



Summer 2015 Public Exhibitions

Summary Report

A9 Dualling: Tay Crossing to Ballinluig

February 2016



Document control sheet

**BPP 04 F8
version 17 July 2014**

Project:	A9 Dualling		
Client:	Transport Scotland	Project Number:	B2140003
Document Title:	Public Exhibitions, Tay Crossing to Ballinluig, Summary Report		
Ref. No:	B2140003		

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DATE	08/10/15	Document status: DRAFT		

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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 (with 50% of the route completed by 2022).

In August 2014 Jacobs was awarded a contract to develop the design of a section of the overall A9 dualling programme between the Pass of Birnam and Glen Garry known as the southern section. This section has been split up into 5 individual projects for the design stages of which, Project 3: Tay Crossing to Ballinluig (approx. 8km) is the subject of this exhibition report.

The scheme is currently at Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which essentially comprises the appraisal of options to support the recommendation of a preferred route. The aim of the DMRB Stage 2 is to identify the factors to be taken into account 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 information on the A9 dualling programme 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 Tay Crossing to Ballinluig public exhibitions were held in the Mid Atholl Hall, Ballinluig on the 9th and 10th June 2015. A daytime and evening exhibition was 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.

Subsequent to the public exhibition, the local community undertook their own local consultation exercise. This utilised questionnaires and the feedback received was passed to Transport Scotland as an additional source of information. This additional feedback is also summarised in this report.

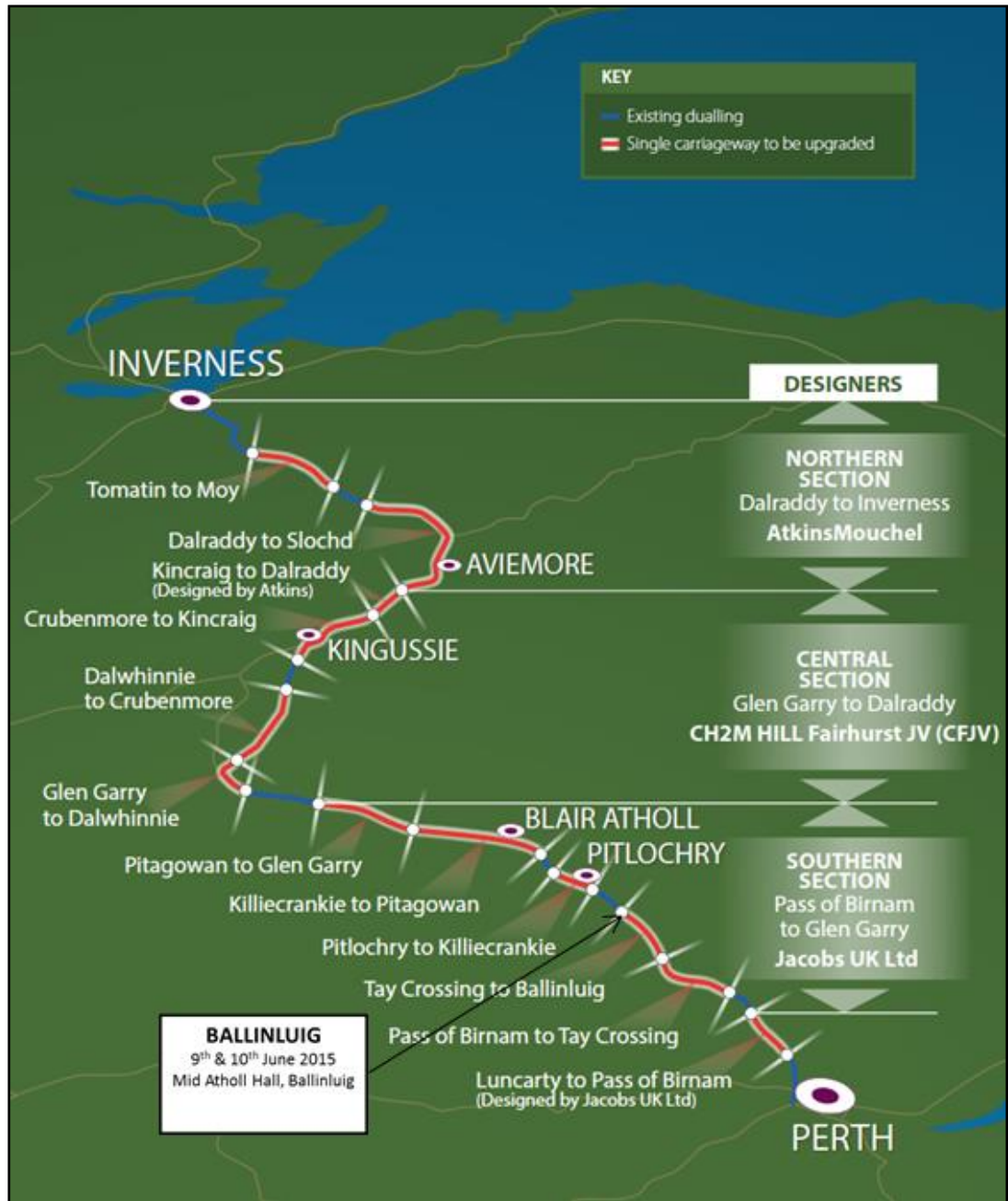


Figure 1.1: Exhibition Location Map

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 Tay Crossing to Ballinluig 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 169 letters were issued and a breakdown of the letters distributed are shown in Table 2.1.


Exhibition Invitation Letter	Letters Distributed
Letter A: Direct access and offered 1-2-1 meetings 	90
Letter B: No direct access but within 200m	8
Letter C: Environmental Steering Group Stakeholders	8
Letter D: Community Councils	2
Letter E: Other Stakeholders	61

Table 2.1 Exhibition Letters Distributed

From the 90 landowners and tenants offered a 1-2-1 meeting, 9 accepted this offer. Jacobs recorded the exhibition invitation letters distributed.

Examples of the letters issued are shown in Appendix A.

2.1.2 Press Advertising

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

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

Table 2.2 Advertisement Summary

Letters were sent to 37 organisations throughout the A9 from Ballinluig to Blair Atholl, including village halls, churches, post offices and local shops asking them to display a poster advertising the exhibitions. Details of the organisations issued letters are shown in Table 2.3. The letter and poster distributed is included in Appendix C along with the distribution list.

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

Table 2.3 Distribution List Breakdown

2.2 Exhibition Material

The exhibition material presented at the public exhibition comprised of:

- Exhibition Boards (12);
- Tay Crossing to Ballinluig Dualling Drawings:
 - Tay Crossing to Ballinluig Route Options;
 - Tay Crossing to Ballinluig Key Access Considerations;
- A9 Geographical Information System (GIS) based mapping (touchscreen computer);
- Tay Crossing to Ballinluig Visualisation:
 - 3D visualisations of the mainline (Option 2);
 - Interactive 3D visualisation of the mainline (Option 2);
- Leaflets:
 - A9 Dualling Tay Crossing to Ballinluig, Exhibition Leaflet;
 - Guidance on the Compulsory Purchase Process and Compensation; and
 - A9 Dualling March 2015 Newsletter;
- Feedback Form

2.2.1 Exhibition Boards

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

1. Welcome
2. Programme Objectives and Southern Section Progress
3. Route Options Development
4. Information Gathering
5. Route Options (3 boards)
6. Accesses (2 boards)
7. Indicative Access Strategy
8. 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 exhibition.

- Tay Crossing to Ballinluig Route Options – Plans showed the four route options for the scheme. The environmental and physical constraints within the corridor were identified and conflict areas highlighted.
- Tay Crossing to Ballinluig Key Access Consideration Plan – Plans showed the proposed indicative access strategy. The plans showed the Key Access Consideration at the five settlements along the scheme. No formal assessment of the proposed access options had been undertaken.

2.2.3 A9 GIS

To complement the exhibition material and provide the facility to view at a larger scale at specific locations, an interactive GIS was developed on a touchscreen display. The web GIS application contained digital maps of the 4 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 mainline options, a 3D visualisation was created to display route option 2. One screen displayed a fly-through and the second screen provided an interactive model which could be manipulated to interrogate views of the design from locations within the model. This enabled the public to view the route from a specific location and move along the route at different levels, helping the public to gain a greater understanding of the option and how it related to them.

2.2.5 Leaflets

The following leaflets were made available at the public exhibition.

- A9 Dualling Tay Crossing to Ballinluig Project, Exhibition Leaflet – Summarised the information on the Exhibition Boards, and provided contact details for the project team and website address.
- Guidance on the Compulsory Purchase Process and Compensation – Provided information and advice about Statutory Procedures followed for the compulsory purchase process and compensation for property purchase.
- A9 Dualling March 2015 Newsletter – Provided details of the work going on across the dualling programme and an introduction to the three consultancies taking forward the more detailed design work.

2.2.6 Feedback Form

A feedback form was provided for the provision comments or ideas on route options and accesses. The deadline for submission for the feedback form was 31st July 2015. The feedback form is included in Appendix E.

2.2.7 Information Sources Following Exhibitions

The Exhibition Leaflet, Exhibition Boards, Route Options (Strip Plans), Key Access Considerations, Feedback Form 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-tay-crossing-ballinluig>

2.2.8 Staffing

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

3 Exhibition Results

3.1 Attendance

Over the two days the exhibitions were held, 140 people attended, with 88 attendees on the 9th June 2015 and 52 on the 10th June 2015.

A sign-in sheet was utilised at each exhibition day, which included attendees' 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 Figure 3.1.

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.

