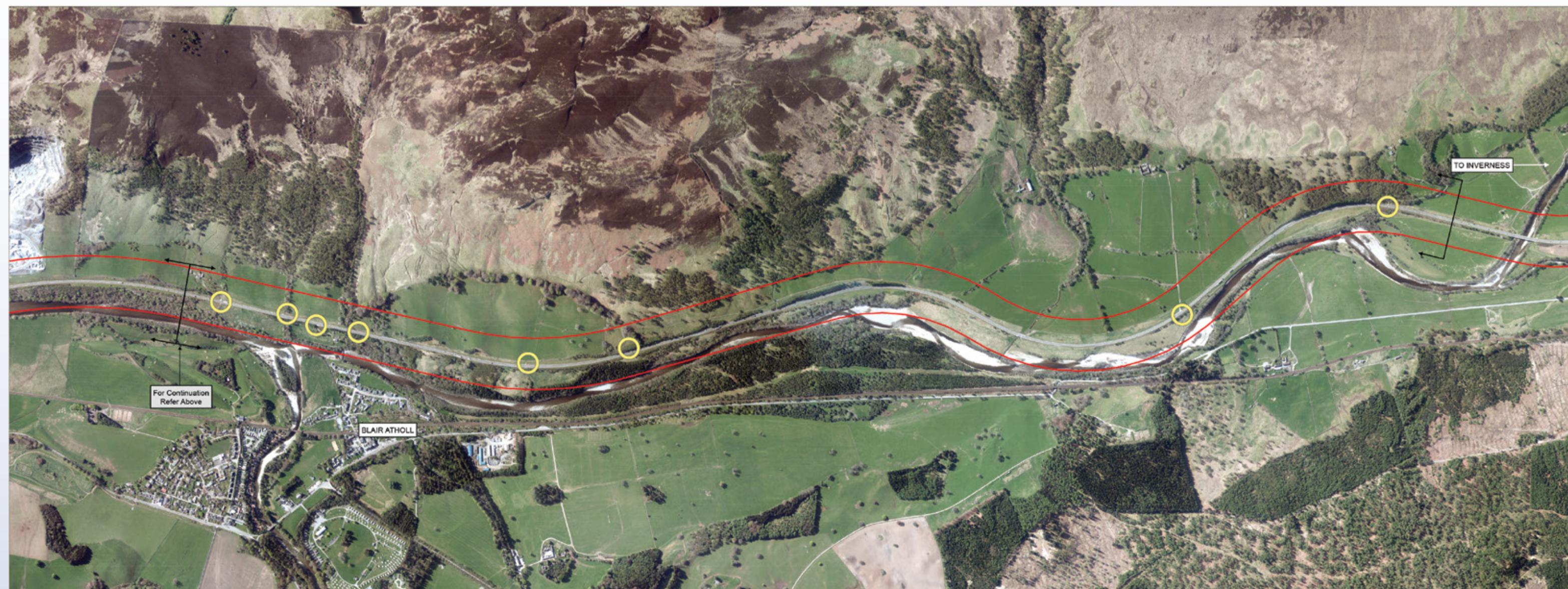
Accesses

In conjunction with the route options, we are developing the strategy to address access to communities, properties and land adjacent to the A9. As was shown at the exhibitions in 2014, the A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Some left-in/left-out accesses may be provided but only in exceptional circumstances. If you will be affected by the potential closure of any of the accesses shown on the plan below, please approach a member of our team today who will arrange a one-to-one discussion with you.



Legend - Constraints

- 200m Wide Boundary
- Existing Junction/Access



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A9 Dualling Killiecrankie to Pitagowan Project

What Happens Next?

Your comments on the route options and junction layouts presented will help inform the ongoing project development. Your feedback will be considered. We invite you to provide written feedback by:

- Email, to: A9dualling@Jacobs.com
- Post, to: Sarah Morgan

A9 Dualling Project Team Stakeholder Manager
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

Please provide feedback as soon as possible and before Friday **17 July 2015**.

