



February 2016 Community Engagement Event

Summary Report

A9 Dualling: Pitlochry to Killiecrankie

B2140004/RT/010

July 2016





A9 Dualling Programme: Pitlochry to Killiecrankie

Transport Scotland

February 2016 Community Engagement Event: Summary Report

B2140004/RT/010

14 July 2016



A9 Dualling: Pitlochry to Killiecrankie

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1. Introduction

1.1 Scheme Background

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

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

In August 2014 Jacobs was awarded a contract to develop the design of a section of the A9 dualling programme between the Pass of Birnam and Glen Garry known as the southern section. This section has been split up into 5 individual projects for the design stages of which, Project 4: Pitlochry to Killiecrankie (approx.6.8km) is the subject of this report.

The project is currently at Stage 2 of the Design Manual for Roads and Bridges (DMRB) Assessment, which essentially comprises the appraisal of options to support the recommendation of a preferred route. The aim of the DMRB Stage 2 is to identify the factors to be taken into account when choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes. As part of the DMRB Stage 2 Assessment process, public consultation has been undertaken to inform the further development, refinement and assessment of the route options. Public consultation has been achieved via a series of public exhibitions and a Community Engagement Event alongside ongoing consultation meetings with landowner's and other stakeholders. The exhibitions and engagement event gave the public an opportunity to view the design information and to provide feedback on developed route options to help inform the ongoing development and assessment of the dualling proposals.

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

This report provides a summary of the consultation process and the key findings and feedback from the recent Community Engagement Event on possible side road options.

The location of the Community Engagement Event was the Pitlochry Town Hall, Pitlochry as shown in Figure 1-1.

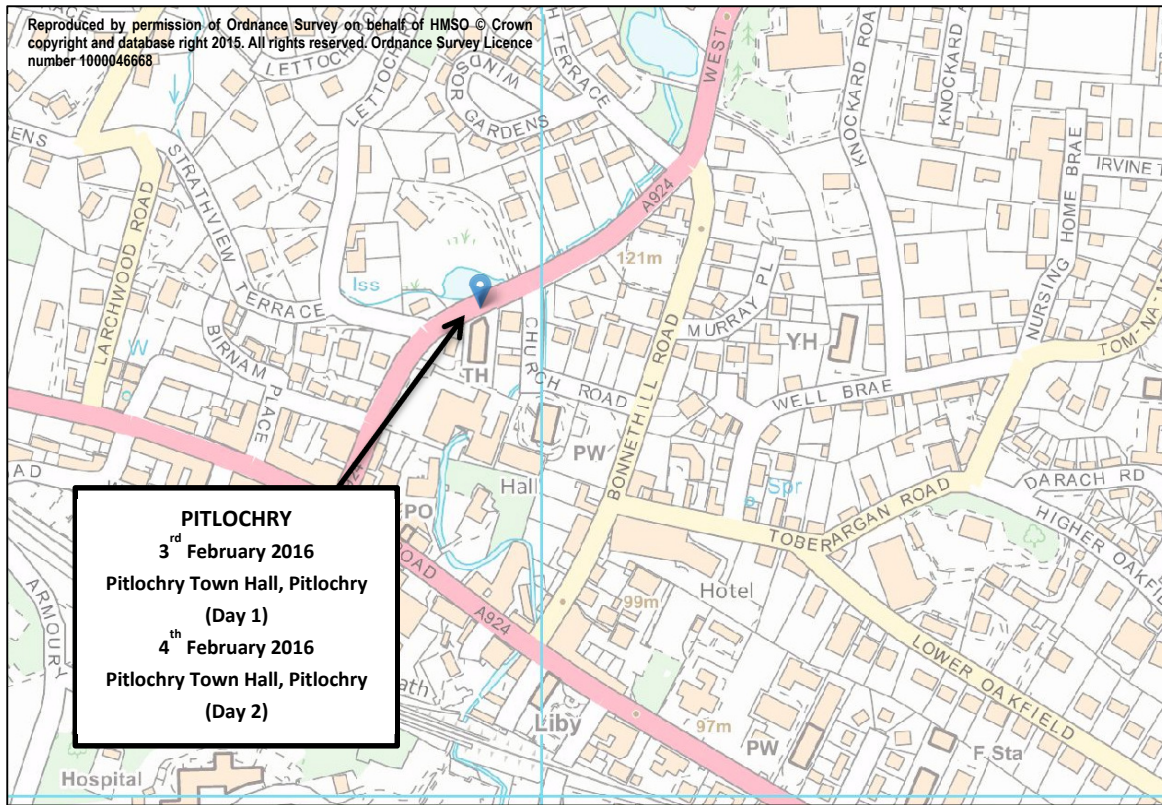


Figure 1-1: Location of the Community Engagement Event.

2. Preparation for Community Engagement Event

2.1 Community Engagement Event Advertising

2.1.1 Landowner Advertising

Prior to the Community Engagement Event, invitation letters offering a 1-2-1 meeting with Transport Scotland and Jacobs were issued to those individuals or parties who were considered to be most directly impacted by the side road options. The 1-2-1 meetings were planned to take place over the two days of the Community Engagement Event and time slots were selected to best accommodate each individual or party. In select circumstances where the available times over the two days were not feasible for an individual or party, the opportunity for a more convenient meeting at a later date was offered.

Invitation letters were issued to nine individuals or parties. From the nine individuals or parties invited, seven attended 1-2-1 meetings at the Community Engagement Event, one met with Transport Scotland and Jacob's staff following the Community Engagement Event and another was unable to attend and recorded in writing.

An example of the invitation letter is shown in Appendix A.

2.1.2 Press Advertising

To further publicise the Southern Section exhibitions and engagement events, including the Pitlochry to Killiecrankie Community Engagement Event, adverts were placed in local newspapers advertising the events. Details of the publication of these advertisements are shown in Table 2-1. An example of the press advertisement is shown in Appendix B.