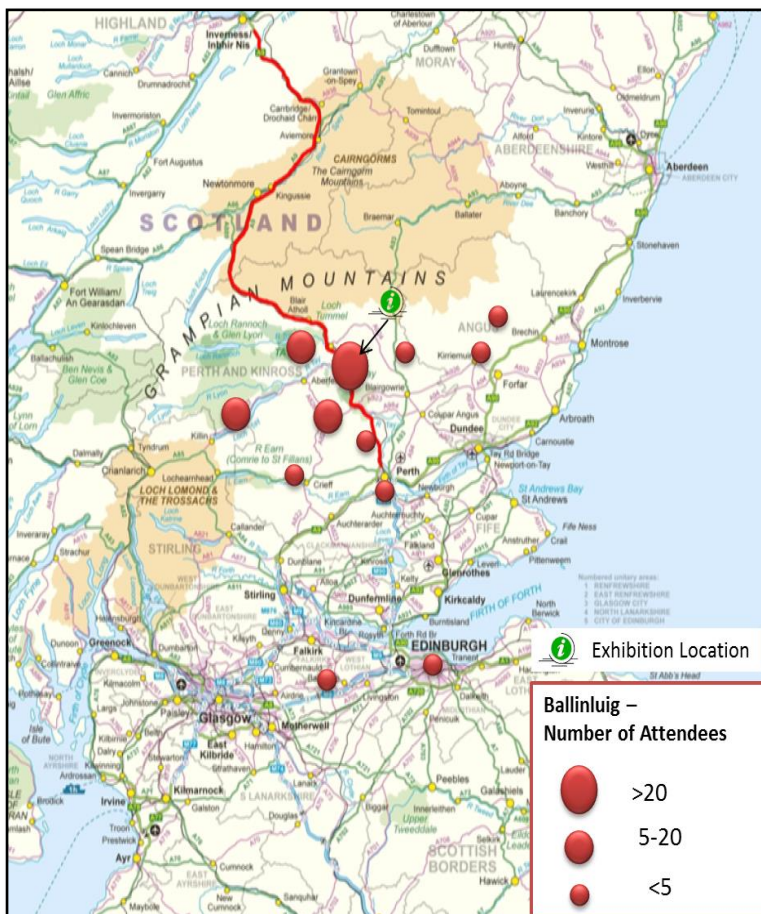


Figure 3.1: Ballinluig Exhibition Attendee Addresses

3.2 Comments

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

In total, 140 people attended the exhibition with 27 feedback forms returned, containing 58 comments. In general, the majority of attendees expressed concerns about accesses. The potential impact on the surrounding environment and the potential impact of route options were also identified as concerns.

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

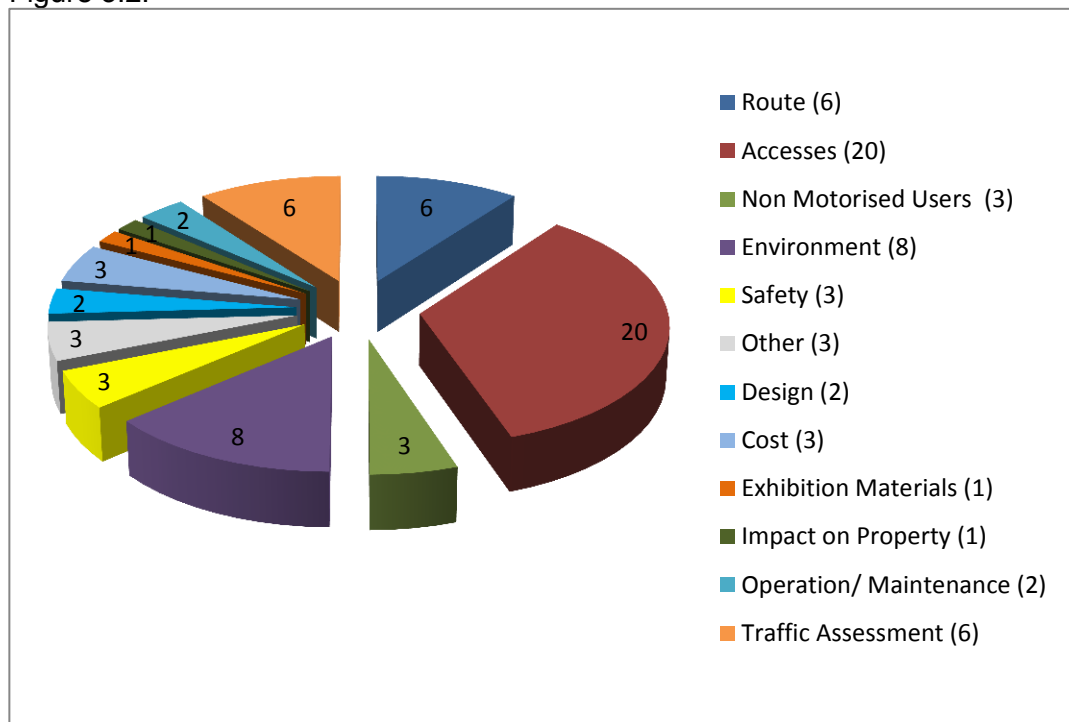


Figure 3.2: Exhibition Comments – Summary

As can be seen from the feedback received, the junction and access provision within the Tay Crossing to Ballinluig Section are an important aspect for those who live alongside the A9. The feedback provided by members of the public and those utilising the junction accesses will continue to inform the design development

Communities within the Tay Crossing to Ballinluig section have also raised concerns about the removal of the Black (Offline) Option previously considered during the DMRB Stage 1 Assessment, and it was again raised in some of the exhibition feedback.

A full record of the comments received and responses issued has been provided in Appendix F. For the purpose of this report and to protect the privacy of individuals, the record has been de-personalised but the content and tone are unaltered. Transport Scotland and their consultants kept records of the 1-2-1 meetings; however this information is not included within this report.

3.3 Post Exhibition Community Feedback Questionnaire

Following the public exhibition 6 week feedback period, the local community circulated their own questionnaire to encourage neighbours to take the opportunity to input to the design process. The full questionnaire is included in Appendix G alongside a covering letter. The questionnaire was distributed around the community with a return date of 25th November 2015. 21 responses were submitted and subsequently passed to Jacobs for consideration. They have been reviewed and a summary provided below.

The questionnaire consisted of ten questions relating to proposals for the mainline and access, including questions relating to the stakeholders' use of and access to, the A9. Eleven of the responses were from Kindallachan residents, four from Guay residents, two from Dowally residents and four were anonymous. Of these twenty one questionnaires, five were returned blank.

We have reviewed the responses provided to the community feedback questionnaire and have summarised these in Appendix H.

From the responses received to this community feedback questionnaire, valuable information was provided relating to how the residents currently use the access to the A9 and where they travel to. Overall, the main concerns from the residents of Kindallachan, Guay and Dowally are: the potential traffic passing through the settlements along any new side roads that may be required to access the dualled A9; the proximity of the road to existing houses; access to public transport; and potential flooding impact. Transport Scotland has noted these comments and will continue engagement with the residents throughout the next stage of the design process.

The A9 Dualling Programme Tay Crossing to Ballinluig public exhibition held on 9th and 10th June 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 140 people attended the exhibitions and 27 Feedback forms were received, containing 58 comments.

The exhibitions were advertised on the Transport Scotland website and other media outlets and at various local shops, post offices and churches. The attendances at the exhibitions were broadly the same as the previous Tay Crossing to Ballinluig exhibitions.

The exhibition venue and times were deemed satisfactory. Both exhibitions were held at the Mid Atholl Hall, one during the daytime and one in the evening, which allowed people to visit numerous times to discuss the scheme and their concerns. In addition to the public exhibition, drop-in sessions with those who currently have direct access to the A9 were offered via prior arrangement and 9 landowners/tenants accepted this offer.

The exhibition boards were well received, containing a proportional amount of text and visual representation. However the boards were not as popular as the touchscreens and the 3D visualisations. The touchscreens containing the GIS were a valuable tool and very well received by the public. The touchscreens allowed them to interact directly with the scheme and compare the impacts of the different route options on 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 route 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 and subsequent community feedback questionnaire will be used by Transport Scotland and their representatives to inform the ongoing development of the scheme.

Appendix A – Exhibition Invitations



Major Transport Infrastructure Projects

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



LETTER A – Project 03
Those with Direct Access and those who have a
commitment of a 1-2-1
Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
07 May 2015

Dear xxx,

A9 Dualling: Perth to Inverness Tay Crossing to Ballinluig

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

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 Mid Atholl Hall, Ballinluig on June 9th 1100 – 1600 and June 10th 1600 - 2000.

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

As part of the consultation, we will be seeking feedback on the route options. At this stage, no detailed assessments have been undertaken and a preferred route has 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 Mid Atholl Hall on Wednesday 10th 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 for further information and to agree a suitable time.

Yours faithfully

A handwritten signature in black ink that reads "S. MacNaughton".

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

Major Transport Infrastructure Projects

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



LETTER B_Project 03
Landowners in 200m corridor and those who we have
previously agreed to notify.
Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
07 May 2015

Dear xxx,

A9 Dualling: Perth to Inverness Tay Crossing to Ballinluig

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

To support development of route options we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. This will include a public exhibition, which will take place in Mid Atholl Hall on Tuesday June 9th, 1100 – 1600 and June 10th, 1600 - 2000.

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

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

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

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

Yours faithfully

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

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

Major Transport Infrastructure Projects

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



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

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
30 April 2015

Dear xxx,

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

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

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

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

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

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

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

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

Yours sincerely,

A handwritten signature in black ink that reads "Jo Blewett".

Jo Blewett
A9 Programme Manager

Major Transport Infrastructure Projects

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



LETTER D project 06
Community Councils
Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
07 May 2015

Dear **xxx**,

A9 Dualling: Perth to Inverness Tay Crossing to Ballinluig

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

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 Mid Atholl Hall, Ballinluig on Tuesday 9th June 1100 – 1600 and Wednesday 10th June 1600 - 2000.

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

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

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

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

Yours faithfully

A handwritten signature in blue ink that reads "S. MacNaughton".

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

Major Transport Infrastructure Projects

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



LETTER E
Other stakeholders
Insert name and address

Your ref:

Our ref: B2140002/SM/AG/RC

Date:
07 May 2015

Dear **xxx**,

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

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

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

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

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

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

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

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

Yours faithfully

A handwritten signature in black ink that reads "S. MacNaughton".

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

Appendix B – Press Advertising



Appendix C – Organisation’s Advertisement





A9 Dualling – Public Engagement: Public Exhibitions

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

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

*Glen Garry to Dalwhinnie exhibitions will be presented by CFJV

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

Community “Drop-In” Sessions

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

Details of the next 2015 session are provided below.

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

Activity Update

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

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

MTRIPS Planning and Design
Major Transport Infrastructure Projects

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



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

Date:
15 May 2015

Dear Sir or Madam,

A9 Dualling Programme public exhibitions

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

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

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

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

Thank you for your cooperation and assistance.