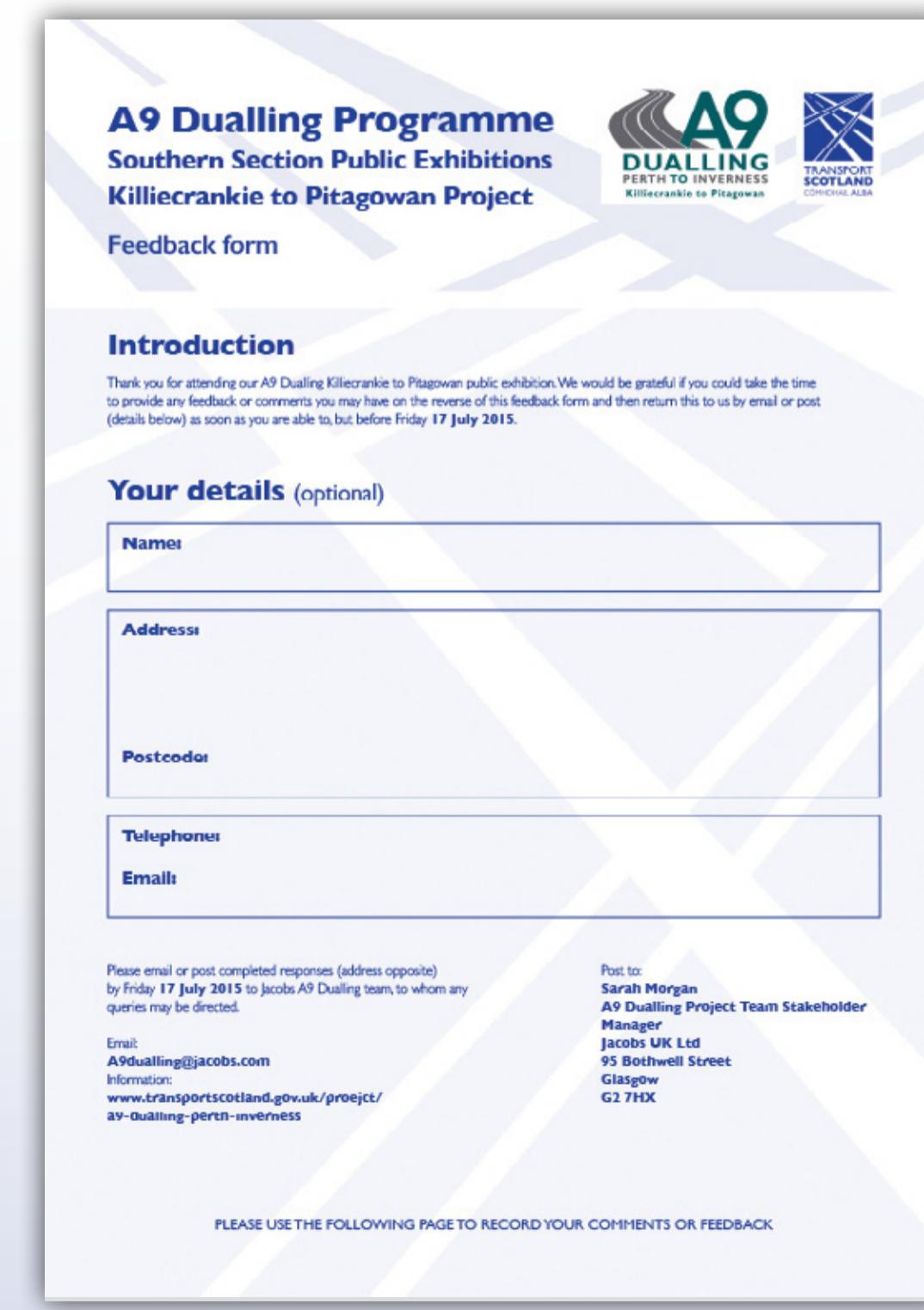
The options presented today, together with any other options you identify during these exhibitions, may be subject to further development. Further consultation through local drop-ins and one-to-one engagement is also planned. The Design Manual for Road and Bridges (DMRB) Stage 2 Assessment will consider advantages, disadvantages and constraints associated with the design options, in relation to environmental, engineering, economic and traffic issues. A preferred option is expected to be selected around the end of 2015.