Publication	Date of Advertisement
Atholl Quair	February 2016 Edition
Newsround North	February 2016 Edition
The Bridge	February 2016 Edition

Table 2-1: Advertisement Summary.

Letters were also sent to 25 organisations including churches, public facilities, shops and community halls in Pitlochry and nearby towns asking them to display a poster advertising the Community Engagement Event. A summary of the type of organisations that were issued letters is shown in Table 2-2. Examples of the distributed letter and the poster are included in Appendix C.

Distribution	Letters Issued
Churches	7
Community Halls	2
Leisure Facilities	2
Post offices	2
Shops	3
Hotels	1
Public Facilities	4
Fuel Stations	2
Council Offices	1
Tourist Centre	1

Table 2-2: Distribution List Breakdown.

2.2 Community Engagement Event Material

The material presented at the Community Engagement Event comprised:

- Event boards (6);
- Route and side road options strip plan (2);
- A9 Geographical Information System (GIS) based mapping (2 computers and 1 laptop);
- Leaflets:
 - A9 Dualling – Pitlochry to Killiecrankie Project Community Engagement Event leaflet (250);
 - A9 Dualling October 2015 Newsletter; and
 - Feedback forms (250).

2.2.1 Community Engagement Event Boards

The Community Engagement Event material was presented on a number of boards. The heading of each board was as follows:

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

The Community Engagement Event boards are included in Appendix D.

2.2.2 A9 Dualling Drawing

The following drawing was presented at the Community Engagement Event:

- Route and Side Road Options Strip Plan – Plans showing the side road options and the associated route options. The environmental and physical constraints within the corridor were identified and potential impacts were highlighted on these plans.

This drawing is shown in Appendix E.

2.2.3 A9 Geographic Information System (GIS)

To complement the Community Engagement Event material and provide the facility to view at a larger scale at specific locations, an interactive GIS system was available on a desktop computer. The GIS application contained digital maps of the route and side road options together with the physical and environmental constraints within the corridor. The system included features such as a distance and area measurement tool, address search and item identification, all of which were useful in facilitating discussions around design and constraints at specific locations.

2.2.4 Leaflets

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

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

2.2.5 Feedback Forms

Attendees were encouraged to fill out and return feedback forms, which were provided at the Community Engagement Event. These feedback forms allowed our team to capture public opinions of the project and register any issues they may have. The forms could be completed and submitted during the Community Engagement Event or returned by post or email. The deadline for submission of the Pitlochry to Killiecrankie feedback forms was the 4th March 2016. A sample feedback form is shown in Appendix F.

2.2.6 Information Sources Following Community Engagement Event

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

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

2.3 Staffing

The event was staffed by two representatives from Transport Scotland and seven from Jacobs across two days.

2.4 Attendance

Over the two days that the Community Engagement Event was held, a total of 66 people attended; 38 attendees on the 3rd and 28 on the 4th February 2016.

A sign-in sheet was utilised on each day of the Community Engagement Event which gave attendees the option to list their name, home address and email address. Although attendees were encouraged to fill out the sign-in sheet, not all attendees provided a complete record. The recorded postcode information has been used to produce an attendee map which shows the approximate number and geographical spread of attendees from discrete locations.

Assessment of the recorded information revealed that the majority of attendees were local residents. Attendees from outside the local community could be visitors, tourists or people who travel along the A9 regularly. The Community Engagement Event Attendee Map is provided in Figure 2-1.

The sign-in sheet also offered the chance for the public to sign up for email copies of future A9 Dualling update newsletters. Following the event their details were added to the mailing list.