Yours faithfully,

Nick Groom
Project Administrator

A9 Dualling Public Exhibitions



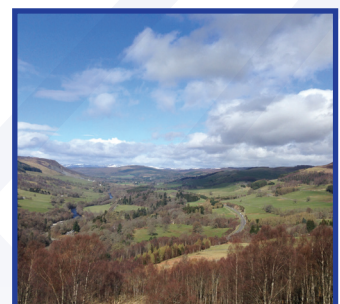
A series of public exhibitions are being held along the A9 between Ballinluig and Blair Atholl starting on 27 May 2015. These will give local communities and road users the opportunity to see a range of route and junction options for four dualling projects where detailed assessment is still to get underway.

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

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

Details of the public exhibitions are as follows:

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



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



Exhibition Area	Venue	Address 1	Address 2	Address 3	City	Postcode	Telephone
Ballinluig	Dunkeld Parish Church		Dowally	Ballinluig	Pitlochry	PH9 0NT	
	Ballinluig Post Office			Ballinluig	Pitlochry	PH9 0LG	
	Mid Atholl Hall			Ballinluig	Pitlochry	PH9 0LG	
	BP Ballinluig Filling Station			Ballinluig	Pitlochry	PH9 0LG	
	Logierait Church of Scotland			Logierait	Pitlochry	PH9 0LG	
Pitlochry	Pitlochry Town Hall		West Moulin Road		Pitlochry	PH16 5EA	
	The Atholl Centre		Atholl Road		Pitlochry	PH16 5BX	01796 473044
	Live Active Atholl		West Moulin Road		Pitlochry	PH16 5EA	01796 473866
	The Co-operative Food		West Moulin Road		Pitlochry	PH16 5EA	01796 474088
	The Country Store Partnership	Ron Dekker & Jane Dekker-Brimacombe	Bridge End	Kinloch Rannoch	Pitlochry	PH16 5PX	01882 632 306
	Robertsons of Pitlochry		44-46 Atholl Road		Pitlochry	PH16 5BX	01796 472 011
	Pitlochry Church of Scotland		Church Road		Pitlochry	PH16 5EB	01796 472 160
	Pitlochry Baptist Church		Atholl Road		Pitlochry	PH16 5BX	01796 470411
	Holy Trinity Church		Perth Road		Pitlochry	PH16 5LY	07762 159047
	Pitlochry Information Centre		22 Atholl Road		Pitlochry	PH16 5BX	01796 472215
	Pitlochry Library		26 Atholl Road		Pitlochry	PH16 5BX	(01796) 474635
	Perthshire Council Area Offices		26/28 Atholl Road		Pitlochry	PH16 5BX	
	Pitlochry Post Office		63 Atholl Road		Premier Store	Pitlochry	PH16 5BL
	Pitlochry Railway Station		Station Road			Pitlochry	PH16 5AN
	Pitlochry Festival Theatre		Port Na Craig			Pitlochry	PH16 5DR
	Blair Atholl Distillery		Perth Road			Pitlochry	PH16 5LY
	BP Pitlochry Service Station		Perth Road			Pitlochry	PH16 5LY
	Matrix Ltd Pitlochry		Pitlochry Service Station	Perth Road		Pitlochry	PH16 5LY
	St Bride's RC Church		Rie-Achan Road			Pitlochry	PH16 5AL
Fisher's Hotel		75-79 Atholl Road			Pitlochry	PH16 5BN	
Killiecrankie	Killiecrankie Village Hall				Killiecrankie	PH15 5LG	
	The National Trust for Scotland		Visitor Centre		Pitlochry	PH16 5LG	
	Tenandry Parish Church		Tenandry		Killiecrankie	PH16 5LH	
Blair Atholl	The House of Bruar			By Blair Atholl	Perthshire	PH18 5TZ	01796 483236
	Blair Atholl Parish Church		Main Road	Blair Atholl	Pitlochry	PH18 5SG	
	Struan Parish Church		Struan	Calvine	Pitlochry	PH18 5UD	
	St Adamnan's Church			Kilmaveeonaig	Blair Atholl	PH18 5SU	
	The Tilt Stores			Bridge of Tilt	Blair Atholl	PH18 5SX	01796 481 206
	Atholl Stores		The Square		Blair Atholl	PH18 5TQ	01796 481209
	Blair Atholl Village Hall		Main Road		Blair Atholl	PH18 5SG	
	Blair Atholl Post Office		4 Blair Cottages		Blair Atholl	PH18 5SG	
Blair Atholl Railway Station				Blair Atholl	PH18 5SL		

Ballinluig to Blair Atholl Total:

37

Appendix D – Exhibition Boards



A9 Dualling Tay Crossing to Ballinluig 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.



View of the A9 and the River Tay, north of existing Tay Crossing.



JACOBS



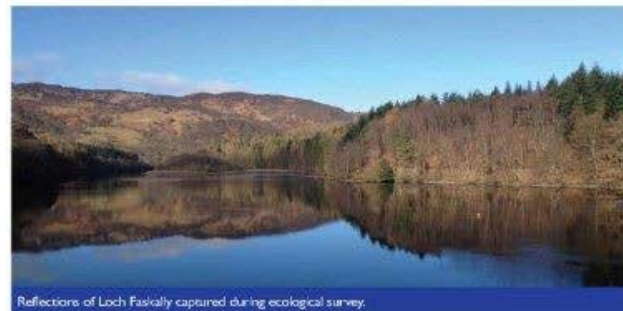
A9 Dualling Tay Crossing to Ballinluig Project

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.

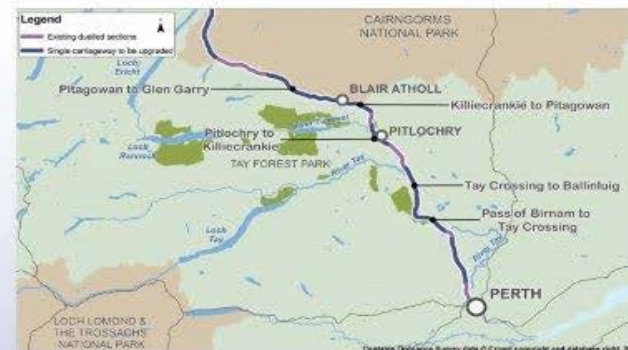


Southern Section Projects

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 Tay Crossing to Ballinluig project.



A9 Dualling Tay Crossing to Ballinluig Project

Route Options Development

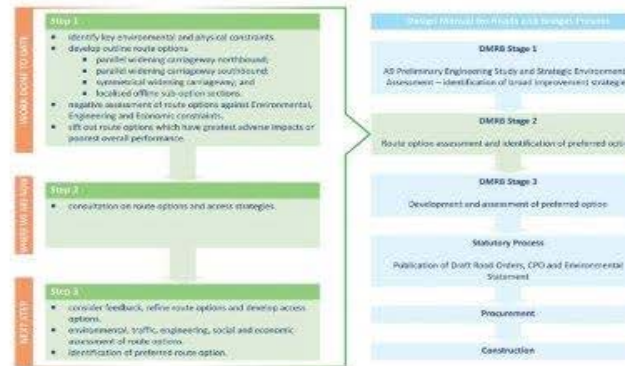


The Stage 2 design work has initially considered how to provide the dual carriageway and what the main junctions could look like. As part of this work, options have been developed considering:

- 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.

There are no new grade separated junctions proposed as part of the Tay Crossing to Ballinluig project.

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 Tay Crossing to Ballinluig Project

Information Gathering



Baseline data-gathering and surveys

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

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

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

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

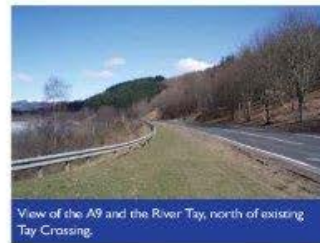


A9 Dualling Tay Crossing to Ballinluig Project

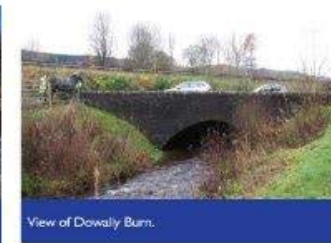
Route Options

The route options for Tay Crossing to Ballinluig were developed taking into consideration the constraints identified in the vicinity of the project including:

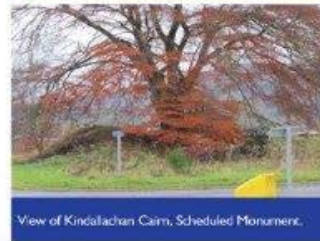
- Communities of Dowally, Guay and Kindallachan;
- Special Areas of Conservation (SAC) such as the River Tay SAC;
- Landscape Character such as the River Tay (Dunkeld) National Scenic Area (NSA);
- Ancient Woodland;
- Listed Buildings;
- Scheduled Monuments including the Kindallachan Cairn, Kindallachan Standing Stone, Clachan More Standing Stones and Westhaugh of Tulliemet Cross Slab;
- Floodplain;
- The Highland Main Line railway;
- Accesses to Dowally, Guay and Kindallachan;
- Accesses to private properties and fields; and
- The National Cycle Network Route, footpaths, core paths and public rights of way.



View of the A9 and the River Tay, north of existing Tay Crossing.



View of Dowally Burn.



View of Kindallachan Cairn, Scheduled Monument.



View of Kindallachan Burn.



A9 north of Kindallachan. Land to the west is part of the River Tay floodplain.



Non-Motorised User (NMI) Route, Dowally.