We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions. You can contact Jacobs UK Ltd's Stakeholder Managers, Keith Sheridan or Sarah Morgan, at any time:

- Keith: 07437 435 952 and Keith.Sheridan@jacobs.com
- Sarah: 07833 936 426 and Sarah.Morgan@jacobs.com

Further general information on the A9 Dualling Programme can be found on Transport Scotland Dualling website at:
www.transportscotland.gov.uk/project/a9-dualling-perth-inverness

Contact details for Transport Scotland's A9 Dualling team:
Telephone: 0141 272 7100
Email: A9dualling@transportscotland.gsi.gov.uk



Appendix E – Feedback Form

A9 Dualling Programme

Southern Section Public Exhibitions

Killiecrankie to Pitagowan Project

Feedback form



Introduction

Thank you for attending our A9 Dualling Killiecrankie to Pitagowan 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 before Friday **17 July 2015**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by Friday **17 July 2015** to Jacobs A9 Dualling team, to whom any queries may be directed.

Email:

A9dualling@jacobs.com

Information:

www.transportscotland.gov.uk/project/a9-dualling-perth-inverness

Post to:

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

A9 Dualling – Southern Section Public Exhibitions: Killiecrankie to Pitagowan Project

Route Options and Junction Layouts

We would appreciate your views on the options presented and specifically on the following:

- Any local features or constraints that you think may be important for us to know;
- How the different options may affect you; and
- Any other options that you think we should consider.

Comments:

Accesses

If you will be affected by the potential closure of any of the accesses (directly to the A9) shown on the plans today, we would appreciate your views on the potential impact to you.

Comments:

Appendix F – Comments and Responses

Summary / Comment	Response
<p>Brought to the attention of the design team reputed archaeological remains in the Killiecrankie area at earlier stage of consultation.</p> <p>Attended Killiecrankie to Pitagowan exhibition and identified that all junction options result in an impact on this area.</p> <p>Expressed concern that Jacobs and Transport Scotland staff are aware that all junction options result in an impact on the area and was keen to establish the significance of the remains.</p>	<p>We thank you for attending the exhibition and for the comments you provided. Further to our recent correspondence we would like to summarise the outcome of the steps taken to assess the area where there are archaeological remains.</p> <p>The reason that this site was not shown on the drawings presented at the exhibition on 27th and 28th May 2015 or the previous round of public exhibitions in May 2014 was that these drawings show designated cultural heritage assets and the archaeological remains are not designated. However, Transport Scotland had made Jacobs aware of the concerns that you had previously raised at the public exhibitions in May 2014.</p> <p>In response to these concerns and in order to assess the value of the site, in November 2014 we consulted the following sources of information:</p> <ul style="list-style-type: none"> • National Monuments Record; • The Perth and Kinross Historic Environment Record; • National Collection of Aerial Photography held by RCAHMS; • The report on the results of the excavations undertaken in 1980 published in Proceeding of the Society of Antiquaries of Scotland in 1997. A copy of this report is attached for your information; and • The paper archive from the excavations held by RCAHMS. <p>Based on these sources we understand that the site originally comprised of two homesteads dating to the 1st and 2nd centuries BC and 2nd and 3rd centuries AD and that a limited portion of the southern part of one of the duns outer defences survived previous road construction and remains in situ.