



**Summer 2015 Public Exhibitions**

**Summary Report**

**A9 Dualling: Pitlochry to Killiecrankie**

**February 2016**



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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, including all ancillary and associated works, with construction planned to be completed by 2025.

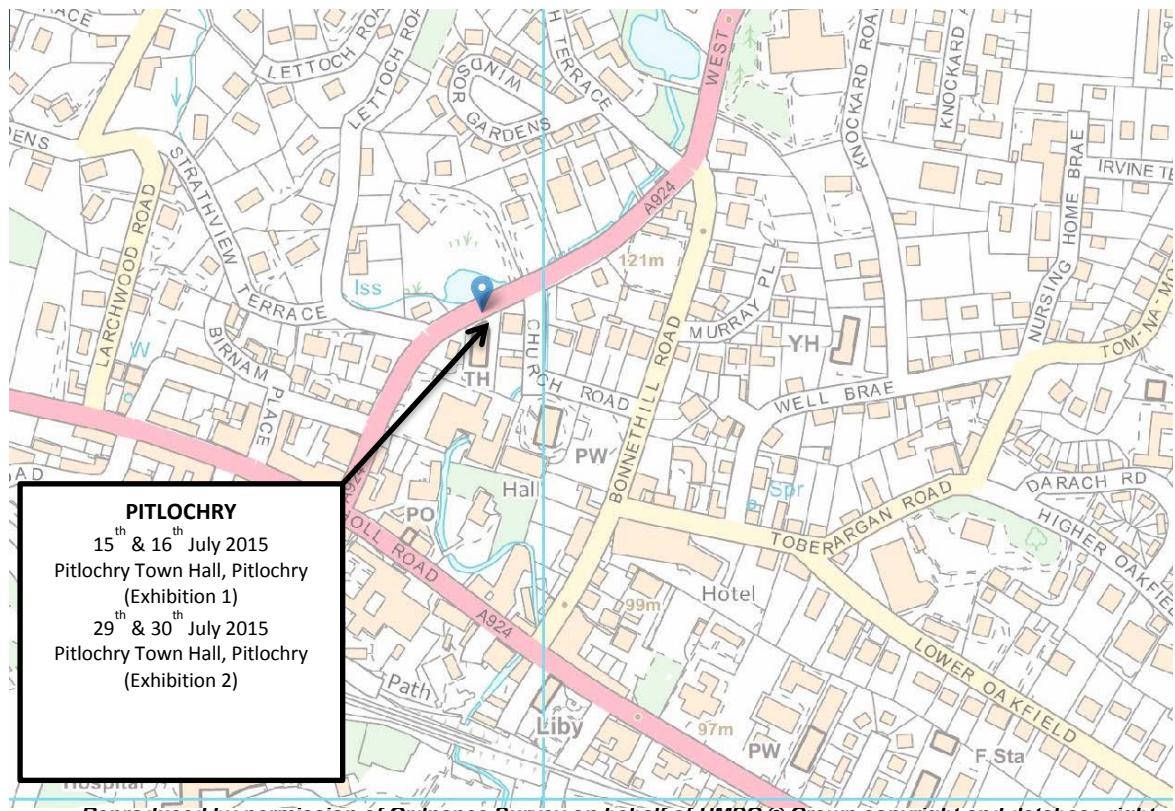
In August 2014 Jacobs was awarded a contract to develop the design of a section of the A9 dualling programme between the Pass of Birnam and Glen Garry known as the southern section. This section has been split up into 5 individual projects for the design stages of which, Project 4: Pitlochry to Killiecrankie (approx.6.8km) is the subject of this exhibition 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 partly via a series of public exhibitions alongside ongoing consultation meetings with landowner's and other stakeholders. The exhibitions 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.

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

The Pitlochry to Killiecrankie public exhibitions were held in Pitlochry Town Hall, Pitlochry on the 14<sup>th</sup>, 15<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> July 2015. Two daytime and two evening exhibitions were held from 11.00am to 4.00pm and 4.00pm to 8.00pm respectively.

Details of the exhibition location are shown in Figure 1-1: Exhibition Location Map.



**Figure 1-1: Exhibition Location Map.**

## 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 Pitlochry to Killiecrankie 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 also offered a 1-2-1 meeting with Transport Scotland and Jacobs. In addition, letters were issued to community councils, key stakeholders and other organisation with an interest in the A9 dualling to inform them of the exhibitions. In total 248 letters were issued and a breakdown of the letters distributed are shown in Table 2-1.

Exhibition Invitation Letter	Letters Distributed
<b>Letter A:</b> Direct accesses	31
<b>Letter B:</b> Landowners	169
<b>Letter C:</b> Environmental Steering Group Stakeholders	4
<b>Letter D:</b> Community Councils	3
<b>Letter E:</b> Other Stakeholders	31
<b>Letter F:</b> Landowners who owned land affected by at least one option who were met in advance of the public exhibitions	9

*Table 2-1: Exhibition Letters Distributed.*

Individuals who were directly affected by any of the options on display at the exhibition, were met with by Transport Scotland and Jacobs in advance of the exhibitions.

From the 31 landowners and tenants offered a 1-2-1 meeting, 3 accepted this offer.

Examples of the letters issued are shown in Appendix A.

#### 2.1.2 Press Advertising

To further publicise the Southern Section exhibitions, including the Pitlochry to Killiecrankie exhibitions, adverts appeared in local newspapers advertising the

events. Details of the publication of these advertisements are shown in Table 2-2. An example of the press advertisement is shown in Appendix B.

Publication	Date of Advertisement
<b>The Press and Journal</b>	Monday 6 <sup>th</sup> , 13 <sup>th</sup> , 20 <sup>th</sup> , 27 <sup>th</sup> July Friday 10 <sup>th</sup> , 17 <sup>th</sup> , 24 <sup>th</sup> July Wednesday 29 <sup>th</sup> July
<b>The Courier</b>	Monday 6 <sup>th</sup> , 13 <sup>th</sup> , 20 <sup>th</sup> , 27 <sup>th</sup> July Friday 10 <sup>th</sup> , 17 <sup>th</sup> , 24 <sup>th</sup> July Wednesday 29 <sup>th</sup> July
<b>Perthshire Advertiser</b>	Tuesday 7 <sup>th</sup> , 14 <sup>th</sup> , 21 <sup>st</sup> , 28 <sup>th</sup> July Friday 10 <sup>th</sup> , 17 <sup>th</sup> , 24 <sup>th</sup> July
<b>Strathspey &amp; Badenoch Herald</b>	Thursday 9 <sup>th</sup> , 16 <sup>th</sup> , 23 <sup>rd</sup> , 30 <sup>th</sup> July
<b>Scottish Construction Now!</b>	Wednesday 15 <sup>th</sup> July

**Table 2-2: Advertisement Summary.**

Letters were sent to 20 organisations along the A9 corridor from Pitlochry to Killiecrankie, including village halls, churches, post offices and local shops asking them to display a poster advertising the exhibitions. A summary of the type of organisations issued letters are shown in Table 2-3. The letter and the poster distributed are included in Appendix C.

Distribution	Letters Issued
<b>Churches</b>	4
<b>Community Halls</b>	1
<b>Leisure Facilities</b>	1
<b>Post offices</b>	2
<b>Shops</b>	2
<b>Hotels</b>	1
<b>Public Facilities</b>	4
<b>Businesses</b>	4
<b>Council Offices</b>	1

*Table 2-3: Distribution List Breakdown.*

## 2.2 Exhibition Material

The material presented at the public exhibitions comprised:

- Exhibition boards (13);
- Route option drawings:
  - 1 Mainline centreline option plan;
  - 2 Mainline option plans;
  - 4 Junction option plans.
- A9 Geographical Information System (GIS) based mapping ( 2 computers);
- Junction option visualisations (2 Screens);
- Leaflets:
  - A9 Dualling – Pitlochry to Killiecrankie Project exhibition leaflet;
  - Guidance on the Compulsory Purchase Process and Compensation and
  - A9 Dualling March 2015 Newsletter.
- Feedback forms.

### 2.2.1 Exhibition Boards

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

1. Welcome;
2. Programme Objectives & Southern Section Projects;
3. Route Options Development (i);
4. Route Options Development (ii);
5. Information Gathering;
6. Route Options (i);
7. Route Options (ii) – Major Structures and Bridges;
8. Route Options (iii);
9. Route Options (iv);
10. Junction Options (i);
11. Junction Options (ii);

12. Accesses; and
13. What Happens Next?

The exhibition boards are included in Appendix D.

### **2.2.2 A9 Dualling Drawings**

The following drawings were presented at the public exhibitions:

- Mainline centreline options – Plan showing the centreline of the mainline options on an OS background;
- Mainline Option plans – Plans showing the mainline options for the scheme. The environmental and physical constraints within the corridor were identified and conflict areas highlighted; and
- Junction options plans – Plans showing the four junction options for the scheme, one option at Pitlochry South Junction and three options at Pitlochry North Junction. The environmental and physical constraints within the corridor were identified and conflict areas highlighted.

These drawings are shown in Appendix E.

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

To complement the exhibition material and provide the facility to view at a larger scale at specific locations, an interactive GIS was available. The GIS application contained digital maps of the 3 route options and physical and environmental constraints within the corridor. The system included features such as distance and area measurement tool, address search and item identification, all of which were useful in facilitating discussions around design and constraints at specific locations.

### **2.2.4 3D Visualisations**

To assist in the communication of the options at Pitlochry North junction, a 3D virtual reality model was created to display the options and physical environmental constraints. The 3D visualisations were on two screens, one screen displayed a fly-through while a further screen showing a manually controlled visualisation was available to assist members of staff in communicating particular elements of the scheme to the public. This enabled the public to view the options from a specific location and elevation which helped facilitate a discussion and an understanding of the options and how they related to them.

## 2.2.5 Leaflets

The following leaflets were made available at the public exhibition:

- A9 Dualling Pitlochry to Killiecrankie Project exhibition leaflet - summarised the information presented on the boards, provided contact details for the project team and a link to the website;
- Guidance on the Compulsory Purchase Process and Compensation - Provided information and advice about Statutory Procedures followed for the compulsory purchase process and compensation for property purchase; and
- A9 Dualling March 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.

## 2.2.6 Feedback Forms

Attendees were encouraged to fill out and return feedback forms, which were provided at the exhibitions. 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 exhibition or returned by post or email. The deadline for the submission of feedback forms for these exhibitions was 28<sup>th</sup> August 2015. A sample feedback form is show in Appendix F.

## 2.2.7 Information Sources Following Exhibitions

The Exhibition Boards and Drawings, Exhibition Leaflets, Route Options (Strip Plans), Feedback Form, Access Plan and link to Visualisation 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 events were staffed by representative of Transport Scotland and Jacobs.