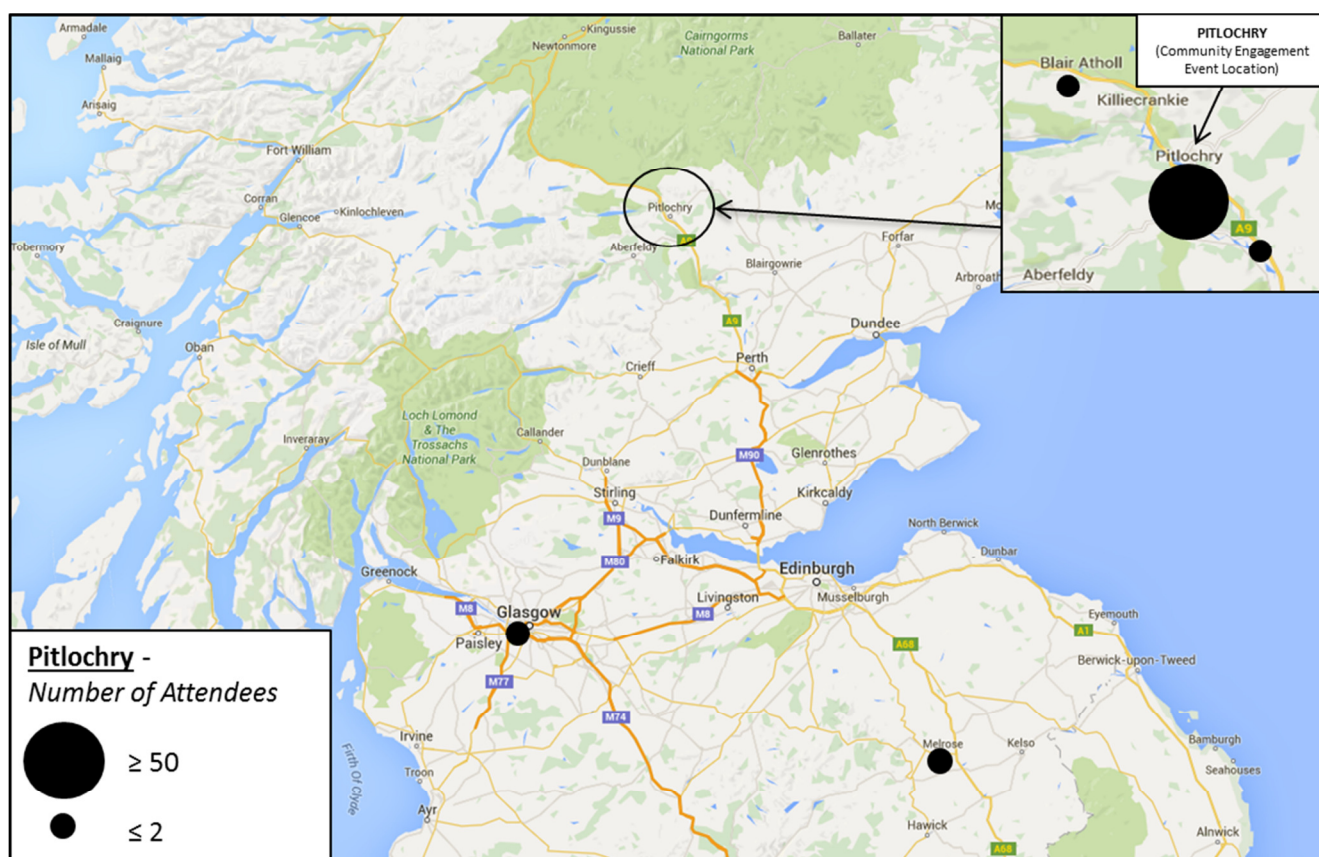


Figure 2-1: Community Engagement Event Attendee Map base image from Google Maps, 2015.
(<https://www.google.co.uk/maps>).

3. Community Engagement Event Results

3.1 Comments

Attendees were asked to return feedback forms by 4th March 2016 – feedback received after this date has not been included in the subsequent consideration of comments, contained in this report.

We received a total 22 feedback forms, containing 68 separate comments. Six feedback forms were received during the Community Engagement Event, with a further seven received by email and nine by post. Each comment was carefully reviewed and the key points summarised into 18 categories. Figure 3-1 shows the number of comments received per category.

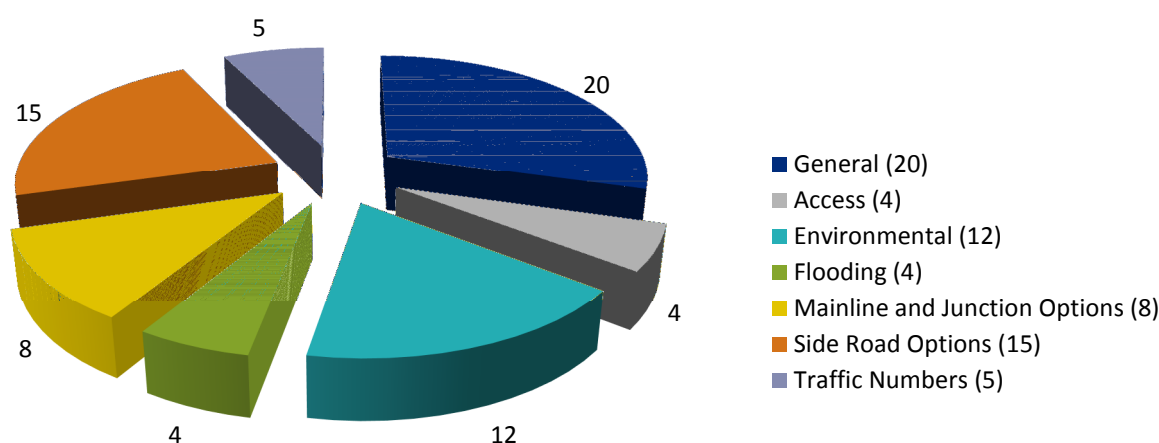


Figure 3-1: Number of comments received per category.

With reference to Figure 3-1, it can be seen that the side road options category received more comments than any other. Since the primary aim of this Community Engagement Event was to present and gather feedback on the side road options, this result would suggest this was achieved. There were also several comments regarding the mainline and junction options. Feedback indicated a strong preference for side road option 2.

Additionally, several comments raised concerns over traffic numbers and journey time changes as a result of the side road options.

Many comments about traffic numbers suggest that by reducing the Foss Road junction to a left-in, left-out would result in all traffic from that area having to go through Pitlochry town centre, particularly any traffic going northbound onto the A9, via Pitlochry North Junction. Comments also suggested that the peak traffic numbers in the town during the summer months had been underestimated. Attendees were concerned about the capability of Pitlochry town centre to cope with any additional traffic during the summer months, as there is already some congestion during this period.

Comments in relation to journey times focused mainly on the potential detour via the Ballinluig junction for all A9 southbound traffic wishing to access the Clunie-Foss Road Junction if a left-in, left-out junction was provided on the northbound carriageway.

There were also comments about flooding on the southern access into Pitlochry on the A924. The suggestion was that by reducing the Foss Road Junction to a left-in, left-out and preventing access to and from the northbound carriageway, more traffic would use the A924 at Pitlochry South Junction. This is the only access to

the town from the south under the current proposals. This section of road is known to flood regularly in the winter.

Some comments suggested concern over the potential noise which could impact the town and nearby houses if the A9 was widened on the southbound side, particularly in the locality of the Loch Faskally bridge crossing.

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

4. Summary

The A9 Dualling Programme Pitlochry to Killiecrankie Community Engagement Event held on 3rd and 4th February 2016 updated the public on the scheme progress through the Stage 2 DMRB Assessment and presented the side road options with regards to each route option. It also provided the community with an opportunity to discuss the scheme with Transport Scotland and their representatives, and for the team to gather local information.

In total 66 people attended the Community Engagement Event and 22 Feedback forms were received, containing 68 separate comments.