</p> <p>As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 sifting process to identify junction options, potential impacts on this site and other environmental receptors were assessed. The junctions options presented at the public exhibitions in May 2015 were identified as the most appropriate based on Environmental, Engineering and Economic considerations.</p> <p>The next stage of the assessment was to undertake a site inspection to help us further understand the impact that the route and junction options may have on it, and to identify appropriate mitigation. The results of this assessment will be presented as part of the DMRB Stage 2 Assessment. We welcomed your offer to attend the site inspection with us and we contacted you to arrange this with you.</p> <p>Further to the above invitation for you to join our site inspection, you were able to join the Heritage Officer from the Perth and Kinross Heritage Trust for a separately arranged site visit. The outcome of this visit was that it was acknowledged by those on the visit that there are very limited remains of the southernmost homestead that survived the construction of the A9 in the 1980s.</p> <p>We advised you that we arranged for a metal detecting investigation of part of the Killiecrankie Battlefield site, which was completed in October 2015, and</p>
<p>Requested access from Blair Atholl to Tulach Hill e.g. underpass or bridge as at present dangerous to cross A9. Junction option A will be unsuitable at Aldclune junction for access to the A9. Unsure if the north exit at Pitlochry junction will still be there.</p>	<p>We acknowledge that the route is popular and we have and will continue to consult with various groups regarding future proposals for non-motorised user (NMU) routes.</p> <p>With regard to your concerns in relation to people crossing the A9, the dualling programme will adopt a strategy where grade separated crossings will be the only permitted means for non-motorised users (NMU) to cross the A9. Pedestrians, cyclists and equestrians will be routed across the A9 dual carriageway via an overbridge/footbridge or an underbridge/underpass, however the locations of these structures are yet to be confirmed and will be proposed at future public exhibitions. This will eliminate conflict with traffic on the A9 and improve safety associated with crossing the A9.</p> <p>At this stage no formal assessment of the minor junctions and access options has been undertaken and there is further assessment of the access options to be completed before a preferred option is finalised.</p> <p>We can confirm a grade separated junction is currently proposed at Pitlochry (North) that will accommodate both northbound and southbound movements.</p>
<p>Prefer option A, but not concerned by option B. Prefer southbound widening but not concerned by northbound. Can see no real need for the much more elaborate and expensive proposals of option B. Regularly see 3 red squirrels at property.</p> <p>Pleased to note that the planning will take into account minimising any disruption to wildlife.</p>	<p>We thank you for attending the exhibition and comments you have provided regarding your preferred options, potential impacts of the mainline and junction options and sightings of red squirrels. These have been passed to our ecology team to further augment their survey work in the area.</p> <p>Information regarding the existing constraints of the mainline and junction options is available from the Killiecrankie to Pitagowan exhibition panels section on Transport Scotland's website at:</p> <p>http://www.transportscotland.gov.uk/project/a9-killiecrankie-pitagowan</p>