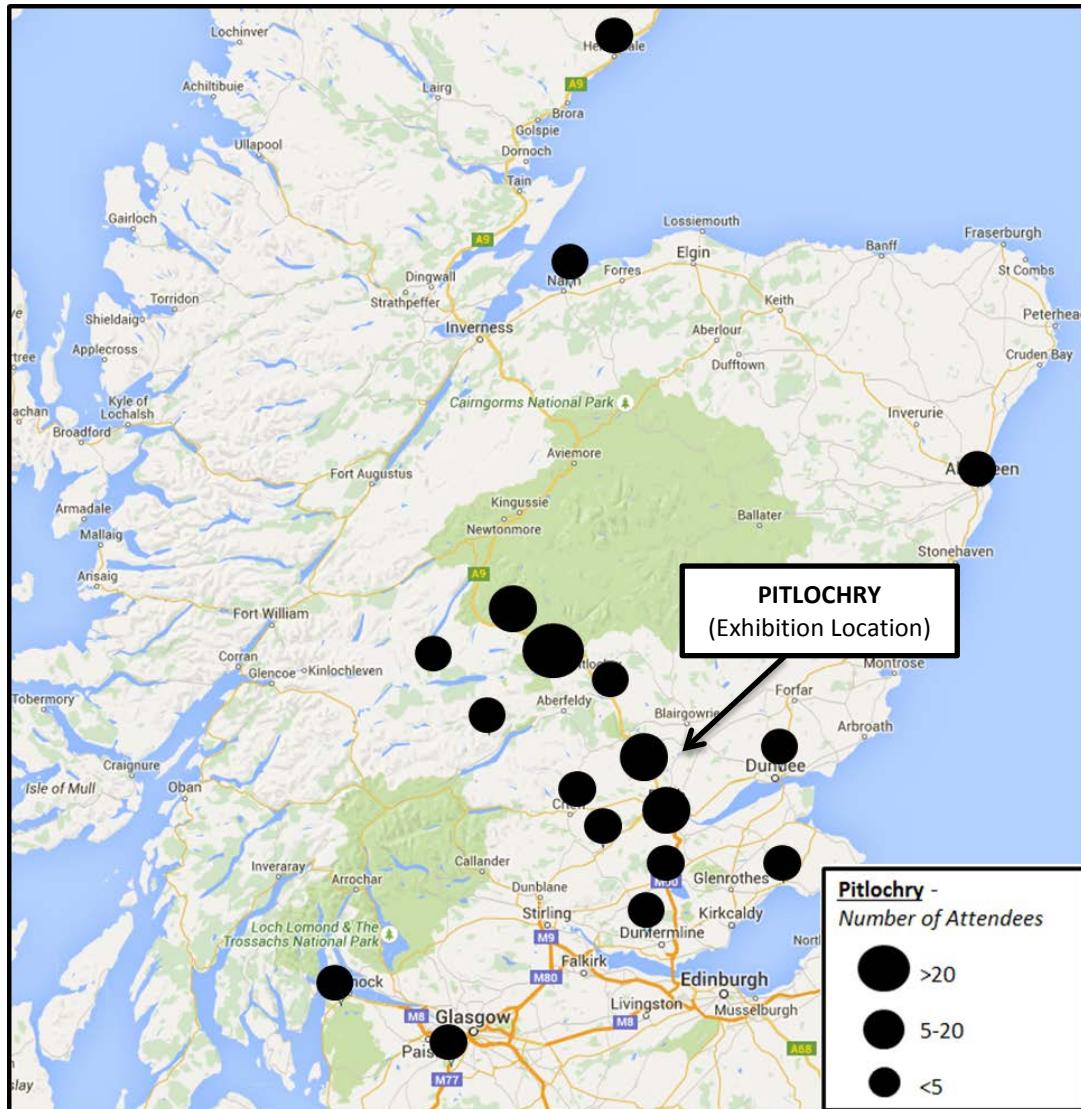
## 3 Exhibition Results

### 3.1 Attendance

Over the four days the exhibitions were held, a total of 389 people attended, with 186 attendees on the 14<sup>th</sup> and 15<sup>th</sup> July 2015 and 203 on the 29<sup>th</sup> and 30<sup>th</sup> July 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 locations of those attending. Assessment of the sign-in sheets shows 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. A map showing the geographical spread of the attendees over the exhibition days is provided in Figures 3-1 and 3-2.

The sign-in sheet also offered the chance for the public to sign up for email copies of future A9 Dualling update newsletters and after the events; these were added to the mailing list.



**Figure 3-1: Exhibition Attendee Numbers (Scotland).**

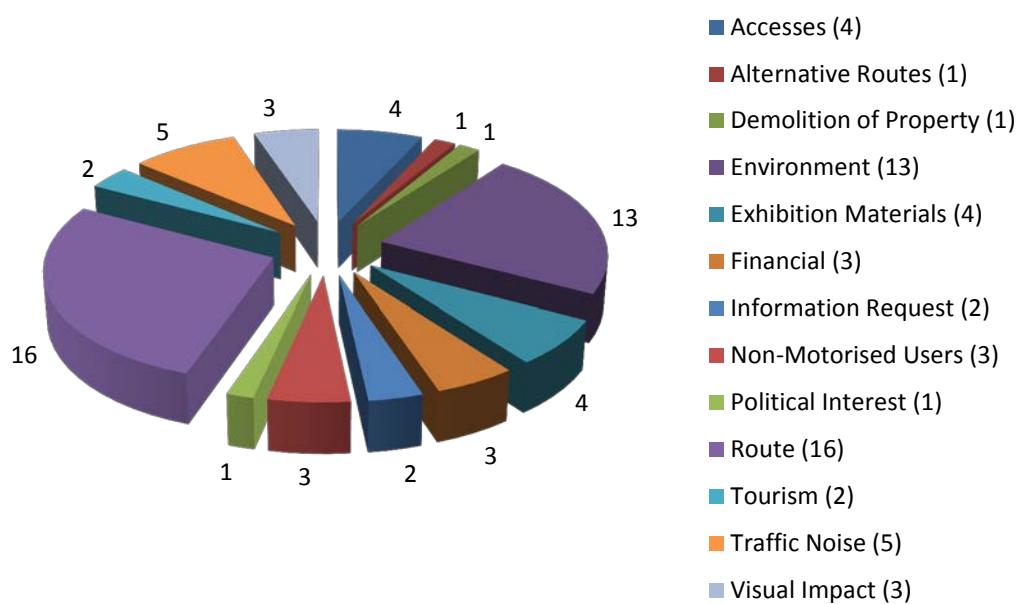


**Figure 3-2: Exhibition Attendee Numbers (England).**

### 3.2 Comments

Attendees were asked to return feedback forms by 28<sup>th</sup> August 2015 – 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 55 comments. 7 feedback forms were received during the exhibition, with a further 5 received by email and 10 by post. Each comment was reviewed and the key points summarised into 13 categories. Figure 3-4 shows the number of comments received per category.



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

As can be seen from the feedback received, the route options and environmental considerations within the Pitlochry to Killiecrankie Section are an important aspect within the scheme. The feedback provided by members of the public, will continue to inform the design development.

A number of visitors to the exhibition raised concerns over Option 1 and consider that the impact of this option on the surrounding land is substantial. These comments mainly relate to the loss of an area of Faskally Woods and its use as part of the site of the Enchanted Forrest event.

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

## 4 Summary

The A9 Dualling Programme Pitlochry to Killiecrankie public exhibitions held on 15<sup>th</sup>, 16<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> July 2015 updated the public on the scheme progress through DMRB Stage 2 and presented the indicative route and access 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 389 people attended the exhibitions and 22 Feedback forms 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 attendance at the exhibitions were significantly higher (262 more attendees) than the previous Pitlochry to Killiecrankie exhibitions. This significant increase in numbers may be partly due to the fact that there were 4 exhibition days compared to the previous 2 which took place summer 2014.

The exhibition venues and times were deemed satisfactory. Both exhibitions were held at the Pitlochry Town Hall, two during the daytime and two in the evening. This allowed for flexibility with attendance times, and people were able to discuss the scheme. In addition to the public exhibition, private meetings with those who currently have direct access to the A9 were offered via prior arrangement, at the exhibition and were attended by 3 of 31 individuals invited. Around half of those 31 had previously met Transport Scotland, with Jacobs, in advance of the exhibitions.

The exhibition boards were well received containing a proportional amount of text and visual representation. The touchscreens containing the GIS were a valuable tool and very well received by the public. The touchscreens allowed close inspection of the design and comparison of the different route options and the surrounding landscape and its constraints. The 3D visualisations were the most popular medium at the exhibitions. The visualisations allowed the public to view the proposed 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 in the future development of the scheme.

## APPENDIX A – Exhibition Invitations

## Major Transport Infrastructure Projects

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



LETTER A – Project 04

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

Your ref:

Our ref: B2140004/SM/AG/RC  
XXX(Land ID)

Date:

XX June 2015

Dear XXX,

### A9 Dualling: Perth to Inverness Pitlochry to Killiecrankie

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 Pitlochry and Killiecrankie. This has included investigating options for both the mainline carriageway and 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 Pitlochry Town Hall, 20 Moulin Road, Pitlochry on XXX June between XX-XX and XXX.

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.

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 Pitlochry Town Hall on XXX June. 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](mailto: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](mailto:info@transportscotland.gsi.gov.uk)



### LETTER B\_Project 04

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

Your ref:

Our ref: B2140004/SM/AG/RC  
XXX(Land ID)

Date:

XX June 2015

Dear XXX,

### A9 Dualling: Perth to Inverness Pitlochry to Killiecrankie

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 Pitlochry and Killiecrankie. This has included investigating options for both the mainline carriageway and associated junctions.

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- 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](mailto: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](mailto:info@transportscotland.gsi.gov.uk)



LETTER C

Key Stakeholders:

CNPA x 2

P&K

SNH

SEPA

Historic Scotland

Your ref:

Our ref: B2140004/SM/AG/RC

Date:

XX June 2015

Dear XXX,

### A9 Dualling: Perth to Inverness Pitlochry to Killiecrankie

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 Pitlochry and Killiecrankie. 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. As previously notified, we are undertaking public exhibitions and the next exhibition shall take place in Pitlochry Town Hall on XXX and XXX.

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. 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](mailto:info@transportscotland.gsi.gov.uk)



LETTER D project 04  
Community Councils  
Insert name and address

Your ref:

Our ref: B2140004/SM/AG/RC

Date:  
XX June 2015

Dear XXX,

### A9 Dualling: Perth to Inverness Pitlochry to Killiecrankie

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 Pitlochry and Killiecrankie. This has included investigating options for 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 Pitlochry Town Hall on XXX June XXX and XXX June XXX.

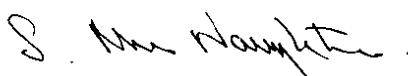
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- any local features or constraints that you think may be important for us to know;
- how the different options may affect you; and
- any other options that you think we should consider.

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](mailto: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 "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](mailto:info@transportscotland.gsi.gov.uk)



LETTER E

Other stakeholders

Insert name and address

Your ref:

Our ref: B2140004/SM/AG/RC  
(Stakeholder Ref)

Date:

XX June 2015

Dear XXX,

### A9 Dualling: Perth to Inverness Pitlochry to Killiecrankie

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To support development of route options we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. As previously notified, we are undertaking public exhibitions and the next exhibition shall take place in Pitlochry Town Hall on XXX and XXX.

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. 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](mailto: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 "S. MacNaughton".

Sam MacNaughton,  
Stakeholder Manager  
A9 Dualling Team

cc Jacobs

## APPENDIX B – Press Advertising

# A9 Dualling

## Pitlochry to Killiecrankie Project

### Public Exhibitions

Public exhibitions are being held in Pitlochry during July 2015. These will give local communities and road users the opportunity to see a range of route and junction options for the Pitlochry to Killiecrankie dualling project – part of the A9 Dualling programme.

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 for the Pitlochry to Killiecrankie project are as follows:

Venue	Dates and times	Project
Pitlochry Town Hall 20 West Moulin Road Pitlochry PH16 5EA	Wed 15 July 4pm – 8pm	Pitlochry to Killiecrankie
	Thur 16 July 11am – 4pm	
	Wed 29 July 11am – 4pm	
	Thur 30 July 4pm – 8pm	

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



## APPENDIX C – Letter and Poster Distribution

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:  
**3 July 2015**

Dear Sir or Madam,

**A9 Dualling Pitlochry to Killiecrankie 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 Pitlochry to Killiecrankie public exhibitions.

The events are being held at Pitlochry Town Hall during July to allow local communities and road users the opportunity to view and feedback on updated information about Scottish Government plans to dual the A9 between Pitlochry and Killiecrankie.

The exhibitions will present route and junction options for the Pitlochry to Killiecrankie project, 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,

Nick Groom  
Project Administrator

# A9 Dualling

## Pitlochry to Killiecrankie Project

### Public Exhibitions



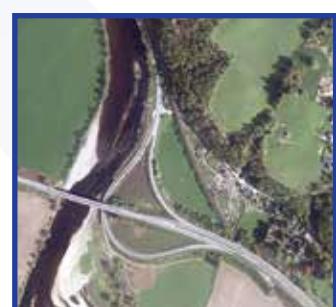
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Transport Scotland officials and design consultants will be on hand to discuss the options and answer any questions.

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	Wed 29 July 11am – 4pm	
	Thur 30 July 4pm – 8pm	



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For further information, please visit:

[www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)

## APPENDIX D - Exhibition boards

# A9 Dualling Pitlochry to Killiecrankie 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 and develop route options, junctions and accesses. Jacobs UK Ltd is developing the projects for the southern section between Pass of Birnam and Glen Garry.

This exhibition marks 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**



# A9 Dualling Pitlochry to Killiecrankie 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; and
- Improve integration with public transport facilities.