The Community Engagement Event was advertised on the Transport Scotland website and other media outlets and at various churches, public facilities, shops and community halls. The attendance of 66 people at the Community Engagement Event was significantly less than the previous Pitlochry to Killiecrankie exhibition held in July 2015 which seen an attendance of 390 people. This significant decrease in numbers may be partly due to the fact that there were two days of the Community Engagement Event compared to the four days of the previous July 2015 exhibition. The difference in numbers may also be due to the focus of the event being on side road options. These will impact fewer people than the mainline and junction options, which were the focus at the previous, July 2015 exhibition.

The Community Engagement Event venue and times were deemed satisfactory. The event was held at the Pitlochry Town Hall. The first day of the event started mid-afternoon continuing into the early evening. The second day took place over most of the afternoon. This created more flexible event times with the purpose of accommodating as many potential attendees as possible. In addition to the community engagement, 1-2-1 meetings with individuals and parties were offered via prior arrangement. These were held with people who were considered to be most directly impacted by the side road options. These 1-2-1 meetings were held before or after the Community Engagement Event and were attended by seven of the nine individuals or parties invited. Of the two remaining, one met with Transport Scotland and Jacob's staff following the Community Engagement Event and the other was unable to attend.

The Community Engagement Event boards were well received containing a proportional amount of text and visual representation. The strip plans displaying the mainline, junction and side road options were the primary focus of most attendees. The touch screens were useful when answering specific questions and allowed closer detailed inspection of the design and comparison of the different route options and the surrounding landscape and its constraints.

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

Appendix A – 1-2-1 Meeting Invitation

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



Your ref:

Our ref: B2140004

Date:

20 January 2016

Dear [REDACTED]

A9 Dualling Programme: Perth to Inverness Community Engagement Events - A9 Dualling Pitlochry to Killiecrankie Side Road Options for Foss Road

We will be holding Community Engagement Events for the Pitlochry to Killiecrankie dualling project as part of the A9 Dualling Programme. These Engagement Events will provide local communities with an opportunity to view and discuss, on an informal basis, the side road options for the Foss Road.


The Engagement Events will take place in Pitlochry Town Hall, West Moulin Road, Pitlochry PH16 5EA on Wednesday 3rd February, 1500hrs – 1900hrs and Thursday 4th February, 1200hrs – 1600hrs. Plans showing the side road options will be available to view and representatives from Transport Scotland and our consultant, Jacobs, will be at the Engagement Events to answer any questions.

At the Engagement Events we will be inviting local opinion and seeking to capture feedback on the side road options for the Foss Road to help inform the ongoing design work. At this stage, an assessment of the mainline options is still being progressed and no decision on a preferred mainline option has been made. In particular we would appreciate your view on the following:

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

In addition to the Engagement Events, we will be holding private face to face meetings for those who currently have direct access to Foss Road. These will take place at Pitlochry Town Hall on Wednesday 3rd February, between 1100hrs – 1500hrs, and Thursday 4th February, between 1700hrs – 1900hrs. If you would like to arrange a face to face meeting, please contact our Consultant's Stakeholder Manager, Fergus Allan 07470 199 266 or fergus.allan@jacobs.com for further information and to agree a suitable time.

Yours faithfully



Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

Appendix B – Press Advertisement



A9 Dualling – Public Engagement:

Community Engagement Events

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

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

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

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

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

Appendix C – Letter and Poster Advertisement

Major Transport Infrastructure Projects

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



Your ref: [REDACTED]

Our ref: B2140003 [REDACTED]

Date:
01 February 2016

Dear [REDACTED]

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

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

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

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

Yours faithfully

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

A9 Dualling

Public Engagement

Community Engagement event



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

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

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

Details of the Community Engagement Events are as follows:

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



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

Appendix D – Community Engagement Event Boards

A9 Dualling Programme Pitlochry to Killiecrankie Project Welcome



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

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

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

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

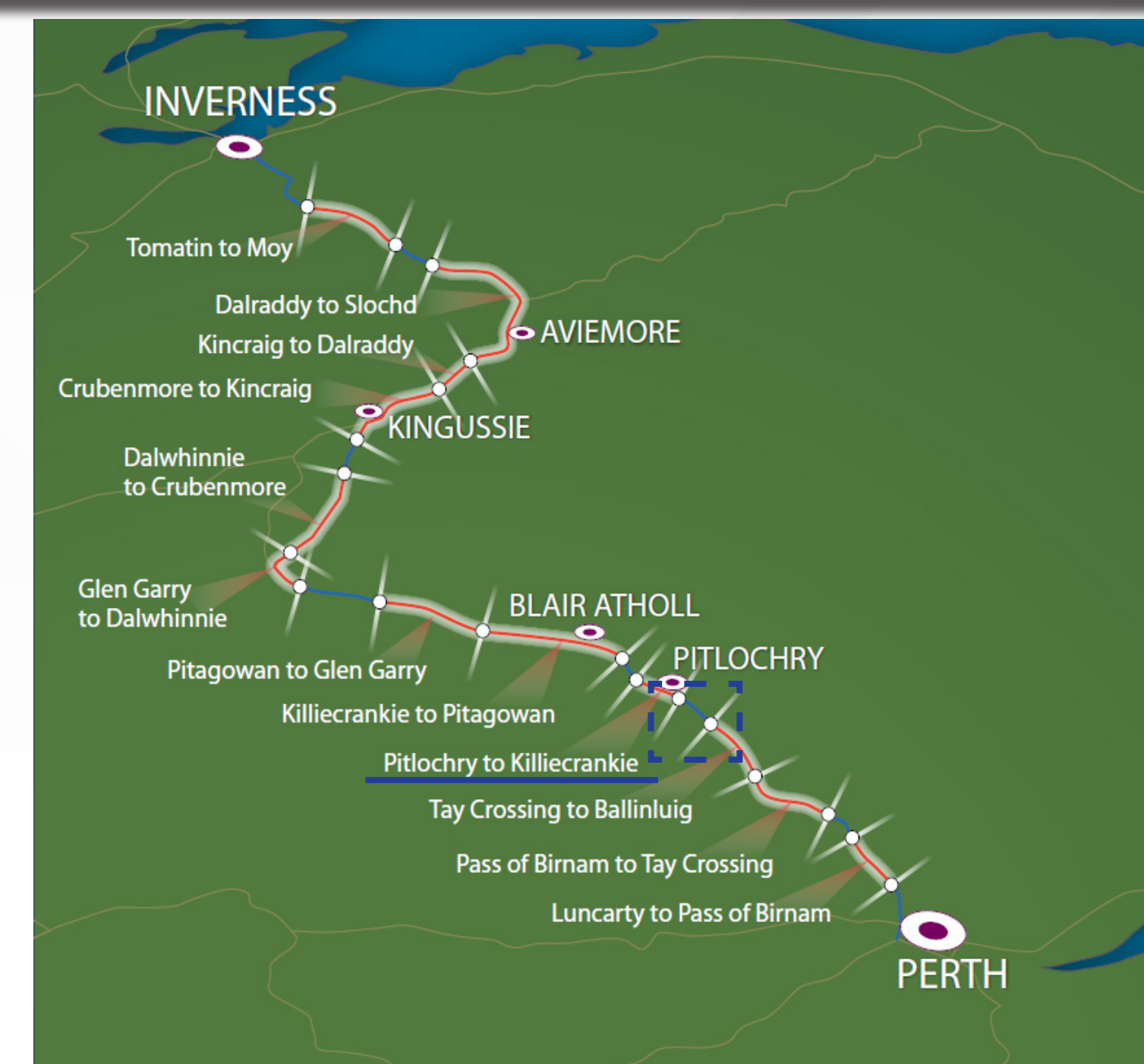
In particular we would appreciate your views on the following:

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

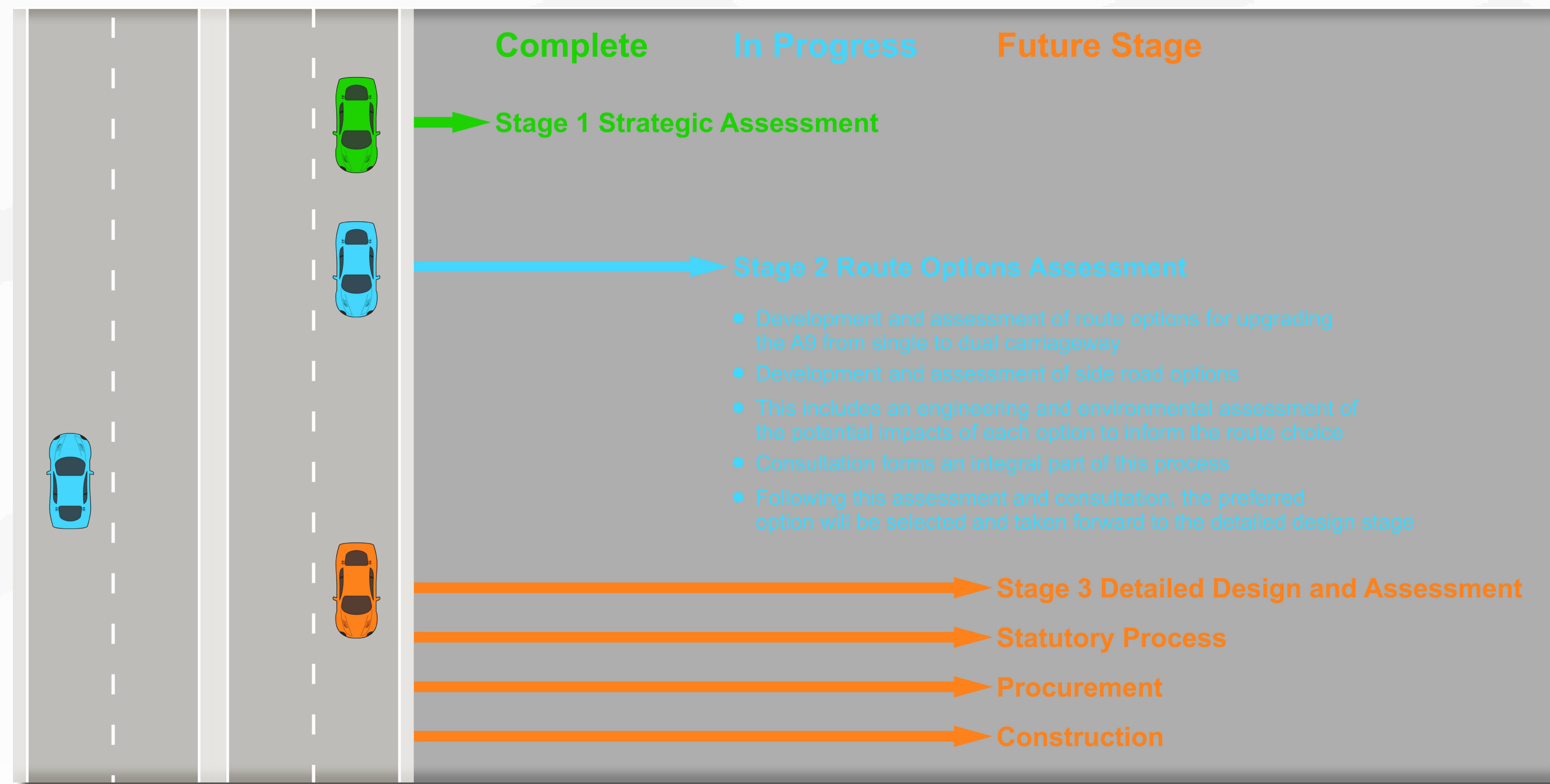
Please take your time to study the information on display and to speak to the team present today. Your comments are an important part of the assessment process and we ask that you provide written feedback.