Summary / Comment	Response
<p>Given the proximity of the existing road to our house and the noise pollution already experienced we hope and expect that which ever new route is chosen will bear in mind the effect it will have on our property and its value. The volume of traffic is certain to increase on the up-graded road and therefore due consideration and action must be taken to minimise the detrimental effects on our property both from a noise and visibility point of view. The existing screen of trees are nearing the end of their life expectancy and have suffered badly from recent storms.</p> <p>Prefer new carriageway at Essangal bridge to be widened to the south of the present carriageway to minimise the effect upon the Essangal pool on the River Garry.</p> <p>Access at Aldclune and at Bruar are both used by us. However if it became essential to choose Option A at Aldclune it would be less important than the loss of full functionality at Bruar. We are concerned that access under the A9 from the old road (B8079) should not be in any way blocked or impeded during or after the construction process.</p> <p>While recognising that it is too soon to raise concern upon the need for screening against noise/visual impact on our house – it is worth pointing out that when the A9 was built this consideration was badly evaluated – i.e.</p>	<p>We thank you for attending the exhibition and comments you have provided and your ongoing engagement with us as this scheme develops.</p> <p>With regards to your concerns about potential noise impact, an Environmental Impact Assessment is being undertaken to support and inform the scheme design. This will include a noise assessment which will also identify locations where noise mitigation may be required. The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment will not fully identify the locations for noise mitigation, this will be finalised during the DMRB Stage 3 assessment of the preferred option. The design of the dualling programme will consider the landscape and potential visual impact of the route to help inform design and whether specific mitigation is necessary.</p> <p>In relation to the potential impacts on the value of your property and any concerns you may have in this regard, Transport Scotland has produced a guide to the legislation applicable to this type of development and it can be found on Transport Scotland's website at:</p> <p>http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/8908/8908.pdf</p> <p>Thank you for your views on the Junction Options at Aldclune. At this stage, further assessment will be undertaken before a preferred junction option is finalised.</p>
<p>We own and farm land alongside the A9. We actively farm this land and are obviously very concerned that we might lose some. We hope that you opt to use the land on the other side of the A9. We were very concerned when we saw the proposed scenario if a new carriageway was built on our ground, the impact on our farm would be huge and we hope you opt for the other option.</p>	<p>We thank you for attending the exhibition and comments you have provided and we note your concerns over loss of land and preferred route option. These comments will be considered as part of the preferred route selection which is part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p>
<p>The Visitor Centre operated by the National Trust for Scotland at the Soldier's Leap in the Pass of Killiecrankie is a major tourist attraction for the area. I feel it is very important that the dualling does not adversely affect this facility, waterways or land. The Pass of Killiecrankie is of huge historic, environmental and economic significance and is already burdened by several major infrastructure routes viz the existing A9, the railway and the B8079. I think that it is essential that both the construction phase and the finished road impact minimally, if at all, on such a sensitive area. To avoid impact on this sensitive area I believe that the majority of the widening work should take place on the southbound carriageway of the existing road.</p> <p>The R Garry at Killiecrankie and its tributaries (notably the Girnaig) contain much important flora and fauna (including ancient woodland) as well as numerous protected species (including Otter, Pine Marten, Red Squirrel, Bats, Badger as well as various birds, fish and invertebrates) which would be at risk from the project. Again this would appear to argue for the weight of the construction and the extension of the bridge over the Girnaig to take place on the southbound side.</p> <p>The Killiecrankie battle site encompasses a wide area both sides of the existing road. While perhaps not ideal the least disruptive is for the new road to be as close as possible to the existing structure thus mitigating the inevitable intrusions.</p> <p>One major problem for the village of Killiecrankie at present is the fact that all lorry movements from the nearby quarry come through the centre of the village. If there is to be a new road then I feel that an opportunity should be taken to allow quarry vehicles direct access to the A9 through dedicated slip ways both off and on to the northbound carriageway. This would provide efficiency savings for the quarry operator who would be in a position then to contribute funding. It would provide a major boost to Killiecrankie's tourist potential due to the</p>	<p>We thank you for attending the exhibition and comments you have provided.</p> <p>As part of the design work, tourism is being considered, and consultation with the relevant tourist groups will be undertaken. We have and will continue to meet with National Trust for Scotland and will discuss our plans with them, receiving feedback directly.</p> <p>At this stage no formal assessment of access options has been undertaken, however we note your comments regarding your preferred route option and the Shierglas Quarry lorry movements and advise that we are consulting with both the quarry and the Community Council (Blair Atholl and Killiecrankie and Fincastle) in this regard.</p> <p>An ecological impact assessment will be undertaken during the next stages of scheme development, including environmental surveys, assessments, mitigation design and consultation with the appropriate bodies. This will help inform the design of the scheme and the development of mitigation plans. Preliminary ecological surveys have commenced along the A9 corridor which will seek to identify the location and population of various species to help determine potential impacts of the A9 dualling and design mitigation measures where necessary.</p>

