



A9 Dualling Programme: Pitlochry to Killiecrankie
Preferred Mainline and Junction Option Announcement
Public Exhibition
Summary Report
Revision 1
April 2017

JACOBS



**A9 Dualling: Pitlochry to Killiecrankie
Preferred Mainline and Junction Option Announcement
Public Exhibition Summary Report**

A9 Dualling Programme: Pitlochry to Killiecrankie

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Author: Gillian Lindsay
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Jacobs

95 Bothwell Street
Glasgow, Scotland G2 7HX
United Kingdom
T +44 (0)141 243 8000
F +44 (0)141 226 3109
www.jacobs.com

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1. Introduction

1.1 Purpose of this Report

As part of Jacobs commission as Design Consultants to Transport Scotland, Jacobs organised and delivered Public Exhibitions on the Pitlochry to Killiecrankie section of the A9 Dualling. The exhibitions purpose was to announce the Preferred Mainline, Junction and Side Road Option for this project and to give the public and stakeholders an opportunity to speak to members of the project team and provide feedback on the material presented.

The purpose of this report is to provide details of the exhibitions and summarise the feedback from those who attended.

1.2 Background to the Scheme

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.

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

Project 4 had recently completed the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which essentially was the appraisal of three options, presented to the public in July 2015, to support the recommendation of a preferred option. The aim of the DMRB Stage 2 Assessment was to identify the factors to be taken into account when choosing alternative routes or improvement schemes, and to identify the environmental, engineering, economic and traffic benefits and constraints associated with those routes or schemes.

To conclude the DMRB Stage 2 Assessment, public consultation has been undertaken to provide the public with an overview of the outcome of the option assessment work and the preferred option for the project. The preferred mainline and junction option is route option 2B(RW). Option 2B (RW) includes:

- Northbound widening over the River Tummel to Foss Road underbridge. This includes retaining the existing Pitlochry South junction, with improvements where feasible;
- a 'best fit' alignment following current A9 and maximising the use of the existing widened verges between Foss Road underbridge and Clunie underbridge;
- crossing at Loch Faskally widened to the east of the existing bridge on the Southbound side.;
- off-line alignment to the east of the current A9 which ties into the existing dual carriageway at the Pass of Killiecrankie; and
- A new Pitlochry North junction will be provided taking the form of a diamond shaped grade-separated junction which allows for all directions of travel.

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The preferred side road option includes:

- A southbound left-in/left-out junction at the location of the existing C452 Foss Road junction;
and
- A southbound left-in/left-out junction linking to C452 Clunie-Foss Road.

The exhibitions also introduced the work that will be undertaken as part of the DMRB Stage 3 process to develop and assess the preferred option

2. Public Exhibition Aims and Objectives

The public exhibitions presented the preferred option along with information on the Assessment process, the specific objectives of the exhibitions were to:

- Give the public the opportunity to view the preferred Mainline, Junction and Side Road option;
- Provide an opportunity for the public to discuss their opinions and concerns; and
- Provide an opportunity for attendees to speak to members of the project team and feed into the design development that will be progressed through to publication of Draft Orders and the Environmental Statement.

Each attendee was given the opportunity to complete a feedback form and return it either at the exhibitions or by returning it to the Jacobs Stakeholder team by email or post after the exhibitions

3. Exhibition Planning

3.1 Exhibition Venue and Timings

The exhibitions were held over two days in Pitlochry Town Hall. This location is indicated on Figure 1 and was primarily chosen as it easily accessible for the community and has suitable facilities. The exhibitions were held over two days with daytime and evening sessions as detailed in Table 1, avoiding any school and public holidays, to make it convenient for the community to attend

Location	Date and Time
Pitlochry Town Hall West Moulin Road Pitlochry Perthshire PH16 5DR	09 November 2016 15:00 – 19:00
	10 November 2016 10:00 – 19:00

Table 1. Location and timings of Public Exhibition

**A9 Dualling: Pitlochry to Killiecrankie
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Figure 1 - Map Showing Location of Pitlochry Town Hall

3.2 Project Team Representatives

Representatives from Jacobs and Transport Scotland were available to answer questions about the scheme throughout the exhibitions. Team members attended on a rota basis and were chosen to cover various aspects of the scheme so that any questions which arose on the day could be answered by someone in attendance at the exhibition. The Specific team roles are listed below:

Team	Team Members
Transport Scotland	Sam MacNaughton
Project and Technical Team	John Quail Gordon Ramsay David Kelly Elaine McMillan David Walker Lewis MacLeod
Environment Team	Maryanne Paterson Lauren Elvidge
Stakeholder Team	Ian Martin Fergus Allan Gillian Lindsay

Table 2. Public Exhibition Team Members

3.3 Exhibition Material

The exhibition material presented at the public exhibition included:

- Exhibition Boards (13);
- Pitlochry to Killiecrankie Preferred Option Strip Plan;
- A9 Geographical Information System (GIS) based map (touchscreen computers);
- Pitlochry to Killiecrankie Preferred Option Visualisations;
- Feedback Form; and
- Leaflets:
 - A9 Dualling Pitlochry to Killiecrankie, Exhibition Leaflet;
 - Guidance on the Compulsory Purchase Process and Compensation; and
 - A9 Dualling Programme Engaging with Communities (summer 2016 Update).