A9 Dualling Tay Crossing to Ballinluig Project Route Options

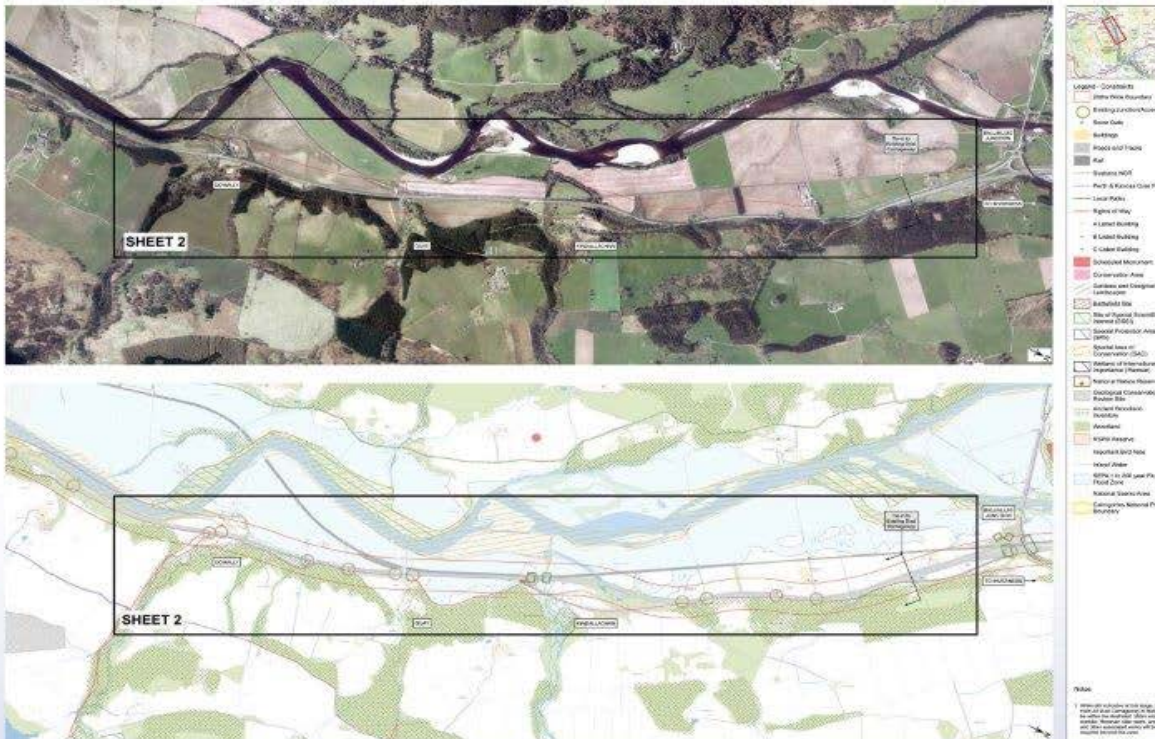


Plans of the mainline route options on which we are consulting today are available to view at this exhibition. The options are also available to view on the touchscreen computers at the exhibition and a member of our team will assist you if you want to use this media to view the options.

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A9 Dualling Tay Crossing to Ballinluig 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 at the exhibition 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 Tay Crossing to Ballinluig Project

Accesses

In conjunction with the route options, we are developing the strategy to address access to communities, properties and land adjacent to the A9. As was shown at the exhibitions in 2014, the A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Left-in, left-out junctions 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 Tay Crossing to Ballinluig Project

Accesses

The access strategy is being developed for the project to give an early indication of the type of options that will be considered going forward. These initial options could involve:

- Using an existing side road or access track, possibly involving work to upgrade them to cater for additional traffic;
- Construction of a new access road; or
- In exceptional circumstances, the inclusion of a left-in, left-out junction.

Examples of the options being considered are shown on the following board.

We are currently collating details on existing accesses and would welcome information and any suggestions for any alternative connections you would like us to consider.

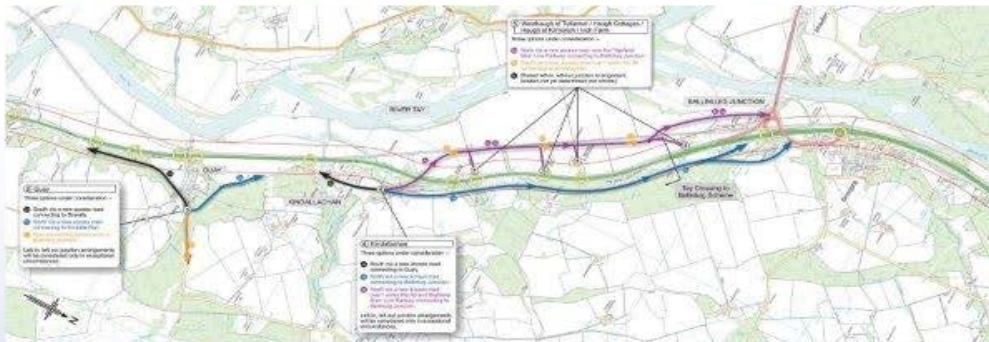
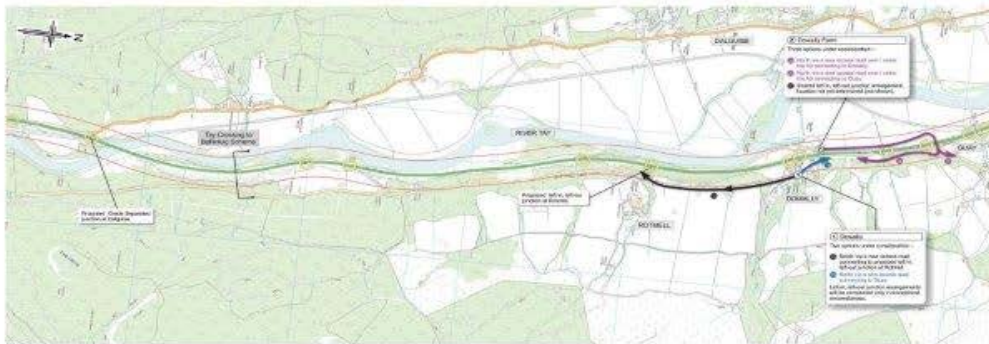
Please take the opportunity to provide any information you have on:

- Journey destinations – where do you generally travel to;
- How often you use the existing access;
- Any other alternative connections you think we should consider;
- Are there any local access issues we should be aware of (e.g. access needed for large vehicles, weather related restrictions etc.); and
- Routes you use to travel to local community facilities (e.g. schools, churches, community halls etc.).

Any information you would like to provide to the design team can be submitted via the public exhibitions' feedback form.



A9 Dualling Tay Crossing to Ballinluig Project Indicative Access Strategy



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A9 Dualling Tay Crossing to Ballinluig Project

What Happens Next?

Your comments on the route options and access strategy will help inform the ongoing project development.

Your feedback will be considered. We invite you to provide written feedback by:

Email to: A9dualling@jacobs.com

Post to: Sarah Morgan

A9 Dualling Project Team Stakeholder Manager

Jacobs UK Ltd

95 Bothwell Street

Glasgow

G2 7HX

Please provide feedback as soon as possible and before Friday **31 July 2015**.

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

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

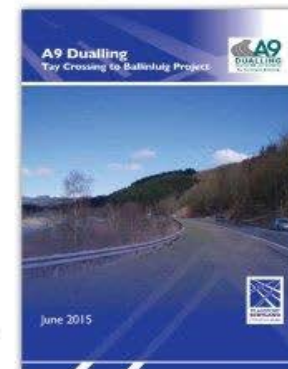
- Keith: 07437 435 952 or Keith.Sheridan@jacobs.com
- Sarah: 07833 936 426 or Sarah.Morgan@jacobs.com

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

Contact details for Transport Scotland's A9 Dualling team:

Telephone: 0141 272 7100

Email: A9dualling@transportscotland.gsi.gov.uk



Appendix E – Feedback Form



A9 Dualling Programme

Southern Section Public Exhibitions

Tay Crossing to Ballinluig Project



Feedback form

Introduction

Thank you for attending our A9 Dualling Tay Crossing to Ballinluig public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and before Friday **31 July 2015**.

Your details (optional)

Name:
Address:
Postcode:
Telephone:
Email:

Please email or post completed responses (address opposite) by Friday **31 July 2015** to Jacobs A9 Dualling team, to whom any queries may be directed.

Email:
A9dualling@jacobs.com

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

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

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK

A9 Dualling – Southern Section Public Exhibitions: Tay Crossing to Ballinluig Project

Route Options

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 possible impact to you from the potential access closure or any of the access options being considered. This may include:

- Journey destinations – where do you generally travel to;
- How often you use the existing access;
- Any other alternative connections you think we should consider;
- Are there any local access issues we should be aware of (e.g. access needed for large vehicles, weather related restrictions etc.); and
- Routes you use to travel to local community facilities (e.g. schools, churches, community halls etc.).

Comments:

Appendix F – Comments and Responses



Reference	Comment	Response
1	Access to barn is via A9 side of carriageway.	The comments from those utilising existing accesses will be carefully considered in developing access options, including access to your barn.
2	Request for additional information.	Information issued as requested.
3	Use B898 to head south to Perth via Dalguise Junction onto the A9. Dalguise Junction important for their access.	<p>We note the importance of the Dalguise junction in relation to your access.</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be upgraded or closed, with alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is being taken forward as part of the on-going scheme design. The DMRB Stage 1 Assessment Report is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>As part of the junction strategy, a grade separated junction is being proposed at Dalguise providing movement in all directions to/from the A9.</p>
4	<p>The turn off at GR 002471 "the old A9" gives access to the A923 to Blairgowrie. This needs to be retained on a left-in, left-out basis otherwise the southbound A9 traffic heading for the A923 will have to go through an already overcrowded centre of Dunkeld village.</p> <p>The turn off at GR999489 to Guay not only carries local traffic, but also (particularly in summer) substantial numbers of walkers and climbers who then park at suitable locations just off the minor road. If this access is closed all traffic would have to go through Ballinluig village and then head to and from Guay on the very narrow road which has few passing places. The walkers and climbers at present tend to follow an unofficial one-way system going up the Guay turn off and down to Ballinluig on return. Retaining the access on a left-in, left-out basis would at least reduce the passing traffic by a substantial fraction.</p>	<p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be upgraded or closed, with alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is being taken forward as part of the on-going scheme design. The DMRB Stage 1 Assessment Report is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>With regards to the existing A923 junction, it is currently proposed that this would be retained, but as a left-in, left-out junction onto the A9. No access to/from the northbound A9 would be permitted and traffic wishing to travel north would be able to turn at a new grade separated junction proposed at Dalguise in the vicinity of the current junction location.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet, with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We note your comments on Non-Motorised Users (NMUs) and will carefully consider these during the design process.</p>
5	Concerned about woodland in front of property.	<p>The assessment and preparation of road schemes in the United Kingdom is in accordance with the Design Manual for Roads and Bridges (DMRB). This sets out the current standards and good practice relating to Trunk Road works that must be followed. Stage 2 of this process is currently underway for the Tay Crossing to Ballinluig section of the A9. Various options within the on-line corridor are being considered in Stage 2, which will conclude by identifying the Preferred Route Option for upgrading this section of the A9. This assessment considers the key impacts and identifies the main engineering, environmental and cost differences between each option.</p> <p>The impact on woodland is being considered in Stage 2. We do not envisage that the on-line route options being considered will encroach into woodland in front of property.</p> <p>At DMRB Stage 3, the Preferred Route Option will be developed along with developing access proposals in more detail and producing an Environmental Statement. This Statement will detail the advantages and disadvantages, from an environmental perspective, of the Preferred Route Option. At that stage, detailed environmental assessment and surveys will be completed. This assessment will include appraisal of air quality, noise and vibration and landscape effects including woodland. The assessment will also identify where mitigation of environmental effects is necessary. The means of mitigating the environmental impacts of the scheme may include, but not be limited to, the use of low-noise surfacing, earth bunds, screening or acoustic fencing.</p>
6	<p>Fence in garden acts as a noise barrier.</p> <p>Concerned about the ability of the house to cope with change.</p> <p>Objects to four lanes and increase speed limit. Can cope with two lanes, put the other two lanes somewhere else.</p> <p>Doesn't mind having to divert to access A9. However, option through Dowally will destroy village and garden.</p> <p>Noise levels, pollution, overall safety of my family, health issues-resident has tinnitus, drop in value in property- £60-70 thousand, speed limit increases from 60-70mph, vibrations from road, having to view a dual carriageway and wearing protective clothing at front of my property are some of the issues I have.</p> <p>Not at all happy at the possibility of an access road at the rear. Dual carriageway at the front, access road to the rear. How many more roads can be added? Completely unacceptable!</p> <p>We have invested heavily in renovating the property throughout.</p> <p>We will not feel safe in our own home, parts can become detached from vehicles, rubbish can be thrown out and vehicles can come off the road overall a danger.</p> <p>Vehicles will be travelling at 70 mph and perhaps even faster and a lot closer, there will be more noise, vibrations and pollution.</p> <p>Seems very unreasonable to have a dual carriageway rip through villages such as Dowally when there are other routes which could be considered, but it seems to be down to cost, although looking back my notes, the black route option was scrapped because of complaints from the Dalguise side. Cannot understand why the black option was discounted.</p> <p>There seems to be little or no thought how it is affecting the lives of my family and others around us, overall it is very unsettling and is like a cloud hovering over us all the time being very uncertain what our future is or what our financial situation will be in due course. So far this is causing a lot of sleepless nights, and I sincerely hope this is not going to continue for several years, that would be totally unreasonable and unfair.</p> <p>Should the situation occur where we have to relocate then we will be looking for full compensation to cover the cost of our property, all charges relating to this and for the inconvenience and stress of having to go through this. If the dual carriageway and access road was not being built I would not be contemplating moving house.</p>	<p>Off-line Route Options</p> <p>The corridor options for dualling the A9 included considering an upgrade of the existing road and also a number of offline corridors. The Tay Crossing to Ballinluig section included an option that followed a route to the west of the A9, known as the Black Option. The Black option was considered as an alternative to upgrading the existing road as it would address some potentially significant issues, including:</p> <ul style="list-style-type: none"> • Fewer direct accesses to the existing A9 would potentially have to be closed or realigned; • Potential geotechnical issues associated with the slopes above the existing road; • Environmental impacts of widening on the River Tay Special Conservation Area (SAC); and • Constructability issues of widening the existing River Tay Crossing. <p>The assessment of the Black Option is described in the "Route Corridor Option Review" which was published in March 2014 as part of the addendum to the Strategic Environmental Assessment Report. This publication coincided with the announcement on the 19 March 2014 by the then Minister for Transport and Veterans that an online corridor was recommended for the dualling.</p> <ul style="list-style-type: none"> • The offline topography is challenging and significant earthworks would be required in poorer ground at the River Tay Floodplain; • An offline route would be within the River Tay Flood Risk Zone for a considerable length resulting in significant loss of floodplain; • To avoid the extensive loss of floodplain would potentially require a major viaduct structure for an offline route, with considerable increased cost and risk; • An offline route has a significant loss of ancient woodland; • An offline route has potentially significant landscape and visual impacts; • An offline route would result in impact on Inchmagrannachan and Dalguise associated with the proximity and height of the route as it passes these communities; and • An offline route would be significantly more costly than an online route. <p>Environmental Assessment (June 2013).</p> <p>The A9 dualling SEA Addendum Environmental Report is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/road/a9-dualling/a9-dualling-document-library</p> <p>The assessment and preparation of road schemes in the United Kingdom is in accordance with the DMRB. This sets out the current standards and good practice relating to Trunk Road works that must</p>

Reference	Comment	Response
		<p>be followed. Stage 2 of this process is currently underway for the Tay Crossing to Ballinluig section of the A9. This considers various options within the on-line corridor and will conclude by identifying the Preferred Route Option for upgrading this section of the A9. This assessment considers the key impacts and identifies the main engineering, environmental and cost differences between each option.</p> <p>At DMRB Stage 3, the Preferred Route Option will be developed along with finalising access proposals in more detail and producing an Environmental Statement. This Statement will detail the advantages and disadvantages, from an environmental perspective, of the Preferred Route Option. At this stage, detailed environmental assessment and surveys will be completed. This assessment will include appraisal of air quality, noise and vibration and landscape effects. The assessment will also identify where mitigation of environmental effects is necessary. The means of mitigating the environmental impacts of the scheme may include, but not be limited to, the use of low-noise surfacing, earth bunds, screening or acoustic fencing.</p> <p>Information regarding compensation and effects on the value of your property is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
7	Access options through Dowally would completely destroy the village. Widening of the A9 has such a significant effect on the adjacent properties that you may as well purchase, and have a parallel access road.	<p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014).</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed, including your access at Dowally. The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We welcome comments on any additional access options you feel should be considered.</p>
8	Very soft soil through Dowally, soil slippery as it is. Concern over effect of access roads on value of property. Athol Estates have hydro power plant in the area.	<p>We thank you for your comments regarding soil conditions and hydro power plant in Dowally, these will be considered as part of the design process.</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is being taken forward as part of the on-going scheme design. The DMRB Stage 1 Assessment Report is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed, including your access at Dowally. The comments from those utilising existing accesses will be carefully considered.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We welcome comments on any additional access options you feel should be considered during the next stage of assessment.</p> <p>Information regarding compensation and effects on the value of your property is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
9	Request for additional information.	Information issued as requested.
10	Attended for a general scheme update.	We thank you for attending the exhibition.
11	It would be helpful to be able to have a system whereby having registered your email address you could receive information about delays/roadworks on sections of the road during construction.	A strategy for communicating delays and roadworks with the public using the A9 is currently under development.
12	Concerns relating to the National Cycle Route next to Dunkeld Station. Do not want it to be relocated through the town. Consider joining the routes that use the Blairgowrie road and Cycle Route which join at the Jubilee bridge. Will create a route that more people use and eliminate hilly route on Blairgowrie road.	There are numerous NMU routes within the A9 corridor, consisting of Core Paths, Rights of Way, National Cycle Network (NCN) Routes, Regional and Local Cycle Routes and informal routes. These routes provide access to the various towns, villages and communities along the A9, and the surrounding countryside, which is outstanding in terms of wildlife and landscape. To establish existing NMU facilities, gain an idea of level of usage and identify future needs and aspirations to inform the developing design, a number of NMU groups and organisations have been consulted via the NMU Forum that meets regularly and includes numerous representative organisations, including Sustrans, Perth & Kinross Council and Scotways. The most recent forum took place on 26 May 2015 at which twenty nine different organisations were represented. They will also be consulted on any potential impacts on NMU routes and possible mitigation measures.
13	Cycle route 803 currently comes over the hill from Dunkeld, pass Rotmell dropping onto a purpose-built cycle path from the Rotmell Junction to Ballinluig. At Ballinluig the path joins NCR 7 for a return through Dalguise to Dunkeld. Used extensively by Dunkeld cyclists and others from further afield.	Thank you for your information regarding cycle routes. We acknowledge the importance of cycling and its benefits and one of the scheme objectives is to promote active travel within the corridor. To establish existing NMU facilities, gain an idea of level of usage and identify future needs and aspirations to inform the developing design, a number of NMU groups and organisations have been consulted via the NMU Forum that meets regularly and includes numerous representative organisations, including Sustrans, Perth & Kinross Council and Scotways. The most recent forum took place on 26 May 2015 at which twenty nine different organisations were represented. They will also be consulted on any potential impacts on NMU routes and possible mitigation measures.
14	Concerned about safety measures and proximity to property.	We note your concern with regard to safety measures on the dualled A9. As part of the design process an assessment will be undertaken considering properties, earthworks, traffic volume and speed, existing safety barrier provision and other engineering aspects to determine the need for road restraint systems on the dualled A9. In addition Road Safety Audits will be undertaken in accordance with DMRB.

Reference	Comment	Response
15	<p>Travels from Perth-Dundee each week and wishes a southern on-ramp entrance to A9, preferably one that connects with Rotmell-Dunkeld road (old General Wade Military Road), to permit northbound exit at Dunkeld/Dalguise for returning to Kindallachan.</p> <p>Also my concern that the new, smaller road connecting Kindallachan with Guay and Dowally that will join the on ramp south, is wide enough for two cars to pass from either direction safely.</p> <p>Additionally, I wondered if there will be a Dunkeld exit driving north? If so, then it should be possible to get off at Dunkeld and use the current road (General Wade's Military Road) north to Rotmell - I assume this would then join the new side road going further north to the three communities including Kindallachan.</p>	<p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment). The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>Each existing and proposed junction is being assessed, including Dunkeld Junction. We can confirm that at present, a grade separated junction is being developed at Dunkeld providing movement in all direction onto the A9. No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed.</p>
16	<p>Travels to Dunkeld during the week daily.</p> <p>Concerned about the width of the "access" roads envisaged between Ballinluig, Kindallachan, Guay, Dowally and Rotmell- there are very large lorries that will need to access these roads regularly and want travel on them to be safe.</p>	<p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment). The comments from those utilising existing accesses will be carefully considered.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We welcome comments on any additional access options you feel should be considered during the next stage of assessment.</p> <p>With regard to your comment on the width of access road, the types of vehicles used on the access is considered within in the design process and assessments undertaken to ensure the design is suitable for the vehicles types likely to use the road. The width of access roads will also be developed in consultation with Perth and Kinross Council.</p>
17	<p>Travels daily to Pitlochry and wishes a north/southbound exit at Ballinluig.</p> <p>Concerned about the width of the "access" roads envisaged between Ballinluig, Kindallachan, Guay, Dowally and Rotmell- there are very large lorries that will need to access these roads regularly and want travel on them to be safe.</p>	<p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment). The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We welcome comments on any additional access options you feel should be considered, during the next stage of assessment.</p> <p>With regard to your comment on the width of access road, the types of vehicles used on the access is considered within in the design process and assessments undertaken to ensure the design is suitable for the vehicles types likely to use the road. The width of access roads will also be developed in consultation with Perth and Kinross Council.</p>
18	<p>I wondered if it was possible to have a copy of the route options for the stretch passing Kindallachan as well as the copy of the junction map please, if so could you blow it up a bit for me so I can see it in more detail, eyesight is not so brilliant and the detail is a bit tiny for me.</p>	<p>Information issued as requested.</p>
19	<p>Maps useful and informative. Video was misleading as it did not show the effect of new features e.g. new bridges</p>	<p>We note your comments about the visualisation and will consider this for future public exhibitions, however, within the Tay Crossing to Ballinluig section there is only currently one new bridge proposed at Kindallachan Burn.</p>