Summary / Comment	Response
<p>For the Pitlochry to Killiecrankie and the Killiecrankie to Pitagowan sections I would like to urge that as much work as possible is done on the southbound side of the existing road.</p> <p>The Pass of Killiecrankie is an extremely sensitive area with far reaching levels of protection already in place. It is already congested with infrastructure and nothing should be done to tip it over the edge.</p> <p>At the same time, the question of access to the Shierglas quarry must be addressed. By giving the heavy goods vehicles direct access to the A9 we would actually improve the environment around Killiecrankie. At present there is an overload of heavy goods vehicles driving along the side of the R Garry from Shierglas through Killiecrankie and up to the A9 beside Pitlochry, shadowing the very embankments which are Sites of Special Scientific Interest or meant to be protected as Special Area of Conservation and which fall within the Loch Tummel National Scenic Area. It is outrageous that they are allowed to shuttle through this zone in any case. The very least this project can do is improve this aspect of the environment.</p>	<p>We thank you for attending the exhibition and comments you have provided.</p> <p>At this stage no formal assessment of access options has been undertaken, however we note your comments regarding the preferred route option and the Shierglas Quarry lorry movements and advise that we are consulting with both the quarry and the Community Council (Blair Atholl and Killiecrankie and Fincastle) in this regard.</p> <p>An ecological impact assessment will be undertaken during the next stages of scheme development, including environmental surveys, assessments, mitigation design and consultation with the appropriate bodies. This will help inform the design of the scheme and the development of mitigation plans. Preliminary ecological surveys have commenced along the A9 corridor which will seek to identify the location and population of various species to help determine potential impacts of the A9 dualling and design mitigation measures where necessary.</p>
<p>As we live and work in Killiecrankie, the area that is of particular concern to us stretches from Pitlochry to Blair Atholl. There are already 3 overlapping layers of protection in force here which should inform all decisions. Such is the environmental, social, historical and economic importance of Killiecrankie that nothing relating to the dualling project should be allowed undermine the integrity of this area.</p> <p>The stretch of the A9 shadowing the Pass incorporates the most eastern border of the Loch Tummel National Scenic Area. That should underscore the importance of the Pass of Killiecrankie not just in terms of scenery but for the related tourism which it attracts.</p> <p>In addition, the entire zone of the Pass up to and including Allt Girnaig on one side of the R Garry and stretching well past the village on the other embankment is a Site of Special Scientific Interest. Then there is another SSSI from Aldclune to the Essangal Bridge.</p> <p>Finally the R Garry and its tributaries fall within the R Tay Special Area of Conservation which ought to guarantee the strictest level of protection of these waterways. I know that the primary reason for selection as a SAC is the presence of Atlantic Salmon but ever since spotting an otter in the Girnaig I am anxious to ensure that the SAC status is fully respected.</p> <p>On top of these 3 designations highlighting the importance of this area, it must be recognised just how close the A9 runs to the Visitor Centre and the B road that accesses it. Everything must be done to preserve the sense of peacefulness and majesty that the place deserves.</p> <p>For these reasons I think that ALL work to widen the A9 on the stretch which shadows the Pass of Killiecrankie and the R Garry as far as Essangal Bridge be done on the southbound carriage i.e. as far from the sensitive area as is possible.</p>	<p>Thank you for taking the time to attend the exhibition. We acknowledge your comments regarding your preferred route option and information referred to explaining your views. Our Environmental team are aware of all of these designations and take part in monthly consultation with Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH), Historic Environmental Scotland (HES), Cairngorms National Park Authority (CNPA) and Perth and Kinross Council, via the A9 Dualling Environmental Steering Group to ensure that all emerging issues are raised at an early stage and their input sought to the decision making process.</p> <p>As part of design work, tourism is being considered, and consultation with the relevant tourist groups will be undertaken.</p> <p>At this stage no formal assessment of access options has been undertaken and there is much design work to be completed before a preferred option is finalised. We will consult on access options, including direct discussions with those directly affected.</p> <p>As part of design work to be undertaken, studies into appropriate traffic management and construction processes will be undertaken to seek to minimise disruption to road users where possible.</p> <p>We note your comments regarding your preferred route option and the Shierglas Quarry lorry movements and confirm that we are undertaking extensive consultation with both the quarry and the Community Council (Blair Atholl and Killiecrankie and Fincastle) in this regard.</p>
<p>I would also like to comment on the need for direct access from the A9 to Shierglas Quarry. It seems anomalous that so many Heavy Goods Vehicles ply the single track road along the R Garry to access the B8079 in Killiecrankie in order to access the A9 when the quarry is located right beside the A9 a little beyond the Essangal Bridge. The quarry traffic is the bane of these local roads. Direct access to the quarry would mitigate a lot of the disruption which the proposed dualling is going to have. I would be grateful for further information on how to lobby for this as I understand that the question of quarry access may be rather vexed.</p> <p>Finally, as far as the junction at Aldclune is concerned it seems to me that Option A with predominant widening to the southbound side is relatively simple yet complete. For those travelling north on the A9, they can come off at Aldclune and then access either Killiecrankie or – what would seem more likely – Blair Atholl without difficulty. It is true that only those coming from Blair Atholl and heading south would be able to access the A9 but those who were travelling north would be likely to drive on the local road up to the next junction at Bruar anyway. I know that annual events such as the Horse Trials at Blair Castle are not meant to skew the calculations on road usage but the fact is that the horse trials are destined to become bigger now that they have become a European Eventing Championship. We have not yet seen how much bigger the event will be but judging by the scramble for visitor accommodation in September this year, I expect that the increase will be so enormous that it would be foolhardy to ignore.</p>	