3.3.1 Exhibition Boards

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

1. Welcome
2. Programme Objectives

3. Project Development
4. Consultation
5. Mainline, Junctions and Side Road Options
6. Mainline Route Options
7. Further Route Option Development
8. Preferred Option
9. Preferred Option (Continued)
10. Preferred Option (Continued)
11. What Happens Next
12. Comments and Feedback
13. Further Information

The exhibition boards are included in Appendix A and are available to view on the Transport Scotland website at the following location:

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

3.3.2 A9 Dualling Drawings

Pitlochry to Killiecrankie Preferred Option Strip Plans were available to view. Plans showed the preferred option (mainline dual carriageway, Pitlochry North and South Grade separated junctions and left in / left out junctions at C452 Foss Road and C452 Clunie-Foss Road) for the project. The environmental and physical constraints within the corridor were identified on the plans.

These plans are shown in Appendix B and are available on the Transport Scotland website at the following location:

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

3.3.3 A9 Geographical Information System (GIS)

To complement the exhibition material and provide the facility to view graphics at a larger scale, an interactive Geographical Information System (GIS) was developed and presented on a touchscreen display. The GIS contained digital maps of the preferred option, along with the physical and environmental constraints within the corridor. The system included features such as distance and area measurement tools, address search and item identification, all of which were useful in facilitating discussions around design and constraints at specific locations. Transport Scotland and Jacobs staff assisted visitors in moving around the maps and were on-hand to explain the various options on display.

3.3.4 3D Visualisations

To assist in the communication of the preferred option, a 3D visualisation was created. One screen displayed a fly-through of the preferred option from Pitlochry to Killiecrankie and the second screen

provided a real time 360 degree model. This helped the public gain a greater understanding of the preferred option and how they related to them. Feedback on the displays was positive.

3.3.5 Leaflets

The following leaflets were made available at the public exhibitions:

- A9 Dualling Pitlochry to Killiecrankie Project Exhibition Leaflet - Provided contact details for the project team, a summary of the information on the exhibition boards and a link to the Transport Scotland A9 dualling website. A copy of this leaflet is contained Appendix C and on the Transport Scotland website at the following location: <http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie>.
- Guidance on the compulsory purchase process and compensation - Provided information and advice about statutory procedures followed for the compulsory purchase process and compensation for property purchase; and
- A9 Dualling Programme Engaging with Communities Summer 2016 Update – Provided information on how Transport Scotland, its design consultants and contractors will engage with the public during the design, development and construction phases.

3.3.6 Feedback Forms

Attendees were encouraged to complete and return feedback forms at the exhibitions or to return by post or email thereafter. The deadline for the submission of feedback forms for the public exhibitions was the 13th January 2017 and a sample blank feedback form is contained in Appendix D.

3.3.7 Information Sources Following Exhibitions

The exhibition boards, exhibition leaflet, exhibition feedback form, Preferred Option Strip Plans and a link to the visualisations were made available to download from the A9 Dualling section of the Transport Scotland website: <http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie>.

3.4 Exhibition Publicity

3.4.1 Landowner and Stakeholder Advertising

Prior to the exhibitions, letters were issued to landowners, property owners and occupiers within the Pitlochry to Killiecrankie indicative 200 metre wide corridor and to those with direct access to the A9 inviting them to attend the public exhibitions.

In addition, letters were issued to community councils, key stakeholders and other organisations with an interest in the A9 dualling to inform them of the exhibitions. In total 374 letters were issued and a breakdown of the letters distributed are shown in Table 3. An example of these letters can be found in Appendix E.

Landowners with direct access were contacted via telephone and invited to a 1-2-1 meeting prior to the exhibition. Of the 17 which were invited 11 accepted.

Exhibition Invitation Letter	Letters Distributed
Letter 1 – Landowners, Property Owners and Occupiers	274
Letter 1 – Interested Parties	21
Letter 2 – Stakeholders	79

Table 3. Exhibition Invitation Letters Distributed

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3.4.2 Press advertising

To further publicise the exhibitions, adverts appeared in local newspapers. Details of the publication of these advertisements are shown in Table 4. An example of the press advertisement is shown in Appendix F.

Date	Publication
Thursday 27 th October 2016	Strathspey & Badenoch Herald
Friday 28 th October 2016	Courier, Press & Journal, Perthshire Advertiser
Tuesday 1 st November 2016	Courier, Press & Journal, Perthshire Advertiser
Thursday 3 rd November 2016	Strathspey & Badenoch Herald
Friday 4 th November 2016	Courier, Press & Journal, Perthshire Advertiser
Tuesday 8 th November 2016	Courier, Press & Journal, Perthshire Advertiser
Wednesday 9 th November 2016	Strathspey & Badenoch Herald

Table 4. Local Newspaper Advertising

Alongside the local newspapers adverts also appeared in local newsletters as shown in Table 5, which are delivered to all local households and many local businesses.