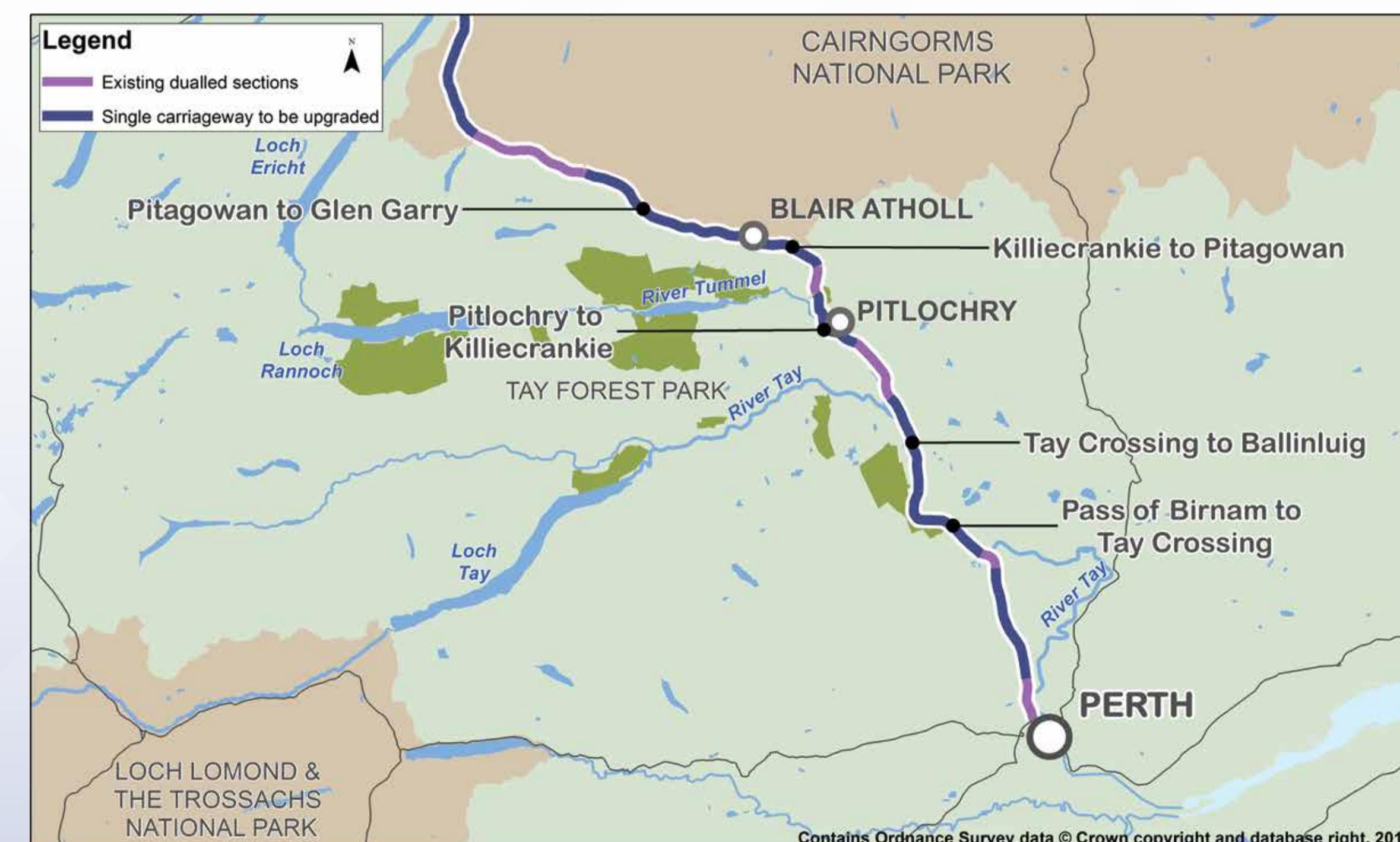


## Southern Section Projects

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 Pitlochry to Killiecrankie Project.



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# A9 Dualling Pitlochry to Killiecrankie Project

## Route Options Development

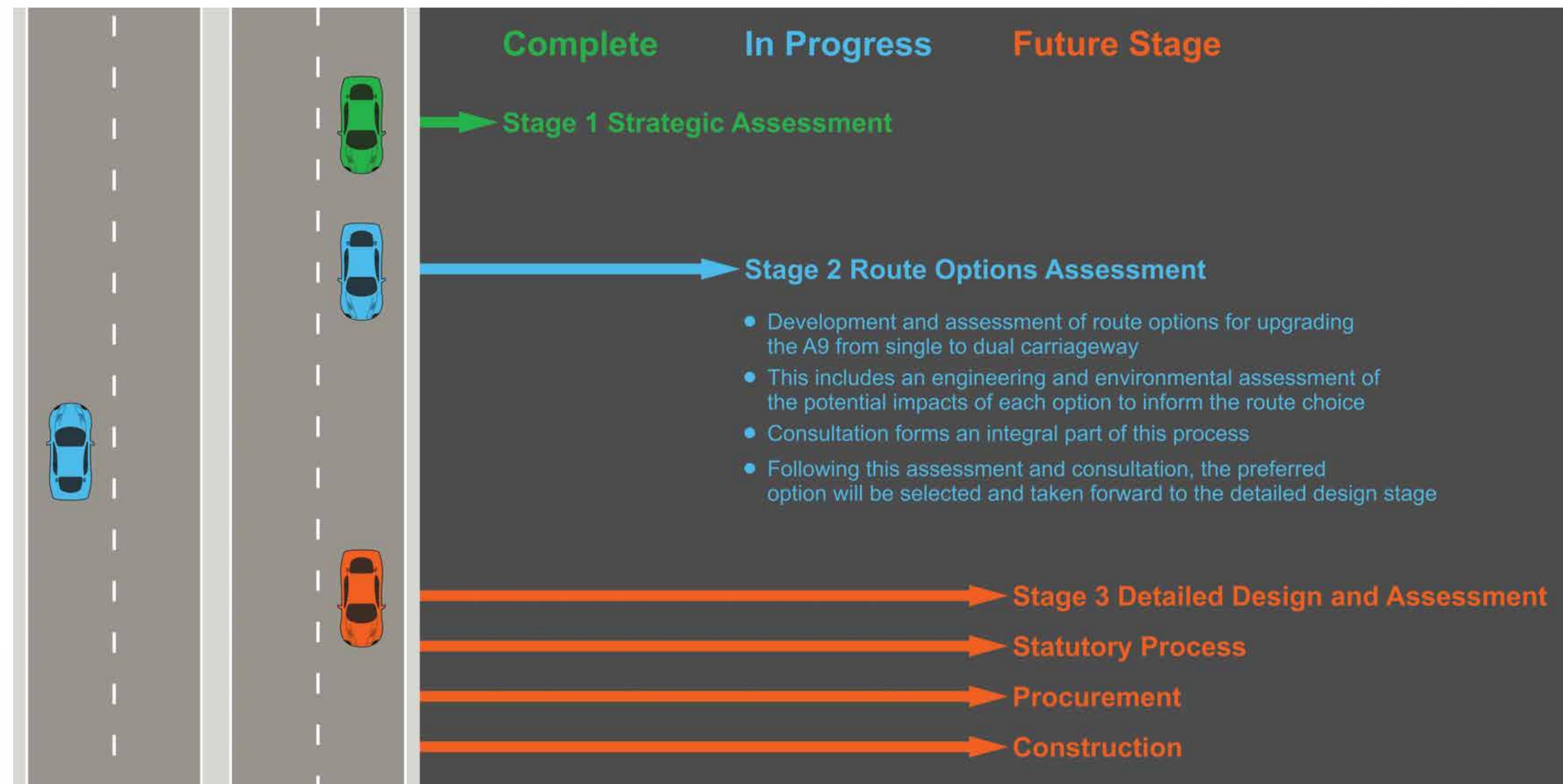
We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The current work (referred to as Stage 2) covers the development and assessment of route options and builds on the previous Preliminary Engineering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



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# A9 Dualling Pitlochry to Killiecrankie Project

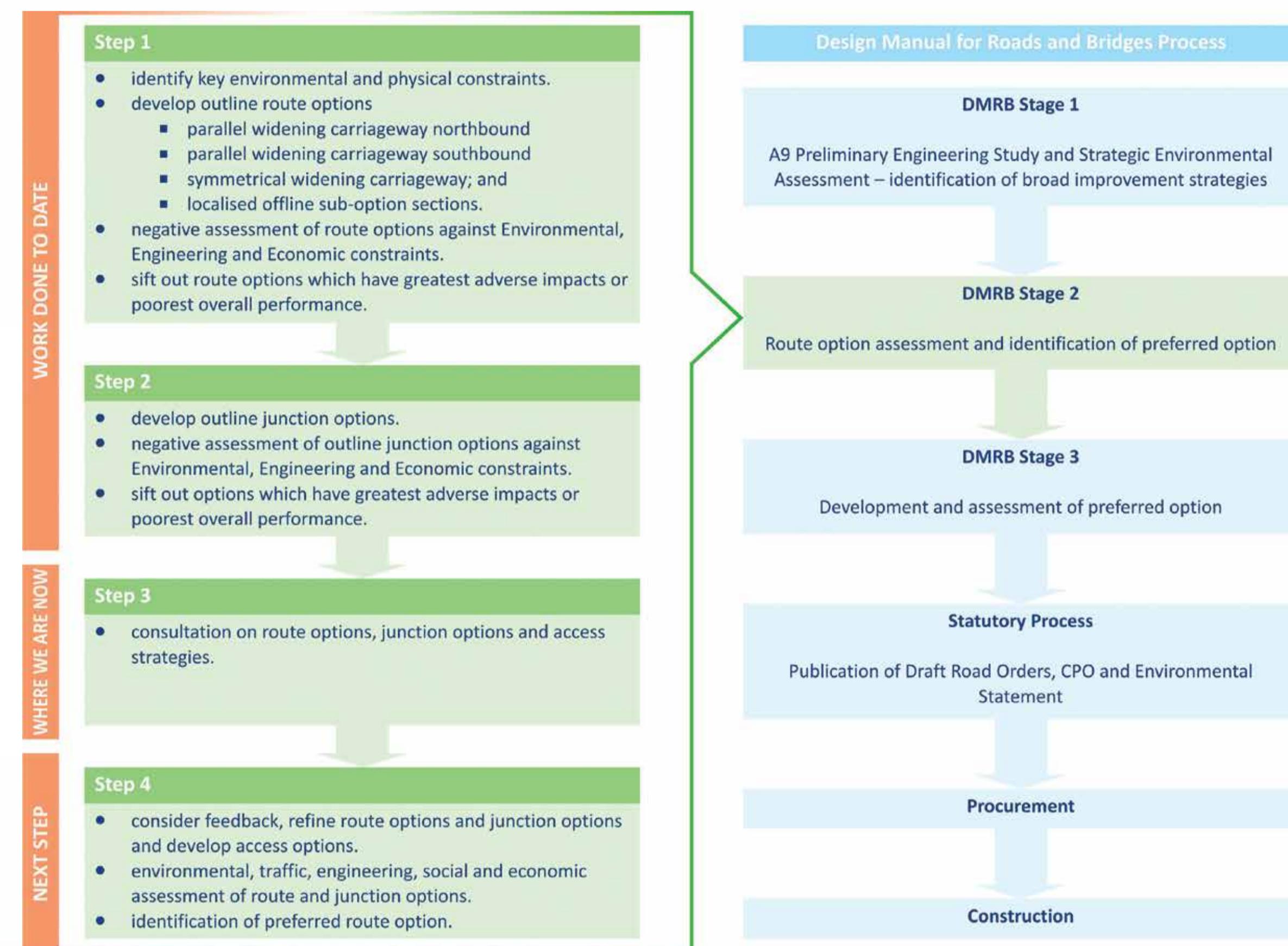
## Route Options Development

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.



# A9 Dualling Pitlochry to Killiecrankie 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.



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 2014.