Summary / Comment	Response
<p>Currently our property is screened by mixed conifer trees from the existing A9. If you have to remove these trees during the widening of the road, please will you replace this tree screen?</p> <p>When you are considering the road surfacing, we should be grateful if you would plan to use the quietest possible material.</p> <p>We use the current access at Essangal (Aldclune) for both the northbound and the southbound carriageways, daily. We should therefore prefer the more complex access plan (Junction Option B) for this junction to the new A9.</p>	<p>We thank you for attending the exhibition and comments you have provided. An Environmental Impact Assessment is being undertaken to support and inform the scheme design. This will include a noise assessment which will consider if noise mitigation may be required. Noise mitigation may include low noise road surfacing. The design of the dualling programme will also consider the landscape and potential visual impact of the route and whether specific mitigation is necessary. The assessment will help us determine if any trees may need to be felled to build the road, and what replanting may be appropriate.</p> <p>Thank you for your views on the Junction Options at Aldclune which we will use to inform our design development. At this stage, further assessment will be undertaken before a preferred junction option is finalised.</p>
<p>I believe it would be better all direction grade separated junction [Junction Option B] south of Blair Atholl. This would allow the traffic to be diverted particularly in severe winters where the A9 is blocked by adverse weather.</p>	<p>We thank you for attending the exhibition and comments you have provided. At this stage, further assessment will be undertaken before a preferred junction option is finalised and we have taken on-board your point with respect to winter maintenance. This will be considered in our later assessment.</p>
<p>I held an informal meeting to collate views from the community, 11 people came along here is a summary of the main issues;</p> <p>Caring for local historical heritage - locals very concerned about destruction of archaeological remains, the graves opposite Balchroic, the Killiecrankie battle field and a lime kiln.</p> <p>Concern that there will be no access onto the A9 heading north. This will increase traffic through Blair Atholl and on the B8079 in particular at the Woodend railway bridge a known accident black spot with fatalities here in the past. Our B roads are already used by large vehicles; wood lorries, tour buses caravans etc. There is also a huge concern that if there is no junction at Aldclune the traffic from Blair Atholl Horse trails will stack up on the A9 causing significant traffic jams.</p> <p>Where will the snow gates be situated?</p> <p>Marked walking route from Glen Fincastle to Blair Atholl - hikers need a safe place to cross A9</p> <p>Temporary access from Shierglas quarry.</p> <p>Concern over lack of cycle route.</p> <p>Preferred route is option B BUT moving junction away from archaeological remains.</p>	<p>We thank you for the comments you have provided and for collating the community feedback.</p> <p>Regarding local historical heritage, ongoing consultation has been undertaken to date with Perth and Kinross Heritage Trust, Historic Environment Scotland, Scottish Natural Heritage and others to help inform the design of the scheme. This consultation will continue going forward as we progress the future design work. We have also recently completed a metal detecting survey at Killiecrankie Battlefield, the results of which will be used as part of a wider assessment to inform the Design Manual for Roads and Bridges (DMRB) Stage 2 process and the identification of a preferred route. We are currently collating information and interpreting the results and will be looking to share the results locally in due course.</p> <p>Regarding the access provisions of each of the junction options, a traffic impact assessment will be undertaken as part of the DMRB Stage 2 process before a preferred junction option is selected and that is why we invited feedback as part of the exhibitions held earlier this year, which in conjunction with engineering and environmental assessments will help inform the design decisions. We can confirm that traffic surveys were undertaken in August this year and further traffic surveys will be undertaken to inform the requirements for access via any future junction at Aldclune.</p> <p>To date, no formal assessment of the placement of snow gates has been undertaken and this will be incorporated in future design work (DMRB Stage 3). This work is consulted via the Roads and Operational Maintenance Forum made up of Police Scotland, Perth and Kinross Council and BEAR Scotland (the operating company on the A9) and will be supported by information gathered from local residents.</p> <p>With regard to your concerns in relation to people crossing the A9 when walking from Glen Fincastle to Blair Atholl, the dualling programme will adopt a strategy where grade separated crossings will be the only permitted means for non-motorised users (NMU) to cross the newly dualled sections of the A9 – there will be no at-grade NMU crossings on the newly dualled sections of the A9. Pedestrians, cyclists and equestrians will be routed to crossings via an overbridge/footbridge or an underbridge/underpass, however the locations of these structures is yet to be confirmed and options will be proposed at future public exhibitions at DMRB Stage 3, where we will invite feedback. This will eliminate conflict between traffic and NMU's on the A9 and improve safety associated with crossing the A9.</p> <p>We acknowledge the importance of cycling and its benefits and one of the A9 Dualling programme objectives is to promote active travel within the corridor. As part of further work we will undertake assessments into cycling facilities and NMU routes and continue to consult with various groups regarding future proposals. Our last NMU Forum (March 2015) was attended by 28 organisations made up of walking, cycling and equestrian groups where we consulted on emerging design options. We will continue to consult via this group on a regular basis going forward.</p> <p>We acknowledge your comments regarding the preferred junction option and location.</p>
<p>We would recommend that a "Full Movements Junction" be installed at the "Aldclune Junction" so that the motorist has the opportunity to travel north to Blair Atholl or south to Killiecrankie at this point – especially if the new carriageway lies south of the existing junction.</p> <p>Our reason is based on the fact that the recently constructed access on the north bound carriageway at Bankfoot is very unsatisfactory and much too short with a sharp turn off.</p> <p>Moving south if the motorist misses the slip road, left, off to Bankfoot then we have seen motorists go off the carriageway with the lay-by (south Bankfoot) do a "U" turn, back onto the north carriageway and access Bankfoot, its visitor centre, restaurants etc.</p>	<p>We thank you for attending the exhibition and acknowledge comments you have provided regarding provision of access around Aldclune junction and the preferred junction option and will be passed to the design team for consideration.</p> <p>There is currently an upgrade of Bankfoot junction proposed as part of the Luncarty to Pass of Birnam project which is designed in accordance with the latest Design Manual for Roads and Bridges (DMRB) standards and will result in an improvement of the current junction at Bankfoot.</p>