Date	Publication
November 2016 (issued 31 October 2016)	Pitlochry Life
November 2016 (issued 31 October 2016)	The Atholl Quair

Table 5. Local News Advertising

3.4.3 Poster Advertising

Letters were sent to 134 organisations along the A9 corridor from Pitlochry to Killiecrankie corridor, including village halls, churches, post offices and local shops asking them to display a poster advertising the exhibitions. A summary of the type of organisations issued letters are shown in Table 6 and a summary of the locations of these businesses is shown in Table 7. The letter and the poster distributed are included in Appendix G.

Type of Organisations	Number of Organisations
Business - Hotel	1
Business - Other	2
Business - Petrol Station	7
Business - Shop	27
Community Facilities	16
Council Offices	1
Leisure Facilities	13
Library	5
Post Office	15
Public Transport	5
Religious Building	38
School / College	2
Visit Scotland	2

Table 6. Poster Advertising – Type of organisations

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Location	Number of Organisations
Ballinluig	5
Bankfoot / Luncarty	5
Birnam / Dunkeld	13
Blair Atholl	9
Killiecrankie	3
Perth	74
Pitlochry	20
Stanley	5

Table 7. Poster Advertising – Location of Organisations

4. The Exhibition

4.1 Attendance

Over two days of public exhibitions, a total of 257 people attended, with 105 attendees on the 9th November 2016 and 152 on the 10th November 2016.

A sign-in sheet was utilised on each day, which included attendee's postcodes. While not all attendees provided this information, this has been used to examine the home 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 chart and map showing the geographical spread of the attendees over the exhibition days is provided in Figures 2 and 3.