Reference	Comment	Response
20	<p>Route Options: The information provided for the route options has singularly failed to provide an integrated and workable design to accommodate the A9 dual carriageway with the need for access roads to serve the local community. Taken on their own the dual carriageway plan appears to minimise impact upon the communities, albeit with significant immediate impact on those close to the road. However, it is not until the requirements for access from all of the communities are taken into account, as we recorded at the first consultations some months ago, that the design is demonstrably unworkable if the destruction of the community at Dowally is to be avoided. At this point in time it is absolutely not clear whether the design team has an objective to retain this community or whether its removal is an acceptable by-product, favoured over other routings.</p> <p>Accesses: While living in Dowally our children travelled daily during term time, to Dunkeld Primary School and subsequently to Breadalbane Academy. The pick-up and drop off was always on the A9. We now use the A9 daily, for access to Dunkeld railway station when travelling to London, commuting to Edinburgh, driving to Aberfeldy for sports and social visits, travelling to Perth most weekends for the weekly shop and sports. Some weekends we are on the A9 two or more times in the day depending upon what we are doing. We also have regular visitors to us from the Braemar direction who would be impacted by access. As well as daily Post Office deliveries we make heavy use of internet shopping with 4-5 deliveries per week, oil tanker deliveries every 2-3 months. 3-4 times a year we have deliveries of logs usually by tractor with trailer.</p> <p>Needless to say we also have rapid connection to the A9 currently for any emergency services should they be required – a journey that will take significantly longer with the access roads proposed.</p> <p>In summary access to all of these communities is required for the following classes of vehicle: Cars (including towing trailer and/or caravan), vans, oil tankers, gas tankers, removal lorries, fire engines and other emergency services, tractor with trailer, rubbish collection lorries, buses and taxis</p> <p>Option 1a. It seems that all of the southbound options for access roads serving the communities of Dowally, Guay, Kindallachan, and potentially the cottages at Westhaugh of Tulliemet, Haugh Cottages, Haugh of Kilmorlish and Inch Farm, rely upon option 1a, which is a new southbound road through Dowally to the old A9 junction at Rotmell. i.e. options 1a, 3a, 4a, and 5b would all result in additional traffic through the heart of Dowally.</p> <p>Given the plans for the dual carriageway and the conceptual diagrams for the access it is hard to conceive of a routing of this two lane access road which avoids destruction of the heart of Dowally. A two lane road with bus stopping and turning provisions, suitable for clearance by the council snow clearance services, will impact on a number of the properties to the north and the seven properties to the south of Dowally burn.</p> <p>Option 1b. Northbound from Dowally With the diagrams provided it appears that this route may provide two options for connection to the A9 – both via a new link road to Guay and then eastbound from Guay via Tulliemet to Ballinluig (option 3c) or via 3b a new connection to Kindallachan. 3c is largely a single track road with passing places (I cycle it most weekends), and is prone to snow cover during the winter which would inhibit access for deliveries unless the council were also committed to snow clearance.</p> <p>The routes outlined for Guay at 3 on the access plan show the 3, 3a and 3b joining to the east of Guay above the houses. This junction is at the edge of a fairly steep gully to the burn, through woodland where I regularly see deer and red squirrels, and is on a steep incline which would require significant earthworks in order to provide a 3 way junction or roundabout.</p> <p>The route outlined via Kindallachan (i.e. 3b & 4b, or 3b & 4c) will also create additional traffic through the hearts of these communities, face engineering challenges given the slopes, flooding, ponds and other obstacles. The route from Kindallachan to Ballinluig on the disused original A9 however does look to be achievable, although the connection to Guay and Dowally remains unclear.</p> <p>I remain to be convinced that the proposed routing of the dual carriageway is optimal. We urgently require, detailed designs of the access roads and the assessment of the impact upon the life of the village and its inhabitants, wildlife in the affected area, potential for additional compensation to homeowners and long term operational costs for council (snow, drainage, road repairs, school transport, refuse collection) and for bus companies and other service providers.</p> <p>It will surely be cheaper to revise the route now, rather than to incur a public enquiry at a later date?</p>	<p>Thank you for providing the details of how you use the A9 and your existing access to the A9. This information is a helpful contribution to our assessment process.</p> <p>As described at the exhibitions the assessment and preparation of road schemes in the United Kingdom is in accordance with the DMRB. This sets out the current standards and good practice relating to Trunk Road works that must be followed. Stage 2 of this process is currently underway for the Tay Crossing to Ballinluig section of the A9. This considers various options within the on-line corridor and will conclude by identifying the Preferred Route Option for upgrading this section of the A9. This assessment considers the key impacts and identifies the main engineering, environmental and cost differences between each option.</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at: http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrbs-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment). The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We welcome comments on any additional access options you feel should be considered.</p> <p>We also note your comments regarding your preferred access options.</p>

Reference	Comment	Response
21	<p>In regards to the A9 in the village of Kindallachan, we would like it to remain as it is. Every additional option would be dangerous for everyone living in the village. We would like to know where the bus stops will be as my wife is an invalid.</p>	<p>The Scottish Ministers have committed to dualling the A9 between Perth and Inverness by 2025, with over 50% anticipated to be completed by 2022. Schemes between Kincaig and Dalraddy and also Luncarty and Birnam are already at an advanced stage. There is a firm commitment to undertake dualling work as soon as possible, however due to the size and complexity of the work involved in the project there are a number of factors which dictate how quickly works can be completed. These factors include the assessment and design, procurement and constructability factors.</p> <p>As part of the preliminary engineering works which have been carried out in relation to the dualling of the A9 a 'Route Corridor Options Review Report' was produced. This report discounted the possibility of constructing a new offline corridor and recommended the widening of the existing A9 to facilitate the dual carriageway. This is available as Appendix H of the A9 dualling SEA Addendum Environmental Report on Transport Scotland's website at the link below. On 19 March 2014 the Minister for Transport and Veterans announced that the dualling is recommended to take place within an approximate 200m wide corridor centred on the line of the existing A9 and is available on Transport Scotland's website at the link below.</p> <p>A9 dualling SEA Addendum Environmental Report: http://www.transport.gov.scot/report/a9-dualling-sea-addendum-environmental-report-3115</p> <p>Ministerial Announcement: http://www.transport.gov.scot/news/a9-dualling-moving-apace-%E2%80%93-three-new-sections-identified-early-delivery</p> <p>The assessment and preparation of road schemes in the United Kingdom is in accordance with the DMRB. This sets out the current standards and good practice relating to Trunk Road works that must be followed. Stage 2 of this process is currently underway for the Tay Crossing to Ballinluig section of the A9. This considers various options within the on-line corridor and will conclude by identifying the Preferred Route Option for upgrading this section of the A9. This assessment considers the key impacts and identifies the main engineering, environmental and cost differences between each option.</p> <p>We note your concern with regard to the safety impacts for Kindallachan. An assessment will be undertaken considering properties, earthworks, traffic volume and speed, existing safety barrier provision and other engineering aspects to determine the need for road restraint systems on the dualled A9. In addition Road Safety Audits will be undertaken in accordance with DMRB.</p> <p>We note your requirements for access to public transport in both the northbound and southbound direction and this will be further considered during Stage 3 of the design process.</p>
22	<p>We would like to officially comment on the proposals for the A9 dualling and access in the region of the Tay crossing to Ballinluig. We are both residents of Guay.</p> <p>We would like to suggest that access up the hill from Guay is not realistic due to the gradient and nature of the terrain especially in winter. We propose the idea of a fly-over the A9 to join the Guay road.</p> <p>We would like to remind the team that the main issue for us is the consideration of additional noise created by the proposed dualling. We would like to see a large bund created to remove view and noise consequences. We would also appreciate the reinstatement of the coniferous wooded area which at present provides considerable noise reduction.</p>	<p>The assessment and preparation of road schemes in the United Kingdom is in accordance with the DMRB. This sets out the current standards and good practice relating to Trunk Road works that must be followed. Stage 2 of this process is currently underway for the Tay Crossing to Ballinluig section of the A9. This considers various options within the on-line corridor and will conclude by identifying the Preferred Route Option for upgrading this section of the A9. This assessment considers the key impacts and identifies the main engineering, environmental and cost differences between each option.</p> <p>At DMRB Stage 3, the Preferred Route Option will be developed along with finalising access proposals in more detail and producing an Environmental Statement. This Statement will detail the advantages and disadvantages, from an environmental perspective, of the Preferred Route Option. At this stage, detailed environmental assessment and surveys will be completed. This assessment will include appraisal of air quality, noise and vibration and landscape effects. The assessment will also identify where mitigation of environmental effects is necessary. The means of mitigating the environmental impacts of the scheme may include, but not be limited to, the use of low-noise surfacing, earth bunds, screening or acoustic fencing.</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p> <p>A broad strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed, including your access at Guay. We note your access proposals for Guay and will carefully consider these during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We welcome comments on any additional access options you feel should be considered. The access roads will be designed in accordance with the relevant design standards and includes the maximum gradient for side roads which will be considered within the design. The access roads will also be developed in consultation with Perth and Kinross Council.</p>