# A9 Dualling Pitlochry to Killiecrankie Project

## Route Options

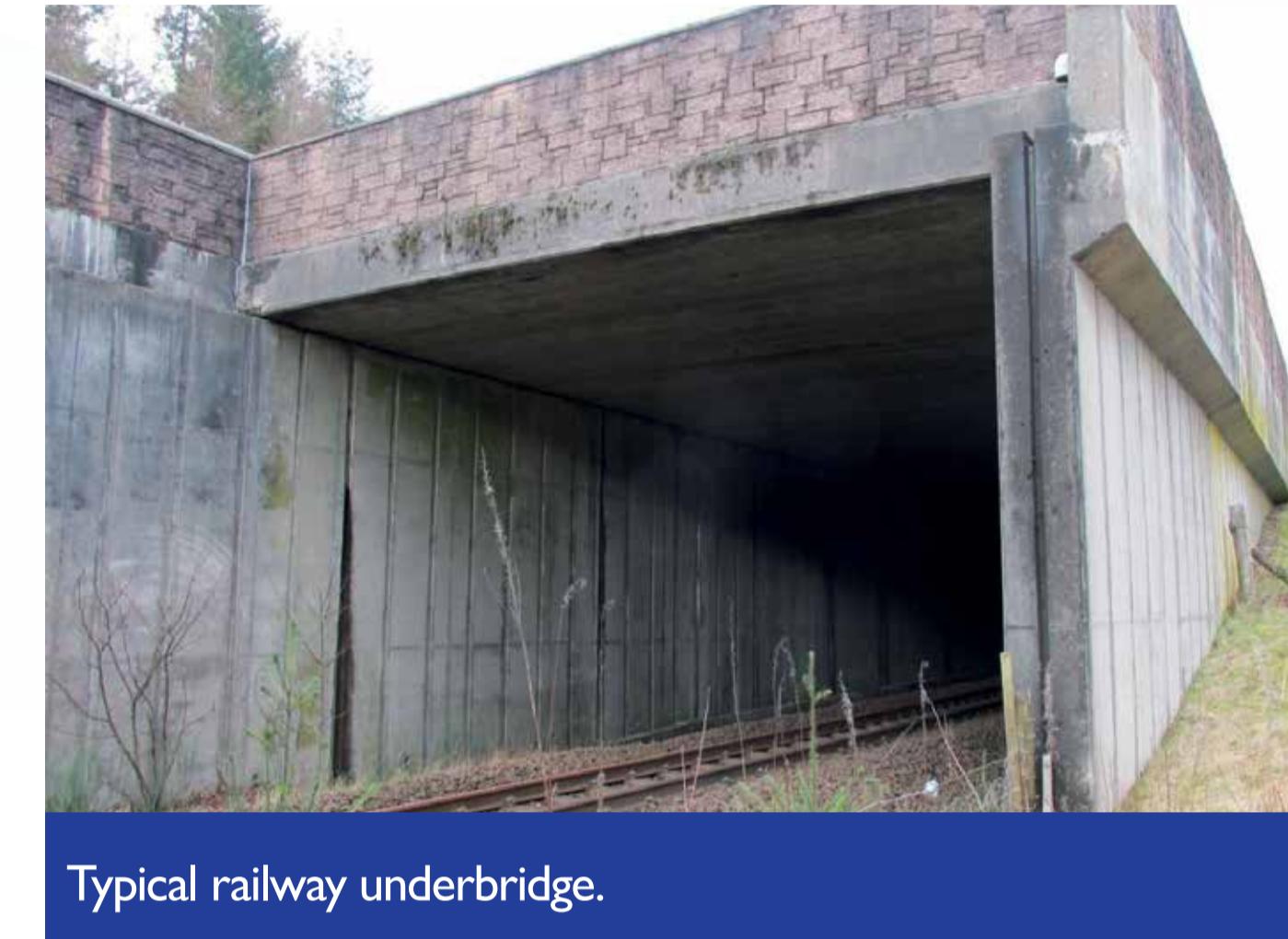
The route options for Pitlochry to Killiecrankie were developed taking into consideration the constraints identified in the vicinity of the project, including:

- Properties;
- River Tummel and Loch Faskally (part of the River Tay Special Area of Conservation (SAC));
- Loch Tummel National Scenic Area (NSA);
- Ancient Woodland(s), including Faskally Woods and its network of paths and the location of the “Enchanted Forest” event;
- Floodplain(s);
- Highland Main Line railway;
- Underbridges and underpasses including crossings over River Tummel and Loch Faskally; and
- The existing road network, including junctions and side roads.

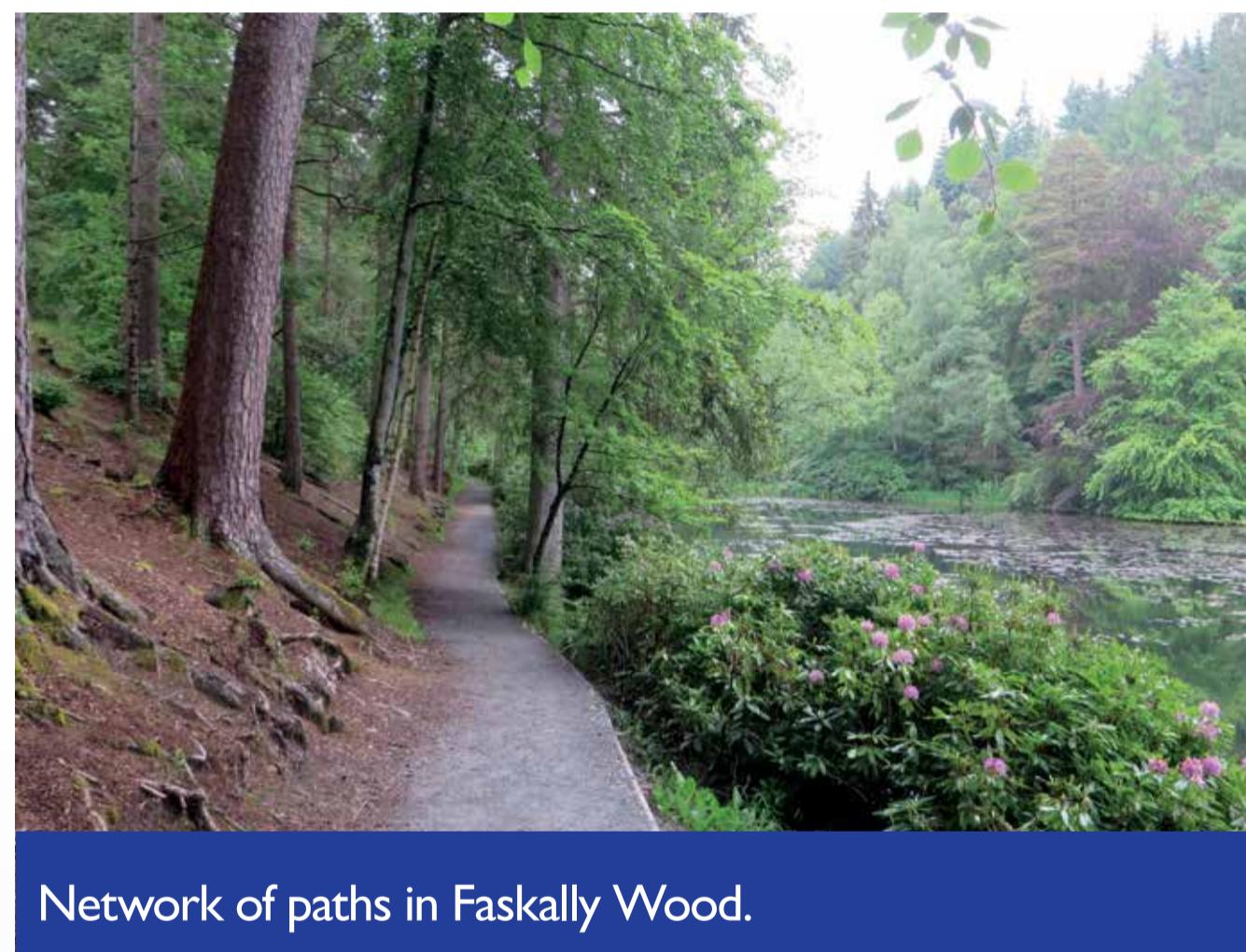
To the south of Loch Faskally, the route options being taken forward generally involve widening adjacent to the existing A9 carriageway. Similar options were considered north of Loch Faskally. However, due to the tight bends on the existing A9, the road alignment would be extremely substandard compared to the requirements for dual carriageways. The road would also need to be widened by approximately 50m to allow sufficient forward visibility for drivers, which would require significant widening of existing and new bridges and affect the Highland Main Line railway. Due to the constraints and safety implications of mirroring the existing road standards for the dual carriageway, these options have been discounted from further consideration for this section of the project. Instead, it has been necessary to develop off-line route options north of Loch Faskally to provide a standard of dual carriageway that is acceptable from a safety perspective.



Ancient Woodland taken at Faskally Wood.



Typical railway underbridge.



Network of paths in Faskally Wood.



A9 Clunie Underbridge approaching Pitlochry North.



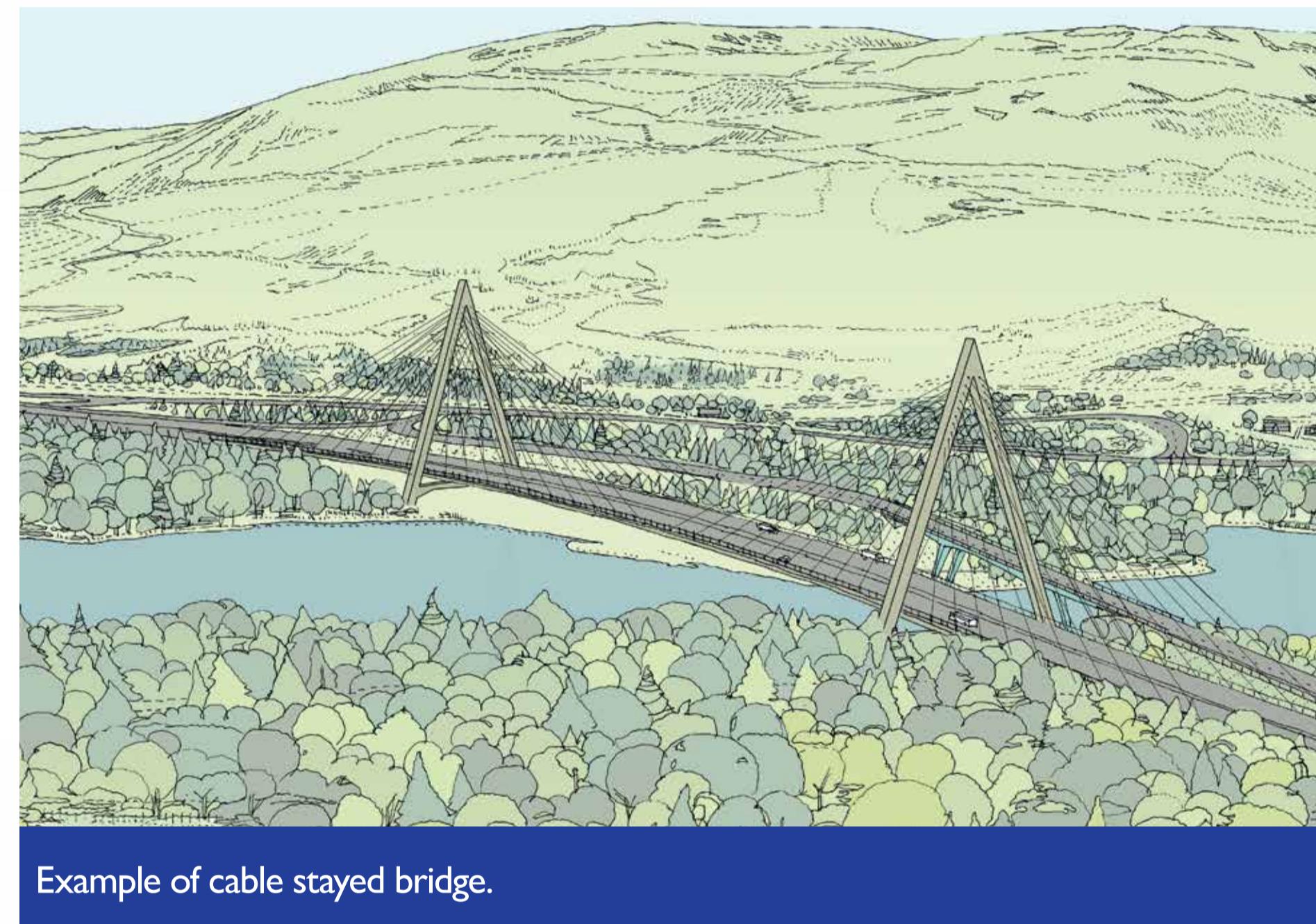
Otter prints left on the banks of Loch Faskally.

# A9 Dualling Pitlochry to Killiecrankie Project

## Route Options – Major Structures and Bridges

All of the route options require some major structures or bridges to avoid affecting adjacent constraints or to cross watercourses, including:

- **Pitlochry South Junction** – all options require retaining walls and/or extension of the existing underbridge to avoid affecting the Highland Main Line railway;
- **Loch Faskally** – off-line (Option 1) requires a new bridge across Loch Faskally. The bridge would be approximately 550m long, with a main span crossing Loch Faskally around 300m long necessary to avoid piers in the watercourse, which is a SAC. The options for this type of bridge are limited due to the length of the spans. Whilst more conventional concrete or steel decked bridges supported by piers may be appropriate, it is also possible that this would have to be a cable stayed bridge. Artist impressions of indicative bridge options are shown on this panel.
- **Loch Faskally** – on-line crossing (Option 2) requires widening of the existing Clunie Underbridge or replacement with a bridge, likely to be similar to the existing;
- **Pitlochry North Junction/Main dual carriageway north of Loch Faskally** – all options require retaining walls to avoid affecting the Highland Main Line railway; and
- **Mainline north of Loch Faskally** – Option 2, which traverses the lower slopes of Creag na Ciche, crosses the Highland Main Line railway, and a new bridge will be needed. The dual carriageway is then elevated to reduce its impact on the slopes of Creag na Ciche. This would either need to be supported by a viaduct type of bridge, similar to Killiecrankie Viaduct, or alternatively walls or high earth embankments.