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

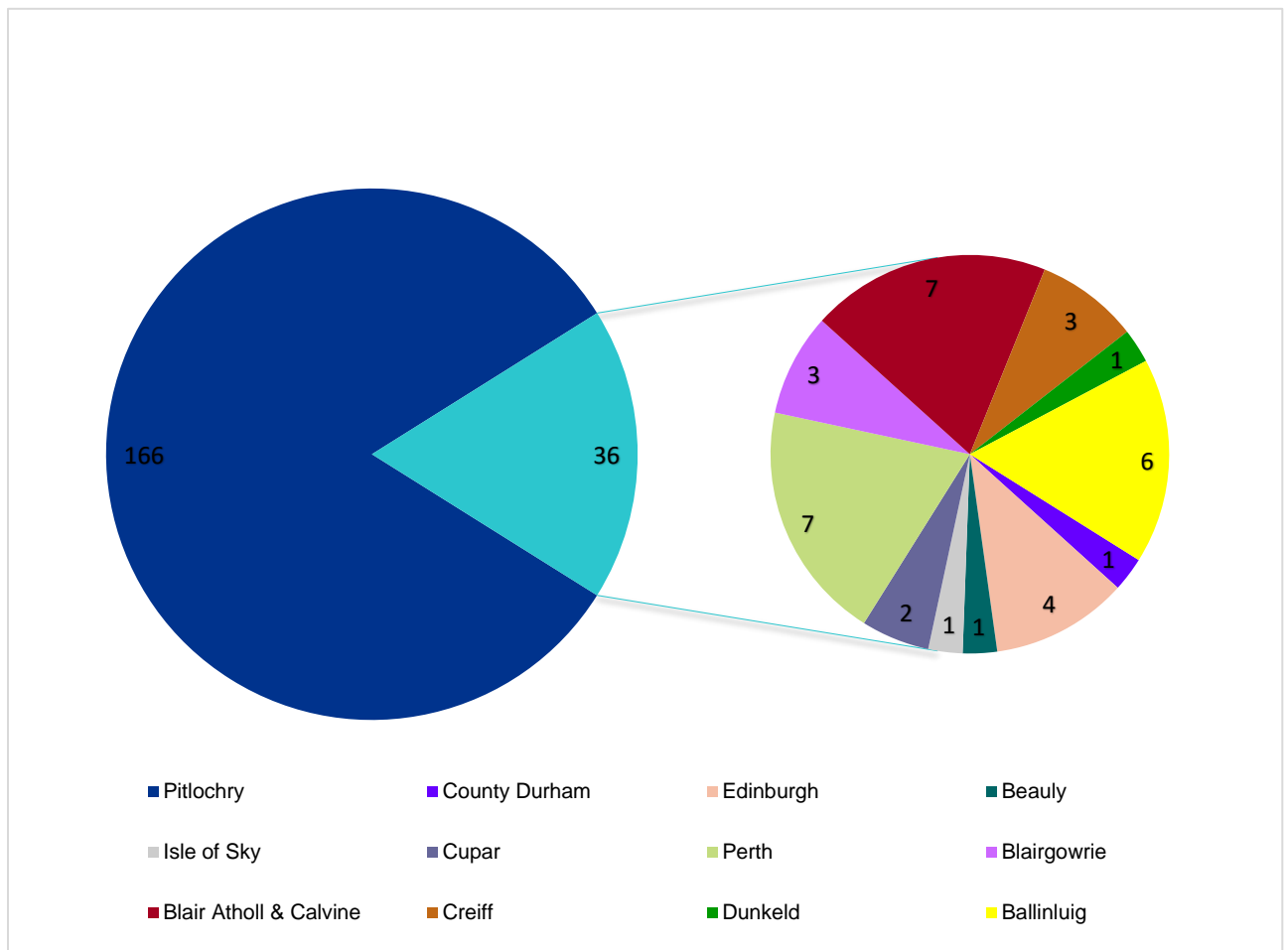


Figure 2 Attendees by Location

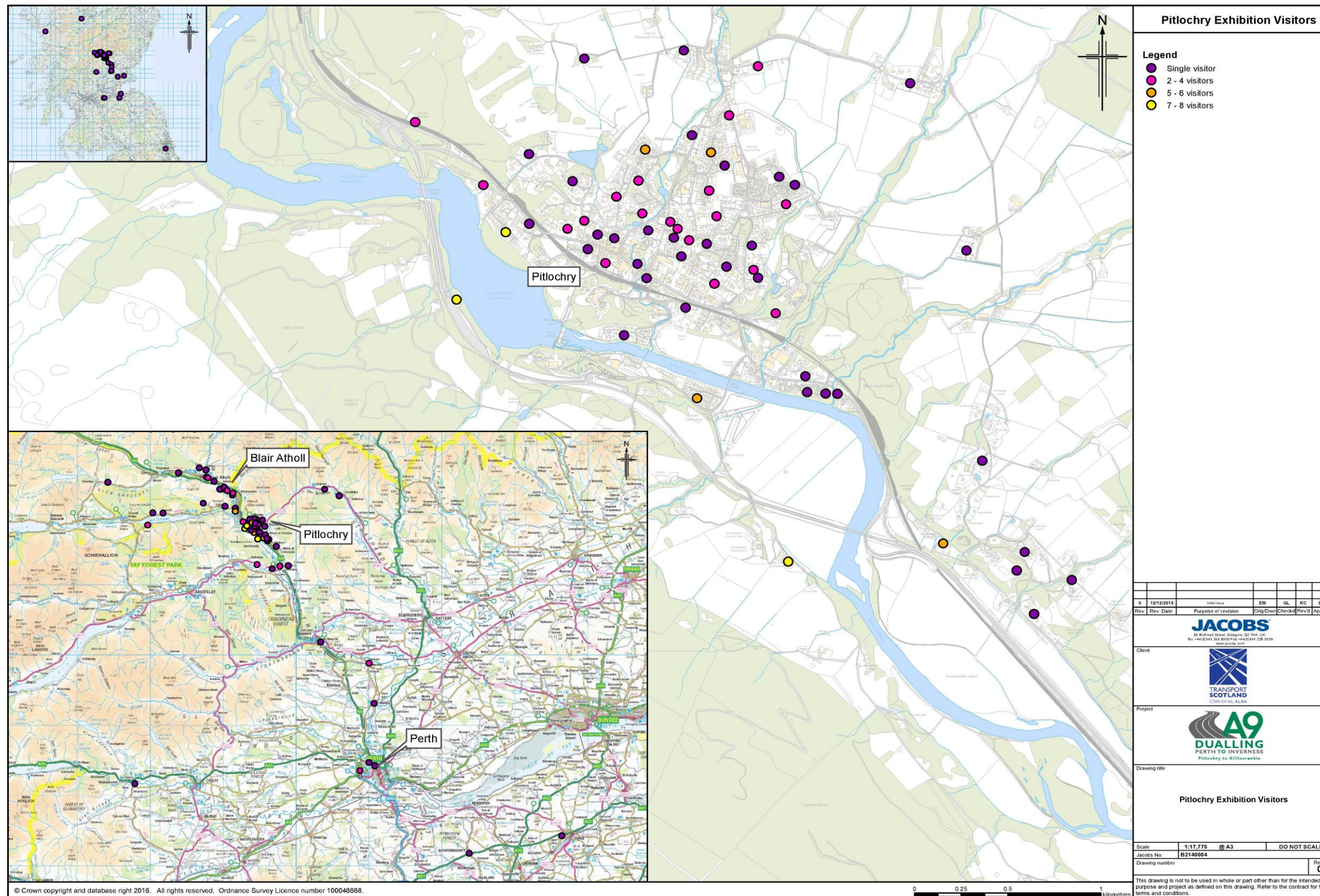


Figure 3 Map Showing Attendees by Post Code Location

4.2 Comments

Attendees were asked to return feedback forms by 13th January 2017, providing additional time to the standard 6 week period to allow for the Festive holidays.

We received a total of 19 feedback forms, containing 43 comments. Of these feedback forms 8 were received during the exhibition, with a further 3 received by email and 4 by post. Each comment was reviewed and the key points summarised into 11 categories. Figure 4 shows the number of comments received per category.