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23	<p>The main two issues to be considered when dualling the A9 are, firstly the actual route and secondly the environmental impact that the chosen route will have.</p> <p>At various public exhibitions that have taken place over the last 18 / 24 months there have been two routes shown. One route was shown as going up the Tay valley from the Jubilee Bridge to Ballinluig Junction. This has been deleted from the most recent exhibitions without any public discussion, enquiry or reasons why? The second route, which it would appear to be the only one under consideration, is the dualling of the existing A 9.</p> <p>The Tay Valley route, from memory was to run up left of centre from the Jubilee Bridge and swings across towards the eastern side to link into the Ballinluig Junction. One major advantage being, no disruption during construction, to the day to day traffic on the existing A 9, until, the new road was joined into the new Jubilee Bridge at the southern end and the Ballinluig Junction at the northern end. There would be no junctions for this entire section, a major safety feature, as a junction is a potential hazard. The only vehicles to use this section would be those going North or South, as those wishing to visit Dalguise or Dowally for example would use the present B898 or A9. Should there be an accident with the resultant closure of this section the traffic would be diverted up and down the present A9. The impact to the environment would be minimal, both from a human and animal aspect. Yes, there may be animal disturbance during construction, but as has been seen in similar situations, animals leaving the area soon return. The traffic noise affecting the properties on either side of the new section would be minimal, especially for Dowally and Kindallachan when comparing it to the present noise level and to the increased noise level if the present A9 is dualled. There may be a very slight increase for those on the Western side i.e. Dalguise but with modern tyre and tarmac technology this will be minimal.</p> <p>In the case of Dualling the existing A9, normally when roads are up graded, for whatever reason, the result should not inflict an environmental disaster on people’s living conditions. However, in this case when a second carriage way is added to the present one, for the people living in Dowally, Guay and Kindallachan, some of those houses would be within METERS of the vehicles travelling on the South bound carriage way and the resulting noise would be Totally Unacceptable. No amount of double or triple glazing can rectify that volume of additional noise, combined with the increased atmospheric pollution from the exhausts, an Environmental Disaster.</p> <p>However, should this be the final route, the main issue will be to get traffic on and off the dual carriageway. Referring to the map titled “ Tay Crossing to Ballinluig Key Access Considerations” I should like to offer the following suggestion.</p> <p>There is a crossing shown, for Dowally Farm, just south of Guay to allow traffic to go North or South. The traffic from Dowally Farm is not your conventional farm traffic, but that of a very successful haulage company R.A.Laird who operates some very heavy vehicles. If we go by the map all the North bound traffic would have to use the route 2b, joining up with 3b, joining up with 4a which goes right through Kindallachan to cross the dual A9 on 4c, which continues on to 5a eventually connecting to Ballinluig Junction. This is a torturous journey for heavy vehicles with a tight corner at the southern end of Kindallachan, very near to cottages, requiring a downshift and a subsequent upshift resulting in excessive noise, vibration and exhaust pollution.</p> <p>This could all be avoided if the crossing for Dowally Farm was made into a conventional motorway type junction, i.e. north or south bound traffic on the dual carriage A9 can come off and go to Dowally and Rotmell via 2a, 1b and 1a and on to the Blairgowrie road (A923). This would remove the necessity of the much disliked “ left- in, left- out junction for Rotmell. Traffic wishing to go to Guay, Tulliemet or Kindallachan, would use the road described in the previous paragraph, but, there would be no requirement for the crossing of the dualled A9 north of Kindallachan on 4c. This would finish in such a position as to allow Haugh of Kilmorich traffic to turn north on to the 4c and go to Ballinluig Junction and then north or south as desired. But, most importantly, the removal of the crossing of the dualled A9 north of Kindallachan would result in the traffic entering and leaving Kindallachan remaining the same as it is to day. All right, the Kindallachan residents would have to go south to the new junction at Guay in order to go north, a small price to keep the village as it is at present.</p> <p>The addition of a junction that allows dual carriageway traffic to leave safely and carry on their journey, also allowing traffic to join the dual carriageway in a safe manner to go north or south, benefits everyone.</p> <p>Consideration has to be given to providing a suitable public transport turning facility in Kindallachan and at the Haugh of Kilmorich, which would also be used by the school bus service. The national cycle route would to a large extent, remain as it is at present.</p>	<p>Following completion of the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) which assessed corridor options for the dualling of the A9, further design and assessment work was undertaken which concluded in the Route Corridor Options Review (March 2014). This report recommended that widening of the A9 on the existing corridor between Tay Crossing and Ballinluig be the preferred solution. The report also stated the Black Option be discounted and summarised the reasons as follows:</p> <ul style="list-style-type: none"> • Challenging topography and extensive earthworks required; • Loss of flood plain and need for compensatory storage; • Visual and landscape character impacts; • Construction of a new River Tay crossing; and • Cost. <p>The DMRB Stage 1 Assessment Report is available on Transport Scotland’s website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>The assessment and preparation of road schemes in the United Kingdom is in accordance with the DMRB. This sets out the current standards and good practice relating to Trunk Road works that must be followed. Stage 2 of this process is currently underway for the Tay Crossing to Ballinluig section of the A9. This considers various options within the on-line corridor and will conclude by identifying the Preferred Route Option for upgrading this section of the A9. This assessment considers engineering, environmental and cost differences between each option.</p> <p>At DMRB Stage 3, the Preferred Route Option will be developed along with finalising access proposals in more detail and producing an Environmental Statement. This Statement will detail the advantages and disadvantages, from an environmental perspective, of the Preferred Route Option. At this stage, detailed environmental assessment and surveys will be completed. This assessment will include appraisal of air quality, noise and vibration and landscape effects. The assessment will also identify where mitigation of environmental effects is necessary. The means of mitigating the environmental impacts of the scheme may include, but not be limited to, the use of low-noise surfacing, earth bunds, screening or acoustic fencing.</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p> <p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland’s website at:</p> <p>http://www.transport.gov.scot/road/a9-dualling/a9-dualling-document-library</p> <p>Each existing and proposed junction is being assessed in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment. The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with the local community as proposed options are developed. We thank you for your access suggestion and welcome comments on any additional access options you feel should be considered.</p>
24	<p>The only firm “options” that have been presented are for the final detailed alignment of the new road; whether it should extend to one side or other, or both sides, of the existing single carriageway. These detailed options do not directly affect us. We would like to point out that the principal alignment option that originally existed was for the new road to (a) follow a new alignment away from existing roads and habitations or (b) for a development of the existing road.</p> <p>The decision to follow the existing general road alignment was apparently made on the grounds of cost and local opinions were neither canvassed nor considered. The apparent high costs of an alternative alignment were brought up in a subsidiary environmental impact statement, but it seems that at no time were these costs actually quantified.</p> <p>Recent reports of a considerable reduction in RTA’s following the increase of the maximum speed limit for heavy vehicles to 50mph and the introduction of an average speed monitoring system must surely throw doubt onto one of the principal motives for the dualling exercise – the high accident rate. I believe that figures were produced showing that AADT figures were not by themselves sufficient to justify a full dualling exercise? We would suggest that the need for full dualling of the road could usefully be re-considered in the light of more recent accident and other statistics.</p> <p>So far the Consultants have made no firm proposal for A9 access as it applies to Dowally residents, other than to say that the current roadway design would delete any access at Dowally itself. The Consultants have suggested that a ‘collector’ road be constructed linking the hamlets of Dowally, Guay and possibly Kindallachan and providing left-in, left-out access at several yet to be decided locations.</p> <p>This arrangement has several drawbacks from our own point of view:</p> <p>i) Increased driving distance. Whether travelling north or south, at least one leg of any journey will be extended by several miles in order to satisfy the left-on, left-off design principle. From what was discussed we envisage an additional 3~5 miles per trip which has cost and time implications for us.</p> <p>ii) Winter access. In the winter access is any case limited in times of snowfall. What guarantees would be offered that local authorities would maintain clear access during inclement weather?</p> <p>iii) ‘Collector’ Road Design. The Consultant had not as yet carried out any detailed design of the actual route of the ‘collector’ roads. However, for some reason this road would apparently need to be wide enough to allow a private car to meet and pass a timber carrying lorry without need for passing spaces. This amounts to quite a substantial roadway. We feel very strongly that there should be NO need for through traffic of timber lorries or other commercial traffic except for local access, even where this would require a rethink</p>	<p>The assessment and preparation of road schemes in the United Kingdom is in accordance with the Design Manual for Roads and Bridges (DMRB). This sets out the current standards and good practice relating to Trunk Road works that must be followed. Stage 2 of this process is currently underway for the Tay Crossing to Ballinluig section of the A9. This considers various options within the on-line corridor and will conclude by identifying the Preferred Route Option for upgrading this section of the A9. The assessment considers the key impacts and identifies the main engineering, environmental and cost difficulties between each option.</p> <p>Following completion of the DMRB Stage 1 Assessment Report (March 2014) which assessed corridor options, for the dualling of the A9 further design and assessment work was undertaken which concluded in the Route Corridor Options Review (March 2014). This report recommended that widening of the A9 on the existing corridor between Tay Crossing and Ballinluig be the preferred solution. The report also stated the Black Option be discounted and summarised the reasons as follows:</p> <ul style="list-style-type: none"> • Challenging topography and extensive earthworks required; • Loss of flood plain and need for compensatory storage; • Visual and landscape character impacts; • Construction of a new River Tay crossing; and • Cost. <p>The Route Corridor Options Review can be found on the Transport Scotland website at the following link:</p> <p>http://www.transport.gov.scot/report/a9-dualling-sea-addendum-environmental-report-3115</p> <p>As you are aware, information on compensation can be found in the ‘Guidance on the Compulsory Purchase Process and Compensation’ booklet however for any further specific guidance it is recommended that independent legal advice is sought. Further details on the statutory provisions in relation to interests in land affected by blight are contained in Chapter II of Part V, and Schedule 14, of the Town and Country Planning (Scotland) Act 1997. Other provisions, including prescribed forms of notices and counter-notices relating to blight, are contained in the Town and Country Planning (General) (Scotland) Regulations 1976 (S.I. 1976 No. 2022 (S. 169)).</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed, upgraded or have alternative access provided.</p>