Example of cable stayed bridge.



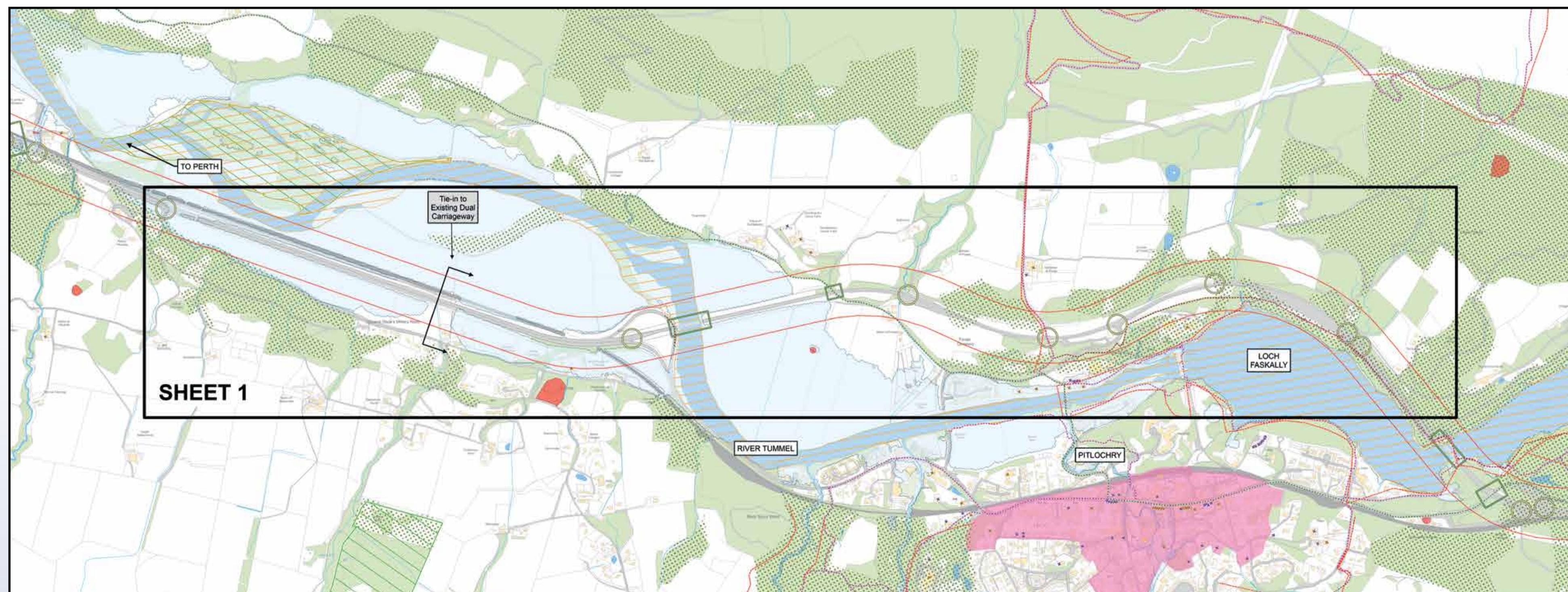
Example of concrete/steel bridge supported by piers.

# A9 Dualling Pitlochry to Killiecrankie Project

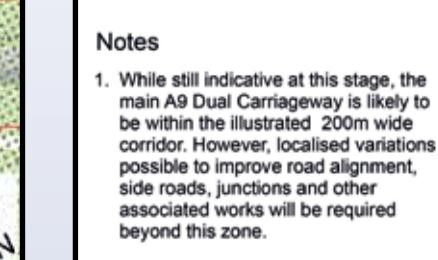
## Route Options



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.



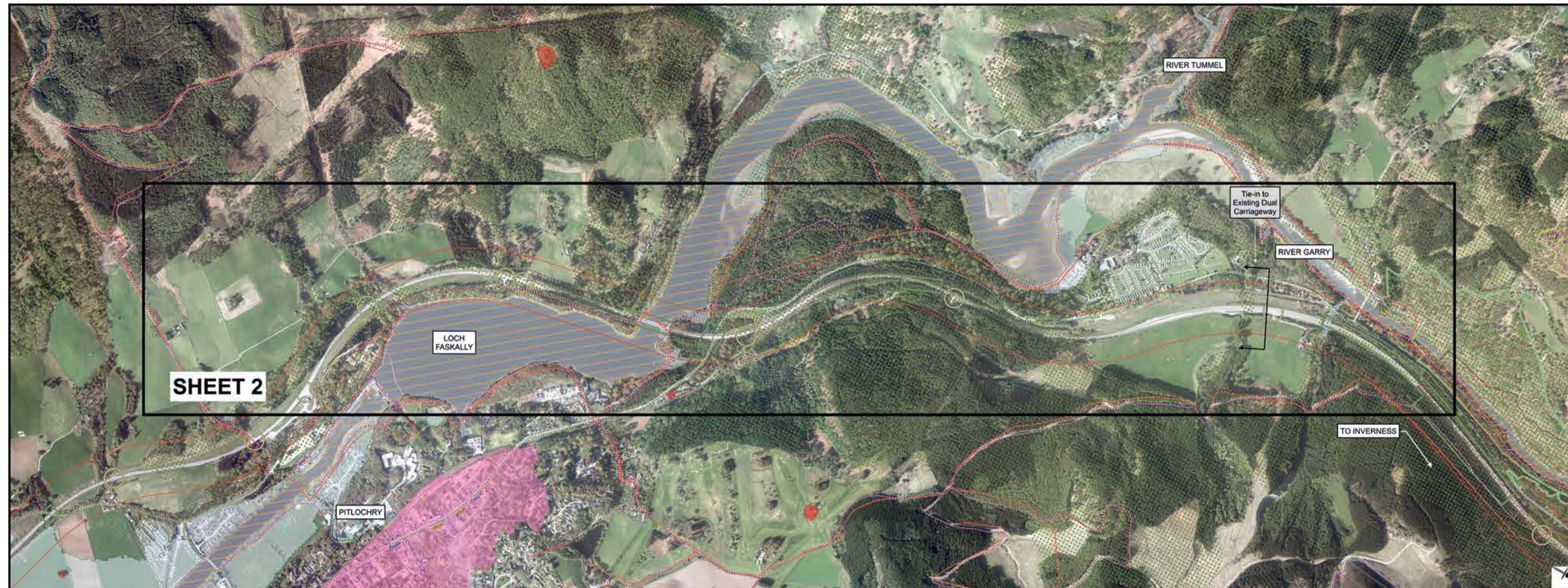
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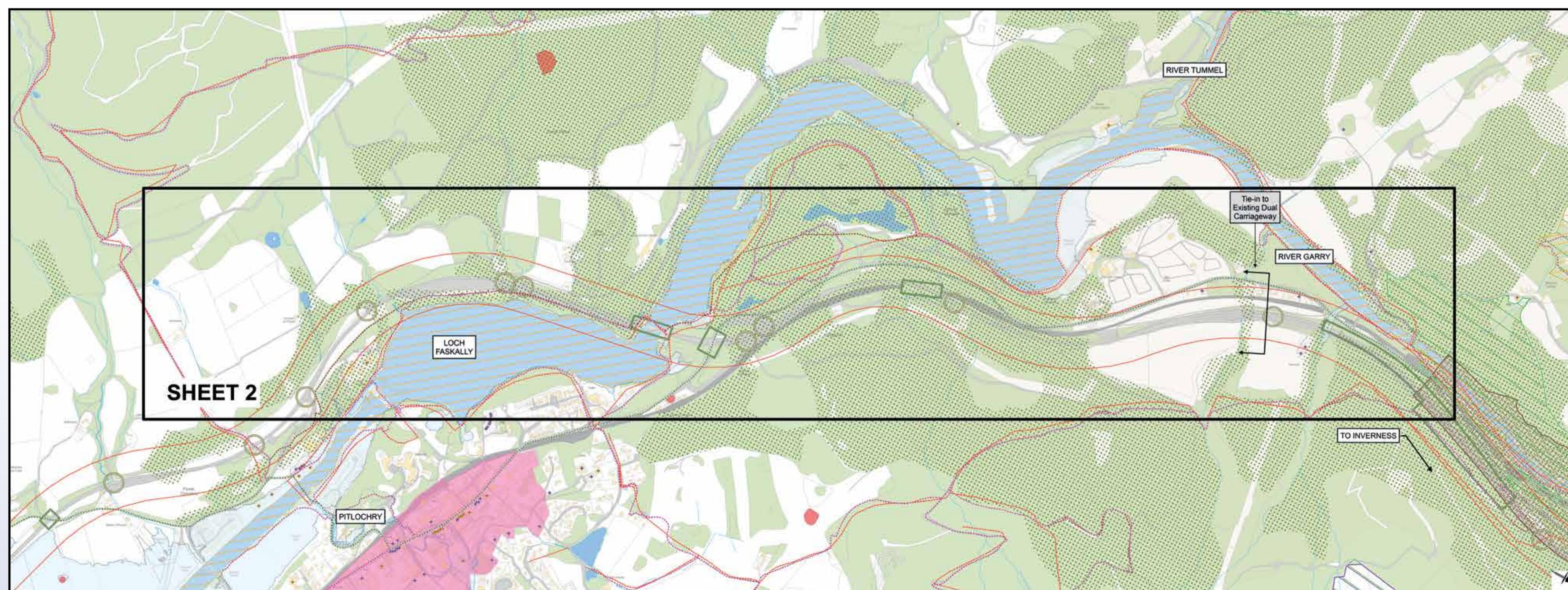
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# A9 Dualling Pitlochry to Killiecrankie Project

## 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.



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# A9 Dualling Pitlochry to Killiecrankie Project

## Junction Options

The Junction and Access Strategy, as shown at exhibitions in 2014, identified two potential grade separated junction locations. These were at Pitlochry South, at the existing junction south of the River Tummel, and Pitlochry North, at the existing junction north of Loch Faskally. However, it was recognised in the Preliminary Engineering Studies DMRB Stage I Report that an alternative to this could be to develop a new junction between the existing two in close proximity to the existing River Tummel crossing. The DMRB Stage I Report noted that further assessment and review of the viability of this option would be required in the following stages of design.

Work undertaken to consider the junction strategy further, including traffic surveys and modelling, has identified that the junction locations should be retained at both Pitlochry South and Pitlochry North. It is not proposed to provide a grade separated junction on the A9 between the River Tummel and Loch Faskally. Changes to the traffic movements currently catered for by the existing south and north junctions associated with such an option would result in traffic re-routing through Pitlochry, with significant increases in traffic volumes on Atholl Road and Perth Road.

We recognise there are a range of access needs in this area with a number of existing side roads and private accesses. Work is ongoing to consider how to cater for access within this section of the A9.



# A9 Dualling Pitlochry to Killiecrankie Project

## Junction Options

### Pitlochry South Junction

The following constraints have been identified within the vicinity of this junction:

- Properties;
- Highland Main Line railway;
- River Tummel (part of the River Tay Special Area of Conservation (SAC));
- Crossings over River Tummel and the river floodplain; and
- The existing road network.



View of A9 looking towards Pitlochry South Junction.



Ancient Woodland with natural rock formation.

### Pitlochry North Junction

As explained on the route options panels, options for the route of the dual carriageway in the vicinity of this junction location are generally on a new alignment close to the existing A9. The following constraints have been identified in the vicinity of this junction:

- Properties;
- Loch Faskally (part of the River Tay Special Area of Conservation (SAC));
- Loch Tummel National Scenic Area (NSA);
- Ancient Woodland(s), including Faskally Woods and its network of paths and the location of the “Enchanted Forest” event;
- Highland Main Line railway; and
- The existing road network.



Local wildlife enjoying Loch Dunmore.



View of A9 at Pitlochry North Junction.

Plans of the junction options on which we are consulting today, which also show the above constraints, are available to view at this exhibition. The options are also available to view on the touchscreen computers as 3D visualisations, and a member of our team will assist you 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.