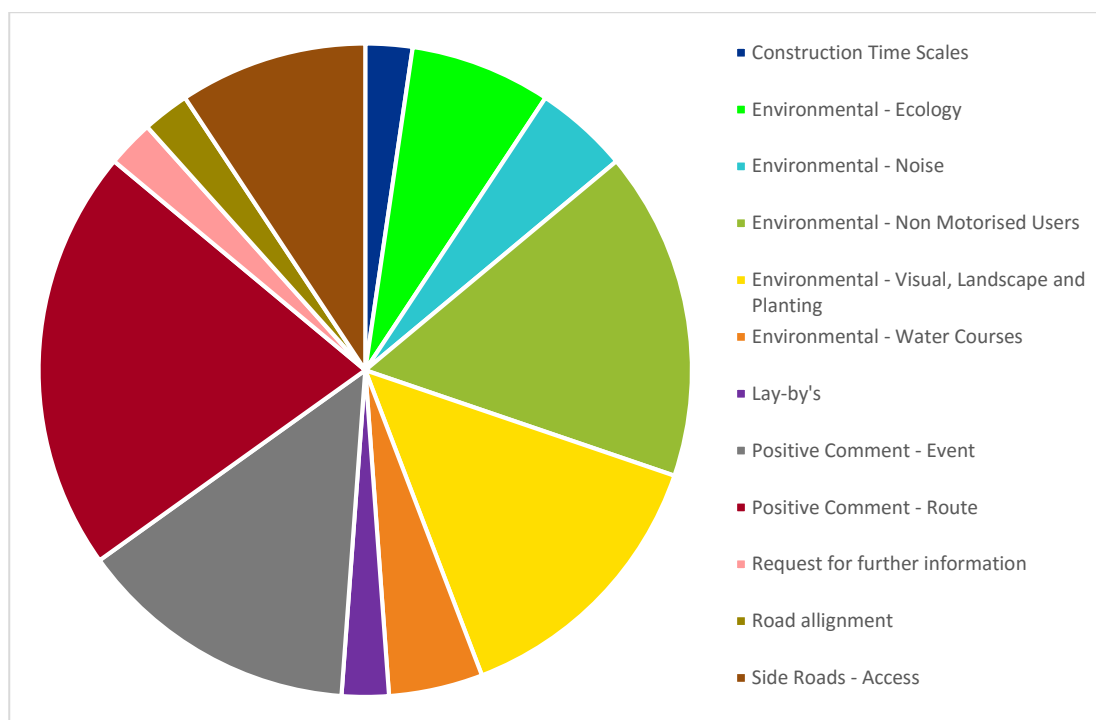


Figure 4 Summary of Feedback Received

4.3 Analysis of Feedback

Most comments received were positive about both the outcome of the DMBR Stage 2 assessment and the public exhibitions. A number of comments mentioned that the design will improve safety at the junctions and several positively noted that the preferred option avoids major impacts on Faskally Wood where the Enchanted Forest annual event is held.

Many of the comments received were surrounding environmental issues, with non-motorised user routes being of particular interest. A number of comments on this topic offered suggestions for improvement to cycle and walking routes within the area. The other major environmental interest considered visual impacts and associated landscaping and planting of the scheme. Comments took into consideration loss of existing tree screening and the perceived visual impact of earthworks and retaining structures. Environmental mitigation measures such as replanting were also raised in a number of comments. Comments of an ecological nature were around the installation of wildlife reflectors, otter underpasses and mitigation for breeding birds during construction. During DMRB Stage 3 a detailed Environmental Impact Assessment, which will identify potential environmental impacts, such as landscaping, non-motorised users, ecology and other environmental parameters, and production of an Environmental Statement will be undertaken. The Environmental Impact Assessment will also propose mitigation measures to avoid or reduce significant impacts. Environmental impacts will continue to be considered in future design development, consultation and assessment throughout DMRB Stage 3.

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Comments relating to side roads included highlighting the associated individual accesses and one suggestion for an alternative side road layout. One comment suggested that laybys should be made bigger where possible. The side roads and laybys are being designed in accordance with DMRB and will continue during DMRB Stage 3.

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

The comments received will now be used to inform the ongoing design process throughout DMRB Stage 3 assessment.

5. Summary

Public exhibitions were held in Pitlochry Town Hall on the 9th and 10th of November 2016.

A number of Jacobs's representatives from Engineering, Environmental and Stakeholder teams attended the exhibition along with representatives from Transport Scotland.

The exhibition information was made available on the Transport Scotland website for the public to view.

Prior to the exhibitions, letters were issued to landowners, property owners and occupiers within the Pitlochry to Killiecrankie indicative 200 metre wide corridor and to those with direct access to the A9 inviting them to attend the public exhibitions. In addition, letters were issued to community councils, key stakeholders and other organisations with an interest in the A9 dualling to inform them of the exhibitions. In total 374 letters were issued.

The exhibitions were well attended and positively received. A total of 257 people, predominately from Pitlochry and surrounding areas, attended over the two days.

Following the exhibitions 19 feedback forms were received containing 43 comments. 20 of these comments were relating to environmental concerns and 15 were positive comments relating to the exhibition and the route. The remaining 8 comments were related to other aspects of the A9 Dualling including laybys, side roads and construction.

Appendix A. Exhibition Boards

Pitlochry to Killiecrankie project – welcome



Welcome to this exhibition on the A9 Dualling Pitlochry to Killiecrankie project. As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work.