View of the A9 looking north from the Foss Road Junction.



Route Options and Side Road Options Development



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

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

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

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

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

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

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

Side Road Options

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

Options have been developed based on a combination of:

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

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

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

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

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



View of A9 with Foss Road Junction

Side Road Options

The side road options for Pitlochry to Killiecrankie were developed taking into account constraints and considerations including the following;

- Access to and from Clunie and Foss, including Clunie Power Station;
- Access to the Fonab area of Pitlochry, including Pitlochry Festival Theatre, Fonab Castle Hotel and Milton of Fonab Caravan Park;
- River Tummel and Loch Faskally, part of the River Tay Special Area of Conservation (SAC);
- Loss of Ancient Woodland;
- The core path network;
- Landscape and visual impacts;
- Impact on properties;
- Traffic impact on Pitlochry including diversion times and length diversion;
- Cost; and
- Earthwork quantities.



View of A9 looking towards Pitlochry South Junction.



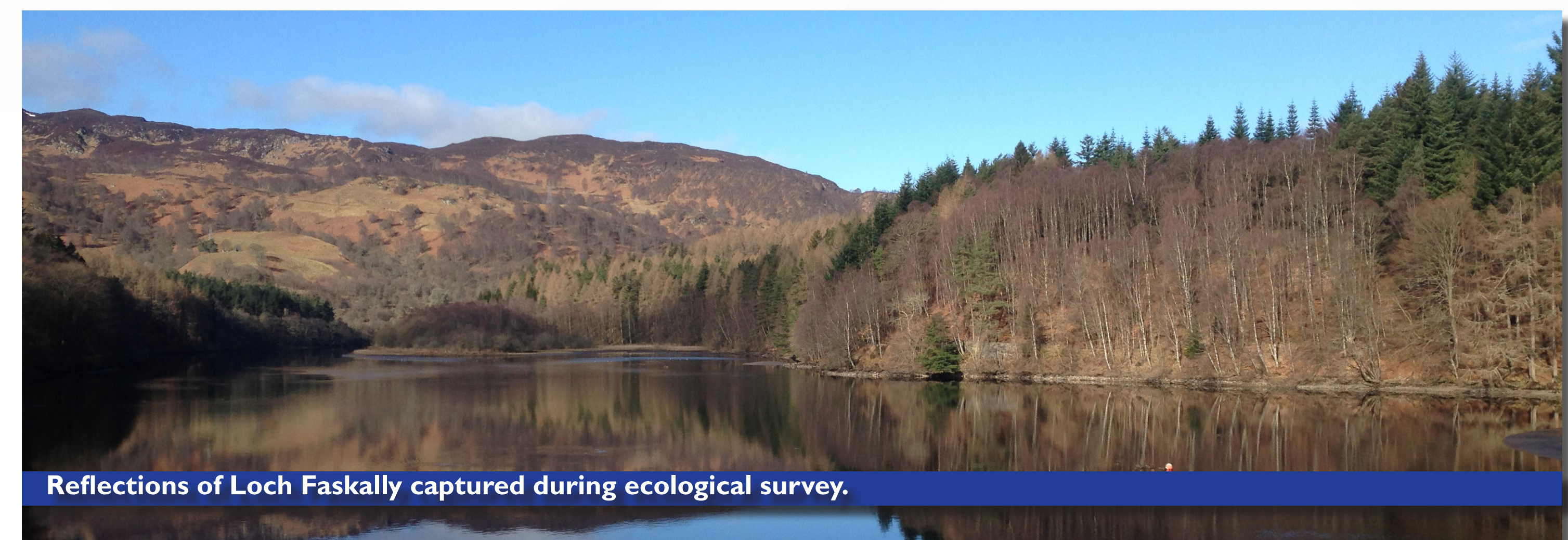
Ancient Woodland with natural rock formation.



Local wildlife enjoying Loch Dunmore.



View of A9 at Pitlochry North Junction.



Reflections of Loch Faskally captured during ecological survey.

Consultation and Engagement

Public Exhibition Feedback

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 and junction options. Public consultation has been achieved partly via a series of public exhibitions alongside ongoing consultation meetings with landowners and other stakeholders.