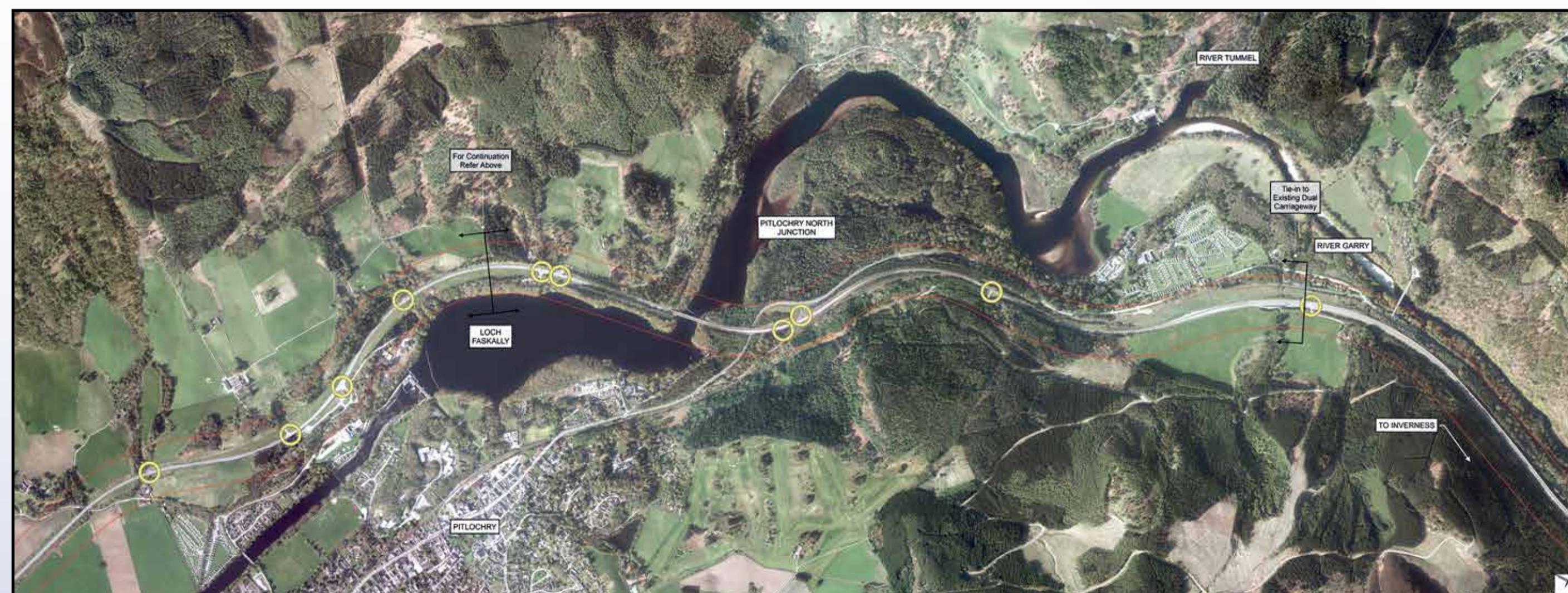
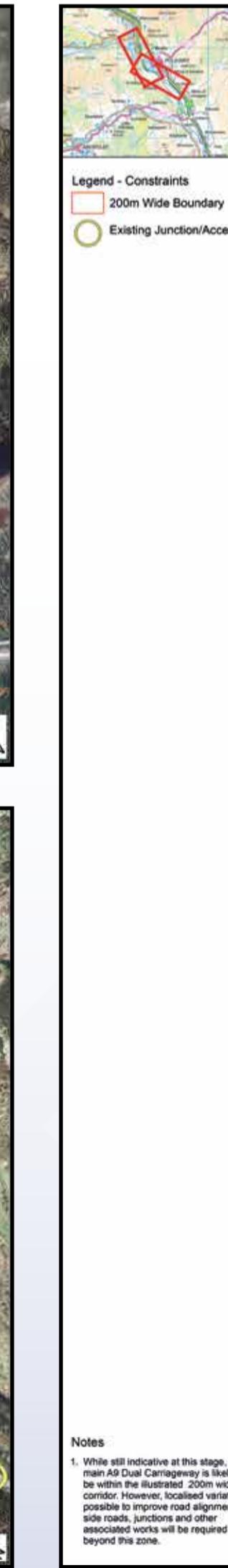
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# A9 Dualling Pitlochry to Killiecrankie Project

## Accesses

In conjunction with the route options, we are developing the strategy to cater for 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.



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# A9 Dualling Pitlochry to Killiecrankie 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](mailto: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 you are able to but by **Friday 28 August 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 late 2015/early 2016.

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:

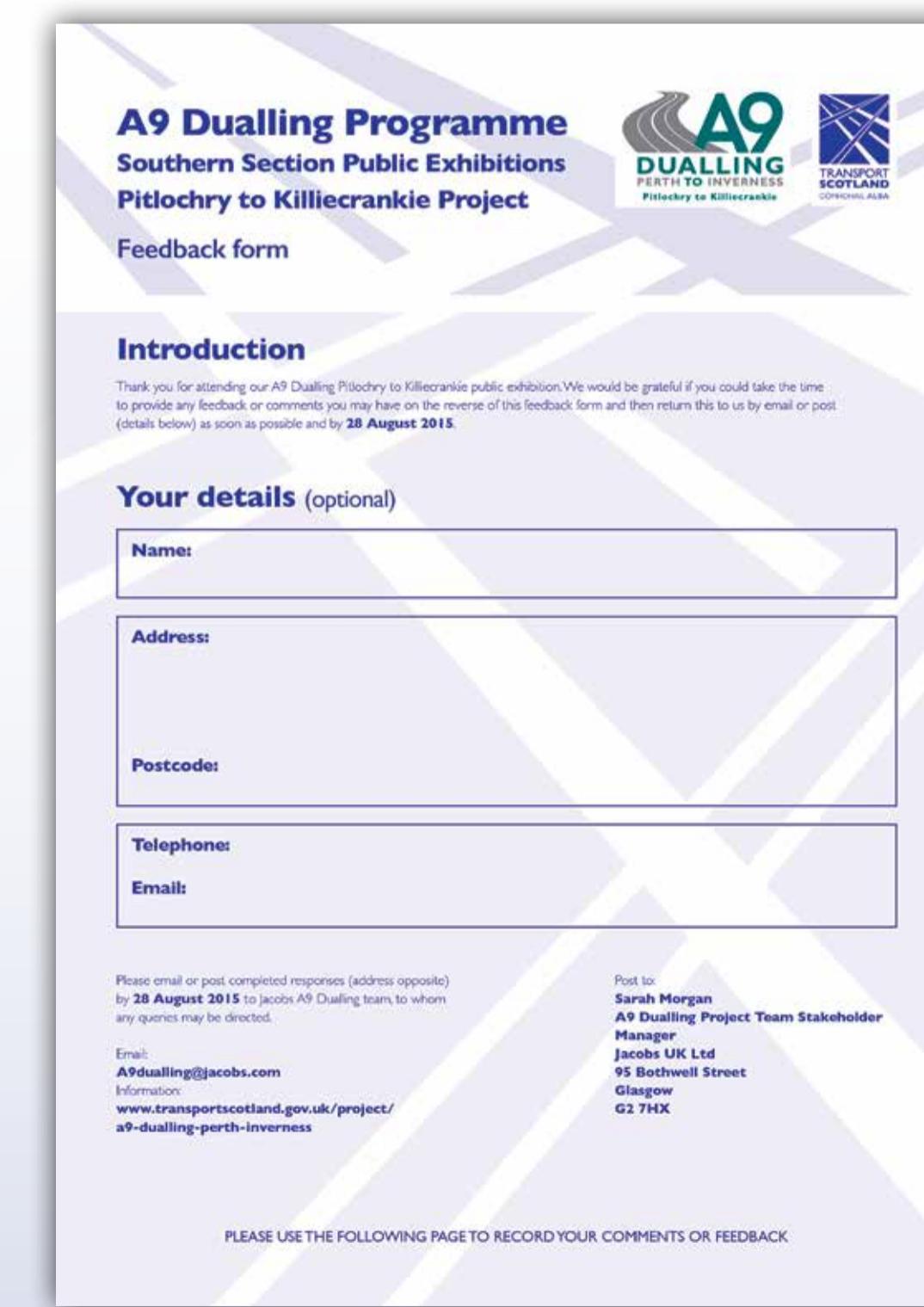
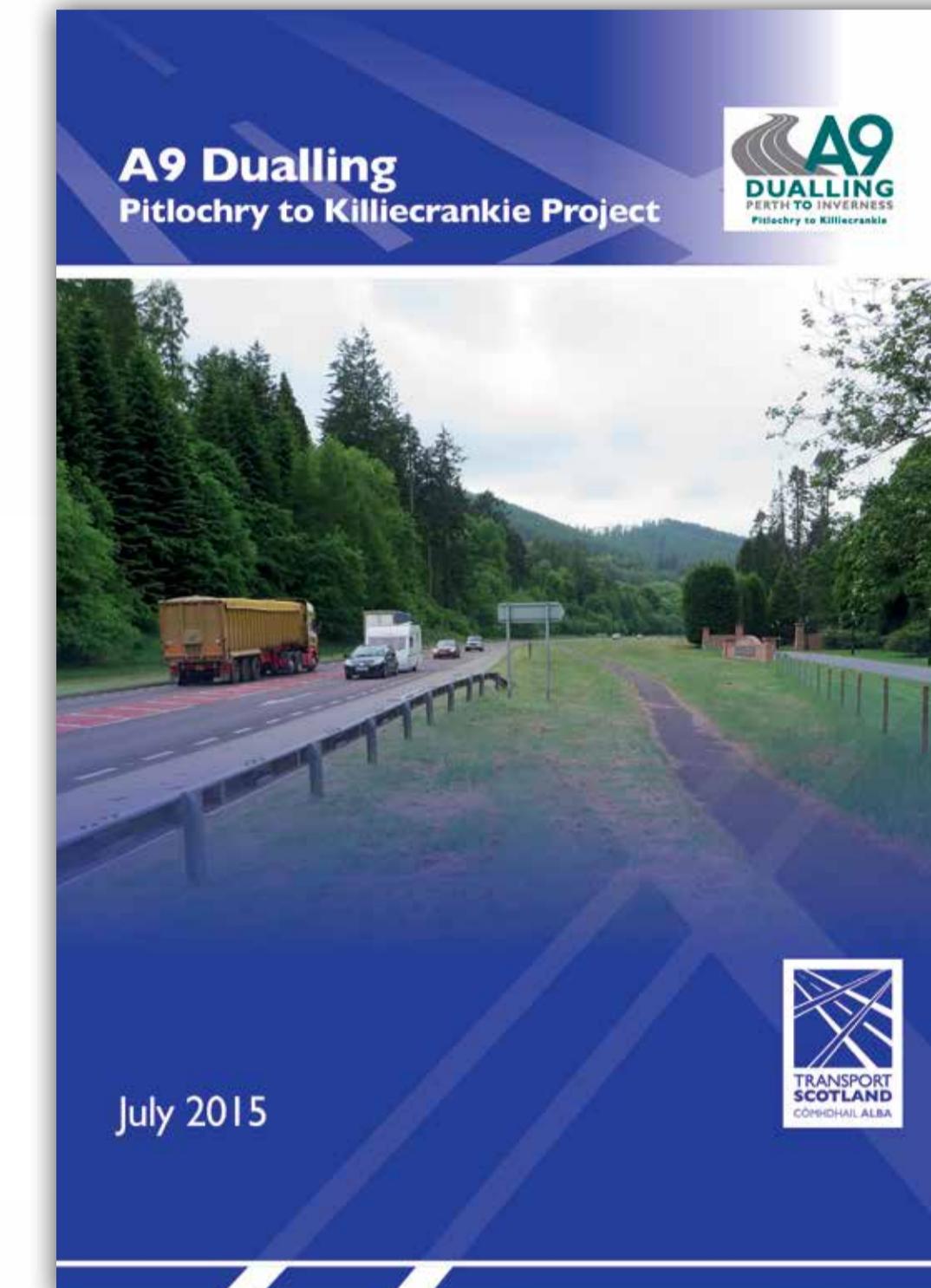
- Keith: 07437 435 952 or [Keith.Sheridan@jacobs.com](mailto:Keith.Sheridan@jacobs.com)
- Sarah: 07833 936 426 or [Sarah.Morgan@jacobs.com](mailto:Sarah.Morgan@jacobs.com)

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](http://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](mailto:A9dualling@transportscotland.gsi.gov.uk)



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## APPENDIX E – Feedback Form

# A9 Dualling Programme

## Southern Section Public Exhibitions

### Pitlochry to Killiecrankie Project

#### Feedback form



## Introduction

Thank you for attending our A9 Dualling Pitlochry to Killiecrankie public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and by **28 August 2015**.