In July 2015, we held an exhibition for the Pitlochry to Killiecrankie project to seek public feedback on the mainline and junction options being developed. A further community engagement event was held in February 2016 to get local feedback on side road options.

The purpose of today's exhibition is to provide you with an overview of the outcome of the route option assessment work, and to present the preferred route option for the project. We will summarise the work that will be carried out as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process to develop and assess the preferred route option.

Feedback from stakeholders and members of the public, including from this exhibition, will be considered as part of the further development, refinement and assessment of the preferred route option. We will also carry out further consultation on the junction and access strategy, as we look to address access to properties and land adjacent to the existing A9.

Transport Scotland staff and its consultants will be happy to assist you with any queries you may have in relation to the A9 Pitlochry to Killiecrankie project.



View across Loch Faskally



View of A9 looking north from Foss Road junction



Programme objectives

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

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



Project development

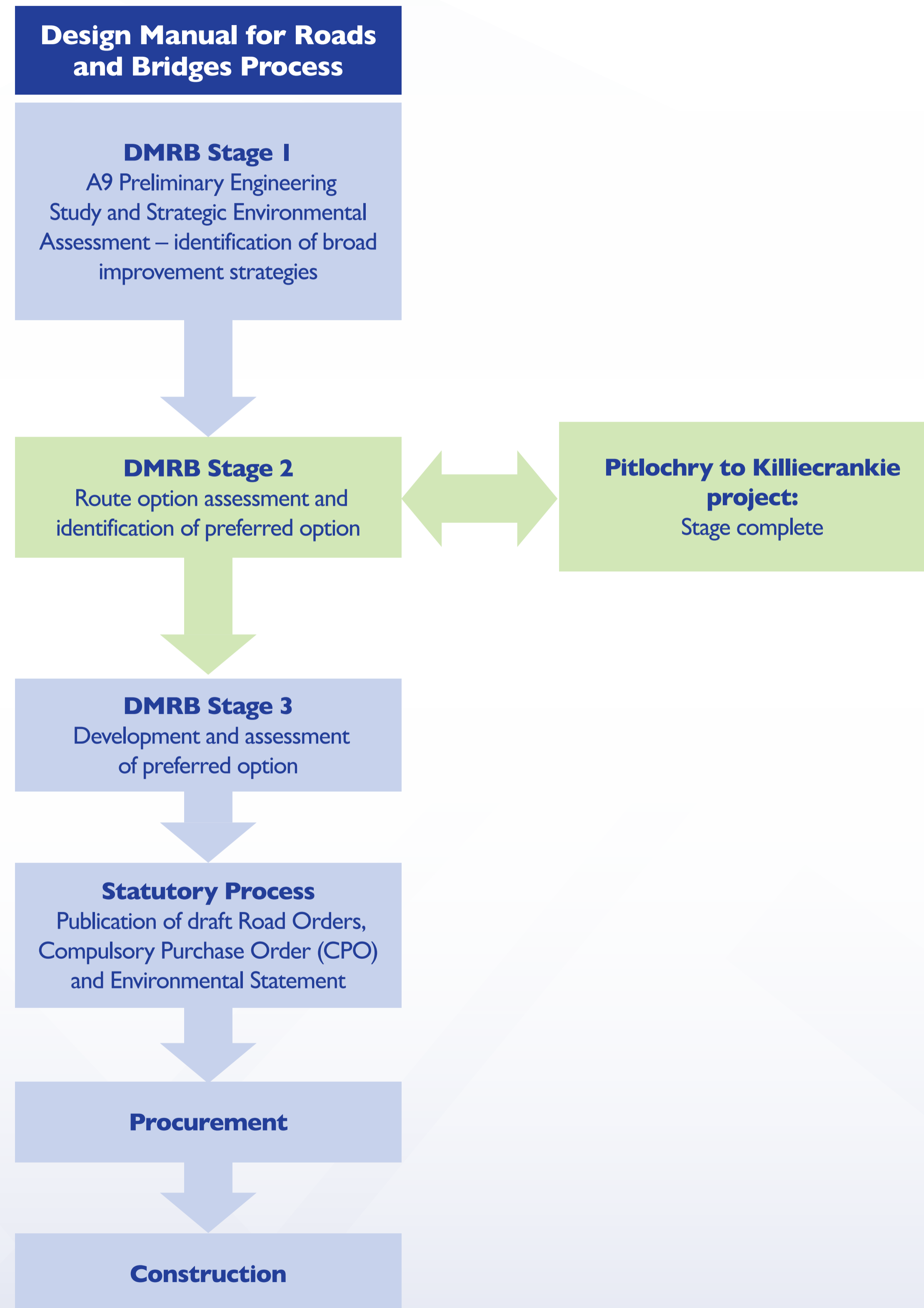
We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults a large number of landowners, local communities, the public, stakeholders and interested parties including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians, equestrians and cyclists.

Following feedback from the previous 2015 public exhibition, and the 2016 community event, the route option assessment (DMRB Stage 2 Assessment) process for the Pitlochry to Killiecrankie project has been completed.