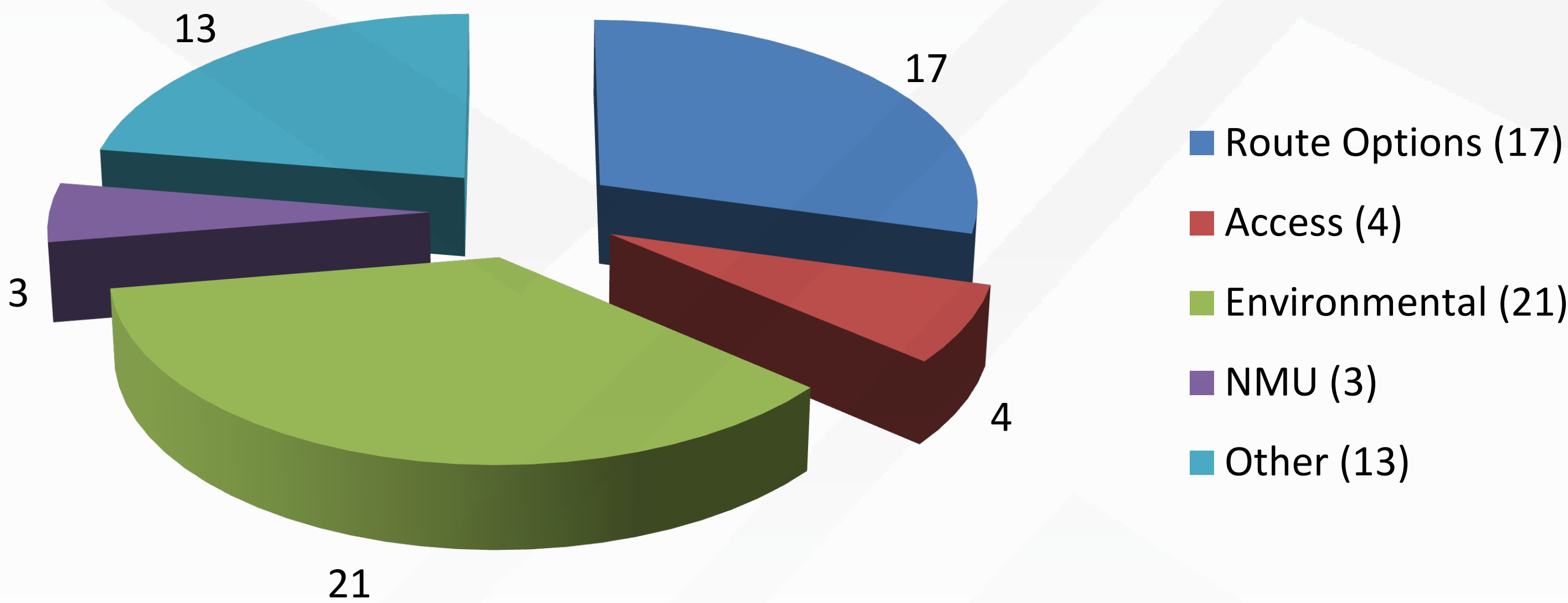
The last Pitlochry to Killiecrankie public exhibitions were held in Pitlochry Town Hall, Pitlochry on the 14th, 15th, 29th and 30th July 2015. Two daytime and two evening exhibitions were held

We received a total 22 feedback forms, containing 58 comments. Each comment was reviewed and the key points summarised into broad categories as shown on the pie chart and are being documented in an exhibition report.

The route options and environmental considerations within the Pitlochry to Killiecrankie Section are an important aspect within the scheme.

A number of visitors to the exhibitions raised concerns relating to the potential loss of an area of Faskally Woods in the vicinity of the site of the Enchanted Forrest event.

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



Summary of Exhibition Comments

What Happens Next ?



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

We invite you to provide written feedback by:

Email to: A9dualling@jacobs.com

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

Please provide feedback by **4th March 2016**.

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

A9 Dualling Programme
Southern Section Community Engagement Event
Pitlochry to Killiecrankie Project
Side Road Options

Feedback form

Introduction
Thank you for attending our A9 Dualling Pitlochry to Killiecrankie community engagement event. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form by 4th March 2016

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by Friday 4th March 2016 to Jacobs A9 Dualling team

Email to: A9dualling@jacobs.com

Information: www.transportscotland.gov.scot/projects/a9-dualling-perth-inverness

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

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK

A9 Dualling Programme
Community Engagement Event
Pitlochry to Killiecrankie Project

Side Road Options
We would appreciate your views on the following:

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

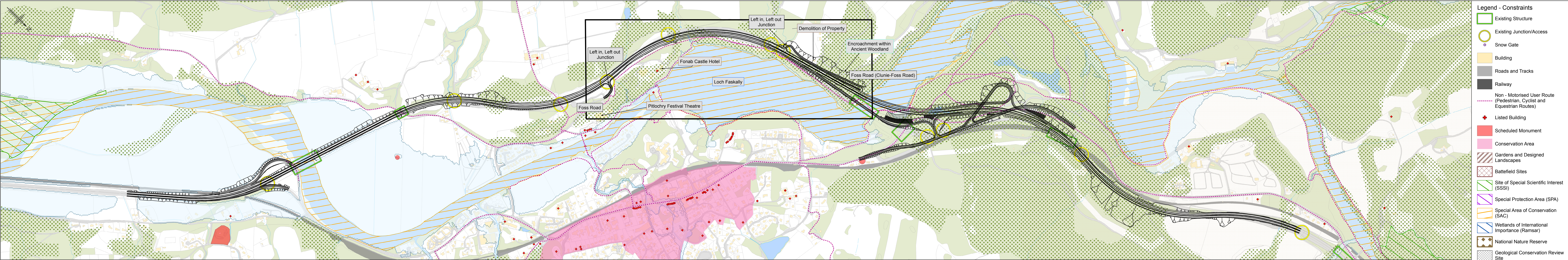
Comments:



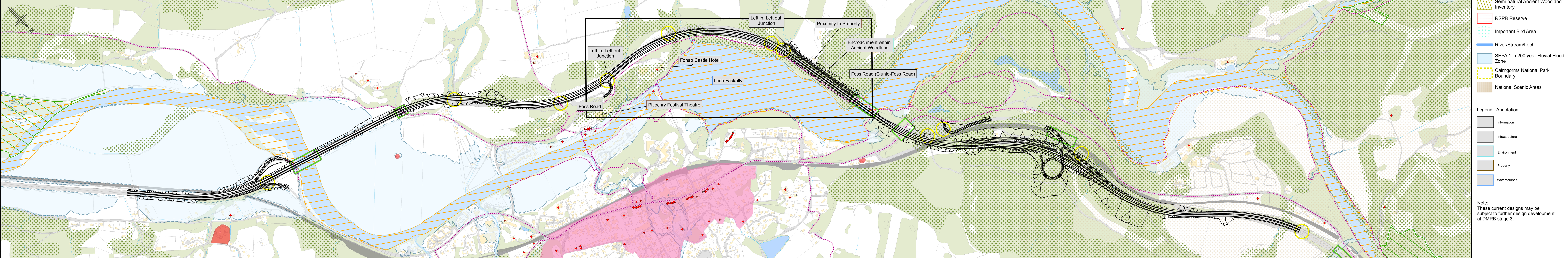
Appendix E – Strip Plan

ROUTE OPTION 1

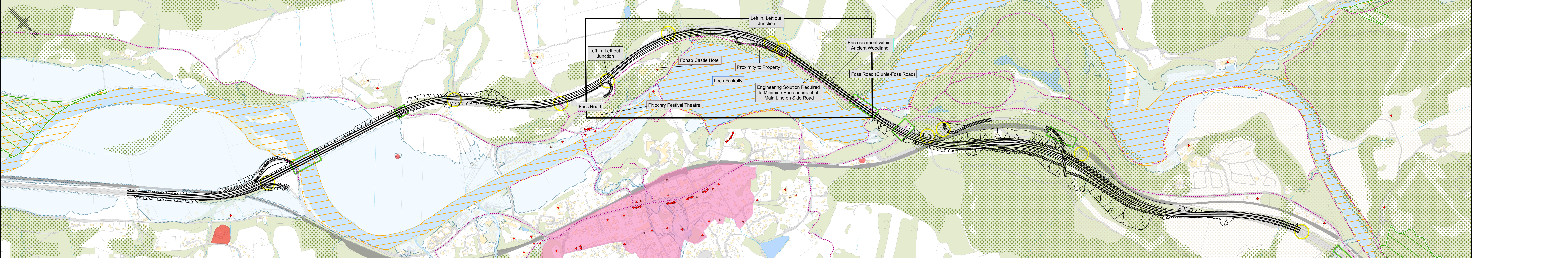
PITLOCHRY TO KILLIECRANKIE - ROUTE & SIDE ROAD OPTIONS



ROUTE OPTION 2A WITH SIDE ROAD OPTION 1



ROUTE OPTION 2B WITH SIDE ROAD OPTION 2



Appendix F – Feedback Form

A9 Dualling Programme Southern Section Community Engagement Event Pitlochry to Killiecrankie Project Side Road Options



Feedback form

Introduction

Thank you for attending our A9 Dualling Pitlochry to Killiecrankie community engagement event. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form by **4th March 2016**

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite)
by Friday **4th March 2016** to Jacobs A9 Dualling team

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

Information: **www.transportscotland.gov.scot/project/a9-dualling-perth-inverness**

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

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK

A9 Dualling Programme Community Engagement Event Pitlochry to Killiecrankie Project

Side Road Options

We would appreciate your views on the following:

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

Comments:

Appendix G – Feedback Responses

Summary / Comment	Response
One person stated a preference for Side Road Option 1	Their preference was acknowledged.
Twelve people stated a preference for Side Road Option 2	Their preference was acknowledged.
Two comments stated that the new road would not add any new benefits to the town of Pitlochry and in fact makes travel more difficult.	It was highlighted that the project will improve access to the A9 from Pitlochry by means of a new grade separated junction to the north of Pitlochry and also improvements to the Pitlochry South Junction. Safety will also be improved by closing all right turn manoeuvres across the carriageway.
One query was raised with regards to private accesses and when options will be available.	It was stated that the design of private access options will be carried out at the next stage of assessment, DMRB Stage 3.
One comment suggested private accesses link to Clunie-Foss Road at Clunimore House	Comment was acknowledged and it was stated that the design of private access options will be carried out at the next stage of assessment, DMRB Stage 3.
Two comments were raised with regards to air quality.	Our response confirmed that air quality is being assessed as part of the DMRB Stage 2 assessment which allows for a comparative assessment of the options, however, a more detailed assessment will be undertaken at DMRB Stage 3.
Received a suggestion for closing the junction at Foss Road and connecting to Clunie-Foss Road.	It was confirmed this options was looked at but sifted out due to environmental impact. Additionally it would result in increased traffic through Pitlochry.
Three people raised concerns in relation to flooding on the A924 to the south of Pitlochry and how the diversion route via Foss Road Junction will be restricted as part of the scheme.	The issue of flooding on the A924 was acknowledged and we recommended people contact the local authority regarding this matter as the location of the flooding was <u>outwith the scope of the scheme</u> .
There were four requests for further information on P4 and other projects in the southern section.	Responses referred people to the Transport Scotland website. Additionally, we added their email address to the mailing list for email copies of future A9 Dualling update newsletters. They will also be alerted to upcoming public events.
One concern raised regarding Non Motorised User (NMU) routes, particularly the Rob Roy Way and access to Faskally Wood.	Response states that NMU routes forms part of the consultation process and impacts to NMU routes will be assessed at the next stage of assessment, DMRB Stage 3.
One suggestion was made with regards to including Side Road Option 2 with Mainline Option 1.	It was confirmed this option would not be possible due to safety concerns with <u>regards to traffic weaving</u> .
One comment queried why there were no options for the Foss Road Junction.	Response stated that the starting point for junction options was to close the Foss Road Junction in its entirety, however, the assessment, and representations from nearby businesses, resulted in the junction being retained as a left in, left out <u>junction</u> .
One concern was raised regarding the impact on tourism.	It was highlighted that the project will deliver economic growth through improvements to road safety and journey times as well as better links for pedestrians, cycling and public transport. It will also greater access to recreational sites along the <u>route</u> .
Three queries were raised with regards to additional traffic noise to properties.	It was confirmed that a predictive assessment of the environmental impacts of the proposed scheme, during contruction and operation, will be undertaken and where practicable, mitigation to avoid or reduce anticipated impacts will be identified and implemented as part of the scheme. We would also endeavour to retain as many <u>trees as possible</u>
Five queries were raised with regards to traffic numbers, particularly more traffic travelling through Pitlochry and along Bridge Road. Three of these five attendees also raised the issue of traffic peaks in summer not being considered.	Response explained that traffic assessments are carried out using traffic flows on an average day, however, we are aware of traffic flows being higher in summer but then also lower in winter. The impact of the side road options on local traffic was <u>explained</u> .