## Your details (optional)

**Name:**

**Address:**

**Postcode:**

**Telephone:**

**Email:**

Please email or post completed responses (address opposite) by **28 August 2015** to Jacobs A9 Dualling team, to whom any queries may be directed.

Email:

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

Information:

[www.transportscotland.gov.uk/project/  
a9-dualling-perth-inverness](http://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: Pitlochry to Killiecrankie 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

Ref	Summary / Comment	Response
P04/0615/1	Aversion to Option 1 due to negative impacts on woodland and tourism. Preference for 2A.	Thank you for taking the time to visit our recent exhibition and for providing your feedback. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/2	Options show the road to be coming closer to our property and we are concerned about noise pollution. Grateful if noise mitigation measures were to be put in place.  We will be affected by proposed direct access closures. Difficult to comment on impact until alternative options are put forward. Concerned if travel distance is significantly increased.	We thank you for the feedback we received following your attendance at the public exhibitions. We note your comments with regards to noise and access.  Project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). This is a three stage process and we provide a brief summary of these stages below: - DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies. - DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9. - DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project. We are currently progressing with the Stage 2 assessment and it is anticipated our DMRB Stage 2 Assessment Report will be published in 2016 whereby a preferred route will be recommended. It is anticipated that the Stage 3 Assessment will be completed by the end of 2017. We are currently assessing side road access arrangements and the process of this assessment is in line with the Junctions and Access Strategy for the A9 Dualling Programme and is consistent with the approach elsewhere along the A9 route. Further details of the Side Road Options were displayed at the recent Community Engagement Event in Pitlochry Town Hall on the 3rd and 4th February. And the material is available to view on the Transport Scotland website at: <a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a> . In relation to your specific question about noise, an assessment of the environmental impacts of the proposed scheme, during construction and operation will be undertaken. Road traffic noise will be studied in detail and where practicable, mitigation to avoid or reduce impacts will be identified and implemented as part of the scheme. Mitigation may take the form of, for example, earth bunds, low noise surfacing or fencing, in keeping with the local environment. Details of potential impacts and mitigation measures will be presented in the Environmental Statement.
P04/0615/3	Aversion to Option 1 due to negative impact on Faskally Wood, a popular local amenity, and tourism. This is important to their business and the economy of the wider community.	Thank you for taking the time to write to us with your views and feedback on our public exhibitions.  We note your views on our Option 1, the option to the west of the existing A9, and your concerns with regards to impacting Faskally Wood, site of the Enchanted Forest. We have also recorded your concerns about the impact this may have on the number of visitors and associated spend within the community during the period of the show.  We are aware of the importance of Faskally Wood to the town of Pitlochry, however, when designing a new road we must ensure all options are investigated and thoroughly consulted on. As part of the A9 Dualling Programme we have considered the value of tourism in the corridor and how matters may affect local businesses and tourist interests.  Project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below: - DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies. - DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9. - DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will typically involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.  <i>We are currently progressing with the Stage 2 assessment and based on the public consultation it is anticipated our DMRB Stage 2 Assessment Report will be complete in 2016 whereby a preferred option will be presented.</i>
P04/0615/4	It is important to avoid any disturbance to Faskally Wood - a beautiful place with lots of wildlife. In favour of the option 2B with the viaduct.  Exhibition boards were very clear and text clearly written. There was perhaps too much information on the board showing route options development - difficult to read all of it with other people trying to see the board. The computerised simulation of the two options was brilliant - much easier than plans.	Many thanks for taking the time to provide your feedback. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/5	Very informative, well conceived, totally support easy access for tourists and locals alike. Prefer options 2A and 2B which leave Faskally Wood untouched.  Would like to have seen rough timescales for each of the different stages.	We thank you for the feedback we received following our public exhibitions. We note your points regarding Option 1 and the impact it will have on Faskally Wood.  Project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below: - DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies. - DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9. - DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will typically involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.  We are currently progressing with the Stage 2 assessment and based on the public consultation it is anticipated our DMRB Stage 2 Assessment Report will be complete in 2016 whereby a preferred option will be presented.

P04/0615/6	<p>Hope for noise dampening barriers and/or special sound reducing tarmac on A9 where road passes through/nearby built-up areas.</p>	<p>We thank you for taking the time to attend our Exhibition and providing your feedback in writing. Project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below:</p> <ul style="list-style-type: none"> <li>- DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies.</li> <li>- DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9.</li> <li>- DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.</li> </ul> <p>We are currently progressing with the Stage 2 assessment and based on our consultation and design progress, it is anticipated our DMRB Stage 2 Assessment Report will be published in 2016 whereby a preferred option will be recommended.</p> <p>The options which we are assessing as part of the DMRB Stage 2 Assessment were displayed at recent public exhibitions in Pitlochry on the 15th &amp; 16th July and again on the 29th &amp; 30th July 2015. We held a Community Engagement event in the Pitlochry Town Hall on the 3rd and 4th February looking at the Side Road Options. The information and plans shown at these exhibitions can be found on the Transport Scotland website at the following location:</p> <p><a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a></p> <p>In response to your email and subsequent feedback form; you will note that on the approach to the Pitlochry South Junction the mainline is widened to the northbound carriageway. The proposed mainline remains widened to the northbound carriageway, however, begins to traverse the existing A9 and move to widen to the southbound carriageway on the approach to Clunie Underbridge. This alignment improves the horizontal curvature of the existing A9 and utilises the existing widened verges and makes very little difference to any possible noise level changes in areas some distance from the road.</p> <p>In relation to noise a predictive assessment of the environmental impacts of the proposed scheme, during construction and operation will be undertaken. Where practicable, mitigation to avoid or reduce anticipated impacts will be identified and implemented as part of the scheme. Details of potential impacts and mitigation measures will be presented in the Environmental Statement during Stage 3. The measures may take the form of, for example, earth bunds, low noise surfacing or fencing, in keeping with the local environment.</p>
P04/0615/7	<p>Aversion to Option 1 due to negative impact on Faskally Wood, a popular local amenity, and tourism. This is important to their business and the economy of the wider community.</p>	<p>We thank you for the feedback we received following our public exhibitions. We note your points regarding Option 1 and the impact it will have on Faskally Wood.</p> <p>Project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below:</p> <ul style="list-style-type: none"> <li>- DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies.</li> <li>- DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9.</li> <li>- DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.</li> </ul> <p>We are currently progressing with the Stage 2 assessment, during which viable engineering options are considered. The purpose of the exhibition was to inform the local community about these options and to record their opinions and suggestions. This has been undertaken done and based on that consultation process, it is anticipated our DMRB Stage 2 Assessment Report will be published in 2016 whereby a preferred option will be recommended.</p> <p>We are currently progressing with the Stage 2 assessment, during which viable engineering options are considered. The purpose of the exhibition was to inform the local community about these options and to record their opinions and suggestions, and feed this into the Stage 2 assessment. It is anticipated our DMRB Stage 2 Assessment Report will be completed in 2016 whereby a preferred option will be presented.</p> <p>We are aware of the importance of Faskally Wood to the town of Pitlochry, however, when designing a new road we must ensure all options are investigated and thoroughly consulted on. As part of the A9 Dualling Programme we have considered the value of tourism in the corridor and how matters may affect local businesses and tourist interests and will continue to consult with a broad range of stakeholders on this issue as the scheme progresses.</p>
P04/0615/8	<p>Opposed to Option A for the Junction layout at the northern end of Pitlochry. This would seriously damage Faskally Wood which is one of the few places locally where one can walk on reasonably flat ground and not have to climb steep hills.</p> <p>It would be a big mistake to close access onto the A9 by Fonab Castle. This would greatly increase the traffic in the centre of Pitlochry as all vehicle wishing to travel north on A9 would have to go through the town.</p>	<p>We thank you for the feedback we received following our public exhibitions. We note your points regarding Option 1 and the impact it will have on Faskally Wood.</p> <p>Project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below:</p> <ul style="list-style-type: none"> <li>- DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies.</li> <li>- DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9.</li> <li>- DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will typically involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.</li> </ul> <p>We are currently progressing with the Stage 2 assessment, during which viable engineering options are considered. The purpose of the exhibition was to inform the local community about these options and to record their opinions and suggestions, and feed these into the Stage 2 assessment. It is anticipated our DMRB Stage 2 Assessment Report will be completed in 2016 whereby a preferred option will be recommended.</p> <p>With regard to accesses we note your comment on the impact of closing the junction of the A9 with Foss Road at Fonab Castle and can confirm work is ongoing at the moment to consider how best to cater for access within this section of the A9. We held a Community Engagement event in the Pitlochry Town Hall on the 3rd and 4th February looking at the Side Road Options. Information from this event will be in Transport Scotland's website, at:</p> <p><a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a></p>