Today's exhibition shows the result of the route option assessment.

The assessment process included consideration of public feedback about mainline, junction and side road options, which were presented at the previous public events.



Consultation

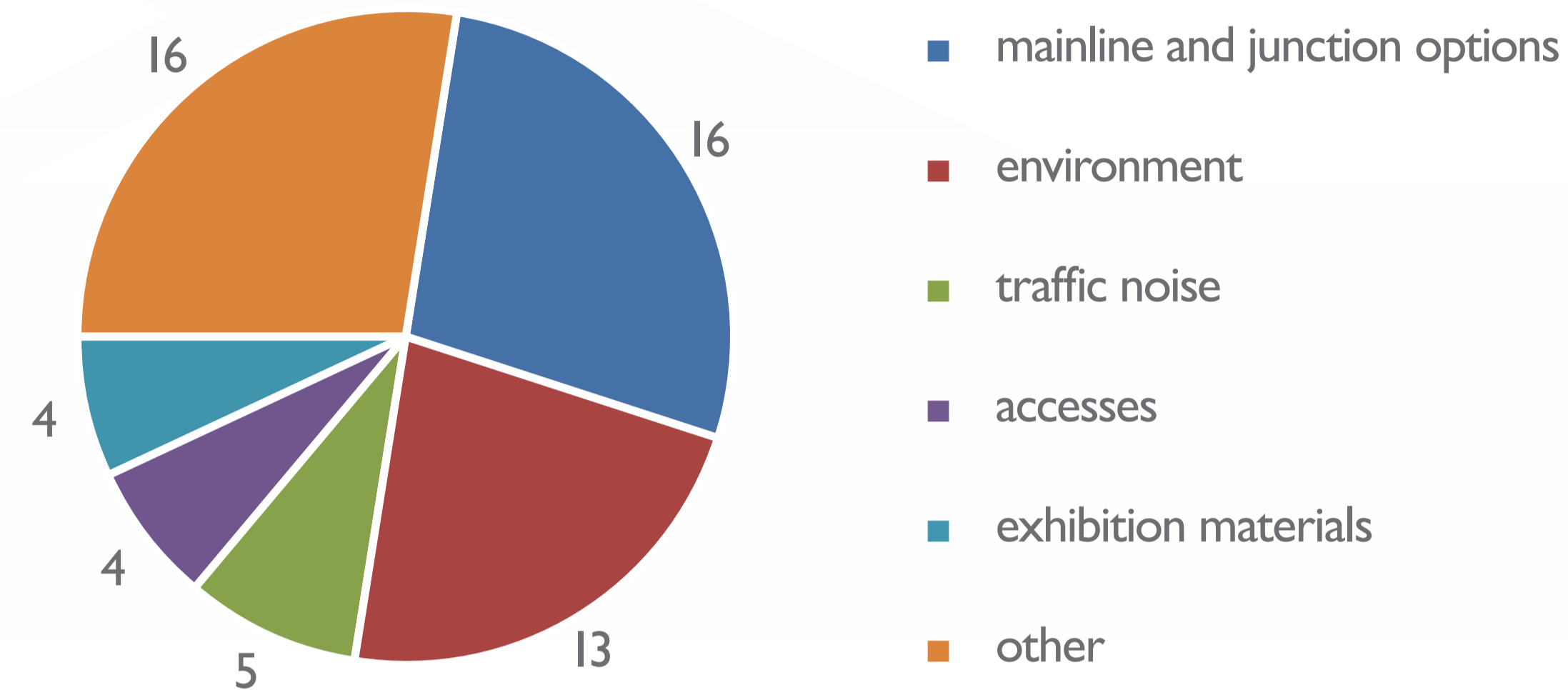
As part of the DMRB Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the route and junction options. There have been a series of public exhibitions and drop-in sessions, as well as ongoing meetings with landowners and other stakeholders.

Public exhibitions were held in Pitlochry Town Hall, on the 14, 15, 29 and 30 July 2015. In total 389 people attended the exhibitions and 22 feedback forms were received, containing 58 comments.