Reference	Comment	Response
	<p>on the actual access points on the A9 to deal with the anticipated commercial traffic.</p> <p>iv) 'Collector' Road Alignment. Knowing the terrain, it is difficult to see how any 'collector' road could intersect Dowally to the east of the alignment without severely impairing the character of the hamlet.</p>	<p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed, including your access at Dowally, in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment). The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with you as proposed options are developed. We welcome comments on any additional access options you feel should be considered.</p> <p>Matter such as winter resilience will be considered during the DMRB Stage 3 assessment and your comments are helpful in assisting with this process.</p>
25	<p>I have the following issues and concerns which I wish to submit.</p> <p>I do attend the various public exhibitions and am kept updated and wish to comment on the plans thus far.</p> <p>The Red Route option was decided upon by The Transport Minister with NO public consultation with those of us who would be directly affected by this decision and therefore would like it noted that this is TOTALLY unacceptable.</p> <p>The route options that are being looked at for consideration would bring the newly upgraded road within a few metres of the southern most houses in the village of Kindallachan.</p> <p>In the 1970s the road was planned to be taken away from the village and since the opening of this stretch of road in the early 1980s it has been at an acceptable distance from the houses. I would like to know why would Transport Scotland now find it acceptable to bring the new dualled road within a dangerous distance of some of the properties, making living conditions not only noisy and uncomfortable but down right DANGEROUS!!!! I would like to also know why it is deemed acceptable to put villagers and their homes in such DANGER. If any vehicle, especially a large vehicle, were to leave the carriageway NO barrier would prevent a phenomenal disaster from occurring and quite frankly WHY should we be put in such a position?</p> <p>I am in favour of the road upgrade but NOT at the cost of village life.</p> <p>There is a big question over the maintenance during the winter of the main A9 and unless there is a huge effort made to improve this then there will be massive problems, perhaps this is something that TS is not aware of but I would like to bring this to your attention to be looked at.</p>	<p>Prior to the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment, a Sifting Process was undertaken to analyse the various indicative corridor options for A9 Dualling which had been developed. This process identified which were feasible Stage 1 corridor options and included the Black Corridor. Public Exhibitions were then undertaken in June 2013 summarising the work undertaken and included details of both the on-line (Red) and off-line (black) corridor options being considered at that time. Public feedback on the information was sought.</p> <p>The corridor options remaining from the sifting exercise were then subject to a Strategic Environmental Assessment (SEA) and DMRB Stage 1 assessment. These assessments aim to deliver a route-wide assessment, which clearly identifies and collates environmental and engineering constraints, issues, risks and opportunities to inform later, more detailed design. The SEA identifies route-wide environmental constraints and issues to inform the selection of a number of corridor options which support the delivery of the A9 dualling. The SEA recommended that the 3 off-line corridor options, in their current form are not taken forward for further consideration as a viable alternative to the on-line corridor options.</p> <p>Strategic Environmental Assessment (SEA), Environmental Report (June 2013) is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-strategic-environmental-assessment-3017</p> <p>The DMRB Stage 1 assessment identified and considered the engineering, environment and traffic and economic advantages and disadvantages associated with the corridor options. This assessment was unable to rule out the off-line corridor options, due to constraints with the associated on-line corridor, including direct access and standard of the existing road geometry. The DMRB Stage 1 Assessment Report is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Following completion of the DMRB Stage 1 Assessment Report (March 2014) which assessed corridor options, for the dualling of the A9 further design and assessment work was undertaken which concluded in the Route Corridor Options Review (March 2014). This report recommended that widening of the A9 on the existing corridor between Tay Crossing and Ballinluig be the preferred solution. The report also stated the Black Option be discounted and summarised these reasons as follows:</p> <ul style="list-style-type: none"> • Challenging topography and extensive earthworks required; • Loss of flood plain and need for compensatory storage; • Visual and landscape character impacts; • Construction of a new River Tay crossing; and • Cost. <p>Matter such as winter resilience will be considered during the DMRB Stage 3 assessment and your comments are helpful in that process.</p>
26	<p>Journey Destinations are north and south of property on a daily basis.</p> <p>Access:</p> <p>The road to the West 4c will have to be built therefore 4b to the East would not be required.</p> <p>The route 3b could be improved by following the present private road direct from Kindallachan towards West Countlich, then follow the line of the track to the junction marked 3 at Guay. The road would then follow 3b Guay Farm and Guay Cottages would still have access to Kindallachan and therefore North and South.</p> <p>Use pedestrian routes to access bus facilities, and use the Inter City bus.</p> <p>Concerned with the proposed access routes throughout the scheme and in particular the impact heavy goods vehicles travelling along the narrow roads.</p> <p>A left-in, left-out access to serve Dowally Farm should be considered as an exceptional circumstance to prevent heavy lorries from passing through Guay and Kindallachan</p>	<p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at:</p> <p>http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrb-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment). The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with you as proposed options are developed. We welcome comments on any additional access options you feel should be considered.</p> <p>We note your comments on your journey destinations.</p> <p>We also note your comments in relation to the NMU routes used to access bus facilities.</p> <p>With regard to your concerns about heavy goods vehicles on narrow roads, the types of vehicles used on the access is considered within in the design process and assessments undertaken to ensure the design is suitable for the vehicles types likely to use the road. The width of access roads will also be developed in consultation with Perth and Kinross Council.</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances.</p>

Reference	Comment	Response
27	<p>The options proposed for people coming from the south looking to turn in to Dowally are very vague.</p> <p>Having studied the map and the options for nearby existing access points it would appear that you intended to connect up, Dowally Farm, two Dowally accesses, Guay and Tullimet to Kindallachan from where a new road would join these up to the Ballinluig junction, thereby giving access to both north and south. This would result in adding some 6 miles onto my daily commute to Dunkeld for a newspaper by having to go up to Ballinluig to gain access back south to Dowally.</p>	<p>A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) and is available on Transport Scotland's website at: http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrbs-stage-1-report-5595</p> <p>Each existing and proposed junction is being assessed in accordance with this strategy during the current stage of the scheme development (DMRB Stage 2 Assessment). The comments from those utilising existing accesses will be carefully considered during the next stage of assessment.</p> <p>No decision on future accesses to the A9 between Tay crossing and Ballinluig has been made yet with the assessment being at a very early stage. We will continue dialogue with you as proposed options are developed. We welcome comments on any additional access options you feel should be considered.</p> <p>We note your comment on the increase in journey times.</p>

Appendix G – Cover Letter & Questionnaire

Our Section of the Dualled A 9

Dear neighbour,

As you are aware, survey and design work is ongoing for the dualling of the A 9 and this is of particular importance to all of who use this section daily, weekly and monthly. However, the response from the public has been very poor, of 145 people who attended the June Ballinluig “Drop in” only 25, just over 17%, completed the feedback submission form.

The designers have told us that it is critical at this stage of the design process for us to tell them how we use the current access arrangements daily, weekly and monthly. They want to know our access requirements for a dualled A9 and what our views are on the options they are considering. It is therefore vital that we take this opportunity to complete the questionnaire and add any relevant information we feel may be of assistance to the project and return the form by **Wednesday 25th November 2015**. All the forms will be collected and forwarded to the designers Jacobs.

Please be assured that this is **NOT** a done and dusted situation, far from it.

We hope that we can work together on this to get the best result for us all.

Many thanks.

Name.

E mail.

Tel No.

A9 Dualling Programme – Tay Crossing to Ballinluig Project

Kindallachan, Guay and Dowally Community Feedback

We want to gather together local views on the current plans shown during the June 2015 public exhibitions. Feedback was sought after these exhibitions but so far there has been a low level of response provided to the project team.

I would therefore be grateful for any thoughts and opinions you may have regarding the current options for the mainline and proposals for access to the road which I will pass on to Transport Scotland and their design consultants.

Please use this form to provide your comments if you have not already done so.

Name-

Email-

Tel.No-

Are there any local features or constraints that you think may be important when Transport Scotland is assessing the route options?

How might the different route options or ideas about accesses, presented at the public exhibition affect you?

Are there any other options that you think Transport Scotland should consider?

What are your typical journey destinations and do they require you to turn right across the A9?

How often do you use your existing access on to the A9?

Are there any other alternative connections that you would like Transport Scotland to consider?

Are there any local access issues that Transport Scotland should be aware of (e.g. weather, large vehicles, schools, churches, shopping etc)?

What are the local routes that you use to travel to local facilities?

Do you have any comments about safety in terms of the dual carriageway upgrade or access?

Any other information you want Transport Scotland to know?

Appendix H – Community Feedback & Responses

Jacobs has reviewed the feedback from the community feedback questionnaires and developed the following summary of the main issues and response.

Issue

77% of respondents are concerned about the proposed side roads, in particular, the increase in volume of traffic along new side roads.

Response

The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted with left-in left-out junctions provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed; upgraded or have alternative access provided.

A strategy has been developed for the treatment of junctions and accesses which is set out in the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014).

<http://www.transport.gov.scot/report/a9-dualling-design-manual-roads-bridges-dmrbs-stage-1-report-5595>

Each existing and proposed junction is being assessed. The comments from those utilising existing accesses will be carefully considered during the assessment. The potential volume of traffic on the side roads and the associated impacts will be considered in the assessment of the side road options.

Issue

The type of traffic that will use the side roads including farm machinery, HGVs, emergency vehicles, private cars and non-motorised users.

Response

The types of vehicles that will use the side roads is considered in the design process and assessments undertaken to ensure the design is suitable for the vehicles types likely to use the road. The width of side roads will also be developed in consultation with Perth and Kinross Council.

Issue

Mainline route – proximity to existing properties and any associated increase in noise and vibration levels.

Response

At the next phase of design, Design Manual for Roads and Bridges (DMRB) Stage 3, the Preferred Route Option will be developed along with finalising access proposals in more detail and producing an Environmental Statement (ES). The ES will detail the impacts, from an environmental perspective, of the proximity of the Preferred Route Option. This assessment will include appraisal of air quality, noise and vibration and landscape effects. This ES will also identify where mitigation of environmental effects is necessary. The means of mitigating the environmental impacts of the scheme may include, but not be limited to, the use of low-noise road surfacing, earth bunds, screening or acoustic fencing.

Issue

Access to public transport is important to those living in the local settlements.

Response

At the next stage of design, DMRB Stage 3, links to public transport will be developed in consultation with public transport providers. Feedback from the local community on the use of the services will also be utilised in the design process.

Issue

Concerned about the impact of flooding in the local settlement following construction of the dualled A9.

Response

At the next phase of design, Design Manual for Roads and Bridges (DMRB) Stage 3, the Preferred Route Option will be developed along with finalising access proposals in more detail and producing an Environmental Statement (ES). This assessment will include appraisal of flooding impacts. This ES will also identify where mitigation of flooding is necessary.