P04/0615/9	<p>Most important issue is to minimise impact on wildlife. Often, only minimum cost solution is found where it has to be put in by law. In this area it needs to be far more robust, inventive and have higher consideration whatever the cost. This road will be here forever!</p> <p>Noise of traffic. Why not a tunnel as was built in Surrey. So as not to spoil a very sensitive area?</p>	<p>In response to the above, project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below:</p> <ul style="list-style-type: none"> <li>- DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies.</li> <li>- DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9.</li> <li>- DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will typically involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.</li> </ul> <p>We would refer you to the A9 Strategic Environmental Assessment (SEA). It focused on impacts relating to road and rail interventions in the transport corridor.</p> <p>The eventual DMRB assessment work will undertake full Environmental Assessment of each dual carriageway section. It will help to inform the subsequent DMRB process and ensure that early decision making on route corridors takes full account of the potential environmental impacts.</p> <p>The existing A9 corridor is an important environmental and landscape resource. We consider this work important in giving us an understanding of the environment and landscape quality in the corridor and ensuring we work to minimise the impacts on it.</p> <p>In relation to noise an assessment of the environmental impacts of the proposed scheme, during construction and operation will be undertaken. Where practicable, mitigation to avoid or reduce impacts will be identified and implemented as part of the scheme. Details of potential impacts and mitigation measures will be presented in the Environmental Statement.</p> <p>Road traffic noise will be studied in detail and the approach to mitigation reported in the Environmental Statement. The scheme design will include mitigation where appropriate and this may take the form of, for example, low noise surfacing, earth bunds or fencing, in keeping with the local environment.</p> <p>In relation to your suggestion of a tunnel as an option, this was assessed in Stage 1 of the design process and sifted out for the following reasons:</p> <ul style="list-style-type: none"> <li>- Cost – a tunnel is estimated to be, conservatively, 6 times more expensive than an online upgrade. Operation and maintenance costs for highway tunnels can also be considerable, taking into account power and lighting, ventilation, pumping and other safety systems etc.</li> <li>- Programme – Based on typical assumptions tunneling is estimated to take at least three times longer to construct than that of an equivalent online upgrade. This could pose a significant risk to completing the A9 Dalling by 2025.</li> <li>- Environment – Noise and vibration from tunneling activity would be more likely to disturb species within the Faskally area, in addition, a longer programme of works would increase the period of disturbance. Tunneling would also create a significant volume of excavated material that would potentially have to be treated as waste.</li> <li>- ADR Regulations - The transport of dangerous goods through road tunnels is subject to the requirements of the 2011 European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) Regulations. Every road tunnel in the UK and Europe needs to be classified to allow drivers to recognise if their loads are permitted through a particular road tunnel. There is likelihood that this requirement could have an impact on the whisky industry.</li> </ul>
P04/0615/10	Presentation was well done and informative. Choices were explained well. Aversion to Option 1 due to negative impact on Faskally Woods, a very important amenity to the community and businesses alike. Preference for Options 2A or 2B .	Thank you for taking the time to provide your feedback and comments. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/11	Preference for Option 2B to avoid Faskally Wood where there is a lot of public recreation.	Thank you for taking the time to provide your feedback and comments. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/12	Preference for 2A or 2B. Using existing bridge seems to be better option than building another bridge. Viaduct appears to have less environmental impact (although may have more visual impact). Option 1 is too close to Loch Dalmore, (community facility), Loch Faskally - marine life.	Thank you for taking the time to provide your feedback and comments. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/13	<p>Aversion to Option 1. The widening of the A9 cannot be at the expense of the scenic value of the area. Proposed works do not respect the rural nature of the location. A new bridge would impose on the surrounding landscape and spoil the views from the loch and river. Road in Faskally woods would damage community asset with social, environmental and economic consequences that outweigh the proposed A9 improvements. Impact on local road network and national cycle route is inappropriate and appears to demolish a property but this action is not detailed.</p> <p>Preference for Options 2A and 2B. Implied reduced visual and environmental impact than Option 1. Please provide more information on the proposed new bridge design to clarify the situation.</p> <p>2A involves what appears to be a huge amount of cutting into the hill to allow for a roundabout off the southbound carriage and to link with a smaller roundabout off the northbound carriage.</p> <p>2B manages to create access for traffic in all directions without encroaching excessively into the hill. In all, 2B appears to fulfil the function but is more compact and appears to conflict less with the topography.</p>	<p>The feedback from the public is an important part of our design process and we value the input provided. In terms of the specific comments made, we respond as follows:</p> <p>We note your views on Option 1. We are required to investigate options and follow the design process as set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below:</p> <ul style="list-style-type: none"> <li>- DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies.</li> <li>- DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9.</li> <li>- DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will typically involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.</li> </ul> <p>We are currently progressing with the Stage 2 assessment and it is anticipated our DMRB Stage 2 Assessment will be completed in 2016 whereby a preferred option will be presented.</p> <p>We note your concerns regarding the environmental impacts. The eventual DMRB assessment work will undertake full Environmental Assessment of the project.</p> <p>With regards to Option 2 and the crossing of Loch Faskally we are still at Stage 2 in the design process and not yet in a position to confirm the design for the bridge over Loch Faskally. However, a number of options are currently under consideration including a new structure in parallel with the existing Clunie Bridge. Alternatively, it may be that the existing Clunie Bridge is demolished and a new structure built. We will continue the development and assessment of these options throughout Stages 2 &amp; 3.</p>
P04/0615/14	Preference for Option 2B. Appears to be less intrusive.	Thank you for taking the time to provide your feedback and comments. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/15	Aversion to Option 1 due to impact on Faskally Wood. Preference for 2B as it appears to have least amount of impact on landscape. Notes important trees planted in the affected area.	Thank you for taking the time to provide your feedback and comments. We note your preference and will incorporate that into our analysis of feedback. Thank you also for the information regarding the trees in the area.
P04/0615/16	<p>In general the junctions should allow drivers who leave the road by mistake to get back easily onto their original route. Pitlochry South Junction does not allow this.</p> <p>Adequate filter lanes are required to get up to main road speed (i.e. 60 or 70mph). At Pitlochry North Junction, would prefer Options 2A or 2B to avoid Faskally Wood.</p> <p>Important that NMUs are able to cross dualled carriageway safely. Difficulties at Pitlochry theatre, Milton of Fonab at Grantully, also across to Craigower from Faskally Caravan site, forest walk.</p> <p>Overall good presentation at exhibition.</p>	<p>We thank you for the feedback we received following your attendance at the public exhibitions. We note your comments with regards to junctions and pedestrian access.</p> <p>In response to the above project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below:</p> <ul style="list-style-type: none"> <li>- DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies.</li> <li>- DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option for upgrading each section of the A9.</li> <li>- DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.</li> </ul> <p>We are currently progressing with the Stage 2 assessment and it is anticipated our DMRB Stage 2 Assessment Report will be completed in 2016 whereby a preferred option will be presented. It is anticipated that the Stage 3 Assessment will be completed by the end of 2017. In relation to Pitlochry South Junction we have completed a number of traffic surveys to establish the vehicle movements over a 24 hour period at the existing junctions to allow us to assess the traffic movements of the proposed junction options under assessment. Surveys have highlighted that the existing junction to the south of Pitlochry is sufficient for the traffic movements and the traffic flows do not justify the inclusion of north facing slip roads on this junction.</p> <p>The process of this assessment is in line with the Junctions and Access Strategy for the A9 Dalling Programme and is consistent with the approach elsewhere along the A9 route.</p> <p>We recently held a Community Engagement Event in the Pitlochry Town Hall on the 3rd and 4th February looking at the Side Road Options. The information and plans shown at these events can be found on the Transport Scotland website at the following location: <a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a></p> <p>We note your concerns regarding access across the A9 for non-motorised users and can confirm that an assessment of the changes to access will be considered in detail during Stage 3. If a pedestrian route is impacted by the scheme we will look to mitigate the impact, possibly with the inclusion of an underpass or overbridge where practical, or ensuring an alternative route is available.</p>
P04/0615/17	Preference for 2A or 2B to avoid impact on the Faskally Wood. An important local amenity and tourist attraction to their business and employees.	Thank you for taking the time to visit the exhibition and provide your feedback. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/18	Aversion to Option 1 due to negative impact on environment and Faskally Wood, a popular local amenity. Preference for 2B due to lesser impact on Forest. 2A would be ok but 2B seems to have less obvious impact. Felt exhibition at Pitlochry was very good. Staff were efficient, well informed and very helpful. The 3D graphic landscape on the computer was particularly helpful. Well done to all concerned.	<p>Thank you for taking the time to visit our recent exhibition in Pitlochry and for providing your feedback. We note your preference and will incorporate that into our analysis of feedback.</p> <p>Thank you also for your kind comments about the staff and presentation at the exhibition.</p>
P04/0615/19	Further detail required on access requirements on Foss Rd near the theatre and pedestrian access across A9 from bridge to Strath Tay.	<p>We thank you for the feedback we received following your attendance at the public exhibitions. We note your comments with regards to junctions and pedestrian access.</p> <p>In response to the above, project work is still at an early stage in the design process and the approach we are required to follow is set out in the Design Manual for Roads and Bridges (DMRB). Design work involves a three stage process and we provide a brief summary of these stages below:</p> <ul style="list-style-type: none"> <li>- DMRB Stage 1: A preliminary assessment which typically involves a broad, strategic approach to developing and assessing indicative corridor options. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the development improvement strategies.</li> <li>- DMRB Stage 2: A more detailed study of route options which progresses from the Stage 1 assessment. The assessment allows the identification and consideration of the environmental, engineering, economic and traffic impacts associated for each of the route options. The outcome of the Stage 2 assessment will be confirmation of the preferred option.</li> <li>- DMRB Stage 3: Development of the preferred option in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will involve publication of the Environmental Statement, draft orders and compulsory purchase order and set out the detailed proposals which start the statutory process to gain authorisation for acquiring land and the constructing of the project.</li> </ul> <p>We are currently progressing with the Stage 2 assessment and it is anticipated our DMRB Stage 2 Assessment Report will be completed in 2016 whereby a preferred option will be presented. It is anticipated that the Stage 3 Assessment will be completed by the end of 2017.</p> <p>In response to your specific points regarding access, we are currently assessing reviewing side road access arrangements and the process of this assessment is in line with the Junctions and Access Strategy for the A9 Dalling Programme. It is and is consistent with the approach elsewhere along the A9 route.</p> <p>Further details of the preferred options for the junctions and some accesses were displayed at our recent Side Road Options Community Engagement Event in the Pitlochry Town Hall and the materials from this event can be viewed at: <a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a> (3rd/4th Feb)</p> <p>We note your concerns regarding access across the A9 for non-motorised users and can confirm that an assessment of the changes to access will be considered in detail during Stage 3. If a pedestrian route is impacted by the scheme we will look to mitigate the impact, possibly with the inclusion of an underpass or overbridge where practical, or ensuring an alternative route is available. If you have any further questions please do not hesitate to contact me</p>

P04/0615/20	<p>The South Junction and the extra carriageway north seem quite straightforward. Prefer as little encroachment on Faskally Wood as possible and therefore would prefer Option 2. Traveller only needs southbound road out of Pitlochry.</p>	Thank you for taking the time to visit the exhibition and provide your feedback. We note your preference and will incorporate that into our analysis of feedback.
P04/0615/21	<p>Area around Pitlochry and Faskally are valuable sites of scenic and recreational significance important to tourism of the town. Requires considerable thought before decisions are to be made. Probably in conjunction with local political representatives.</p> <p>The area around the Boating Station, east of Clunie Bridge, is an important asset for Pitlochry both for tourists/locals alike. There are no similar facilities offering boat hire and fishing along with excellent cafe facilities (other than perhaps around Aviemore) along the A9 corridor between Perth and Inverness.</p> <p>It is very important that the area around the Boating Station is left unaffected during and after construction work.</p> <p>To achieve the above an extension to the west of Clunie Bridge should be built rather than the east.</p> <p>Failing that, then the option to build a completely new bridge (Option 1) to the west of Clunie Bridge is likely to be least disruptive.</p> <p>It must be remembered that in this situation you are not simply dealing with the acquisition of a few fields, or taking over sections of heather covered ground; this is a very valuable and important area for Pitlochry residents and visitors.</p>	<p>Thank you for taking the time to provide your feedback. We note your preference and will incorporate that into our analysis of feedback. We are currently progressing the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment for the A9 at Pitlochry which includes the area at Loch Faskally and it is anticipated the Assessment Report will be published in 2016.</p> <p>The Stage 2 Assessment involves the identification and consideration of the environmental, engineering, economic &amp; traffic impacts associated with each of the design options. We note your concerns regarding the Boating Station and confirm that alongside the engineering assessment there will be an assessment of the environmental impacts of the proposed scheme during construction and operation. Where practicable, mitigation to reduce impacts will be identified and implemented as part of the scheme.</p> <p>Details of potential impacts and mitigation measures will be presented in the Environmental Statement which will be published during the next stage of assessment work. The Environmental Statement will cover land use, geology, contained land and groundwater, the water environment, ecology, landscape, visual, cultural heritage, air quality, noise and vibration, pedestrians and non-motorised users, vehicle travelers, disruption due to construction, policies and cumulative impacts.</p> <p>We also note your preference regarding the design for Clunie Bridge. We will continue consultation with local communities through the design development.</p>
P04/0615/22	<p>In the current brochure relating to the A9 Dualling Programme (Pitlochry to Killiecrankie Project), you state under the heading "Junction Options":</p> <p>"It is not proposed to provide a grade separated junction on the A9 between the River Tummel and Loch Faskally as this would change traffic patterns, causing a significant increase in traffic levels on Atholl Road and Perth Road in Pitlochry."</p> <p>Comments:</p> <p>1. This statement unfortunately suggests that a decision has already been made with regard to the current junction. This statement cannot be correct given assurances given in previous discussions that there will be further consultation and consideration of the options in relation to all users of the existing junction.</p> <p>2. Whilst it is correct to state that no separated junction "would change traffic patterns", it is not in the way you intend that statement to mean. If there were no separated junction, the area would be adversely affected both in respect of its existing business and, critically, also in respect of much of what is planned in its development for the benefit of the area. There is significant economic activity in the area, as verified by recent Economic Impact Studies, and will provide a much larger estimated return after the development proposals have been completed. These large economic returns would be significantly at risk to the detriment of the local economy, Perth &amp; Kinross Council area, and Scotland more generally if there were no separated junction in the mentioned area.</p> <p>3. It is not correct to state that a separated junction south in the mentioned area would cause "a significant increase in traffic levels on Atholl Road and Perth Road in Pitlochry." Exactly the opposite is in fact correct! Without a separated junction in the mentioned area, there would be a very substantial increase in traffic levels on both Atholl Road and Perth Road. This would be an increase not only of private vehicles but also of commercial deliveries and larger lorries on a regular basis. The width of the Aldour Bridge Road already causes an issue, and as explained previously, the Perth Road is prone to flooding (meaning then that the existing junction in the mentioned area becomes a viable alternative for all traffic). All in all, traffic volumes within Pitlochry centre would increase significantly, to its detriment, and would make access difficult to reach local businesses and tourist facilities.</p> <p>4. The existence of the junction to the south in the mentioned area was verified in a Public Enquiry in the 1970s, when traffic volumes were much less than now. Those reasons are all the more cogent now, and there are more users of that junction now than ever before.</p>	<p>We note your comments with regards to traffic and junctions.</p> <p>With regards to your question within your feedback around the provision of a junction on the A9 between the River Tummel and Loch Faskally, we can confirm that we are currently not proposing to provide a grade separated junction at this location. To clarify matters the statement in the exhibition leaflet from Pitlochry to Killiecrankie event, refers to the option of providing a grade separated junction between the River Tummel and Loch Faskally with both grade separated junctions to the north and south of Pitlochry being closed.</p> <p>With only one grade separated junction located between the River Tummel and Loch Faskally, traffic would be significantly increased on Atholl Road and Perth Road. This would also change traffic patterns. For example with only one junction on to the A9 at this location buses would be required to turn around at the northern end and southern ends of Pitlochry to gain access back on to the A9.</p> <p>We are aware of the current use of the junction between Foss Road and the A9 and can confirm that we have investigated access needs in this area. As we discussed in detail on the 3rd February, development of side road accesses has progressed. We discussed with you the Side Road Options in detail and look forward to receiving your further comments.</p> <p>The information and plans shown at these events can be found on the Transport Scotland website at the following location:</p> <p><a href="http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie">http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie</a></p>