Summary / Comment	Response
<p>Tulach Hill public right of way footpath – Blair Atholl.</p> <p>This popular local scenic walk runs from Blair Atholl to Fincastle via Tulach Hill. It crosses the A9 near the footbridge over the River Garry. This is a hazardous crossing at present, particularly for elderly and disabled persons. The proposed dualling would greatly increase the risk of injuries or fatalities due to the increase in traffic speeds and the need to clamber over crash barriers. A simple and inexpensive solution would be to incorporate an underpass in the depression in the ground where a stream passes under the road adjacent to the path.</p>	<p>We thank you for attending the exhibition and comments you have provided.</p> <p>We acknowledge that substantial numbers of walkers use this route and we will consult with various groups regarding future proposals of NMU routes.</p> <p>With regard to your concerns in relation to people crossing the A9, the dualling programme will adopt a strategy where grade separated crossings will be the only permitted means for non-motorised users (NMU) to cross the new dualled sections of the A9. Pedestrians, cyclists and equestrians will be routed to cross the A9 dual carriageway via an overbridge/footbridge or an underbridge/underpass, however the locations of these structures is yet to be confirmed and will be proposed at future public exhibitions. This will eliminate conflict with traffic and improve safety associated with crossing the A9.</p> <p>We thank you for raising these concerns and we will continue to consider the needs of NMU's throughout the future design of the scheme.</p>