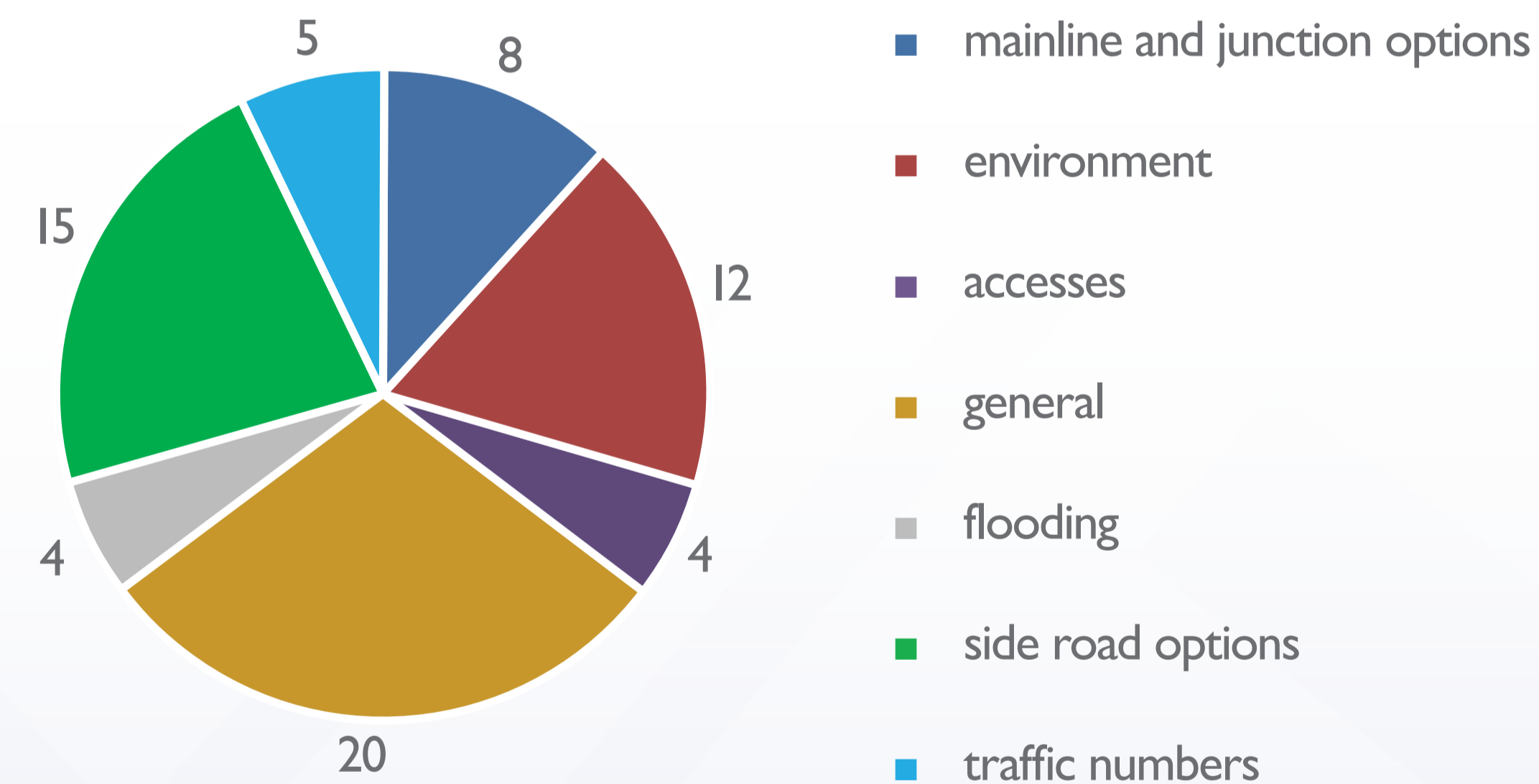
We reviewed the comments and summarised the key points into broad categories. These are highlighted on the adjacent chart and are also available from the exhibition report which is available on the A9 Dualling website.

A community engagement event was held in Pitlochry Town Hall, on 3 and 4 February 2016. This presented the various side road options being assessed as part of the DMRB Stage 2 Assessment.

In total 66 people attended this event and we received 22 feedback forms, containing 68 comments. We reviewed the comments and summarised the key points into broad categories. These are highlighted on the adjacent chart and are also available from the exhibition report which is available on the A9 Dualling website.



Summary of public exhibition comments



Summary of community engagement event comments



Mainline, junction and side road options



The Pitlochry to Killiecrankie project involves dualling 6.8km of the current A9 from approximately 1km south of the existing A9 River Tummel Crossing, lying to the south of Pitlochry, to the Pass of Killiecrankie, located to the north of Pitlochry. For the DMRB Stage 2 Assessment, three different route options were considered and the mainline alignments of each of these options are shown on the following panel. The assessment also considered the layout of associated grade-separated junctions and side roads.

Mainline

Route Option I

Route Option I widens to the northbound side of the current A9 from the start of the project to the Foss Road underbridge, and thereafter changes to a 'best fit' alignment between Foss Road underbridge and the approach to Clunie underbridge. The route then moves off-line to the west of the current A9 before tying in with the existing dual carriageway at the Pass of Killiecrankie.

Route Options 2A & 2B

Route options 2A and 2B are identical to Option I for the first 3.4km, the routes then continue with southbound widening, and move off-line to the east of the current A9 before they tie into the existing dual carriageway section at the Pass of Killiecrankie.

Grade-separated junctions

A924 Pitlochry South junction

All of the proposed route options incorporate the same grade-separated junction at the A924 Pitlochry South. The proposed arrangement is a similar layout to the existing junction and retains current directions of travel.

A924 Pitlochry North junction

All of the proposed route options incorporate a grade-separated junction to the north of Pitlochry. All of the proposed junction options offer full functionality by providing all possible directions of travel between the A9 and the existing B8019/A924.

Side roads

C452 Foss Road junction

The existing C452 Foss Road junction arrangement incorporates a left-in/left-out junction arrangement on the southbound carriageway for all options.

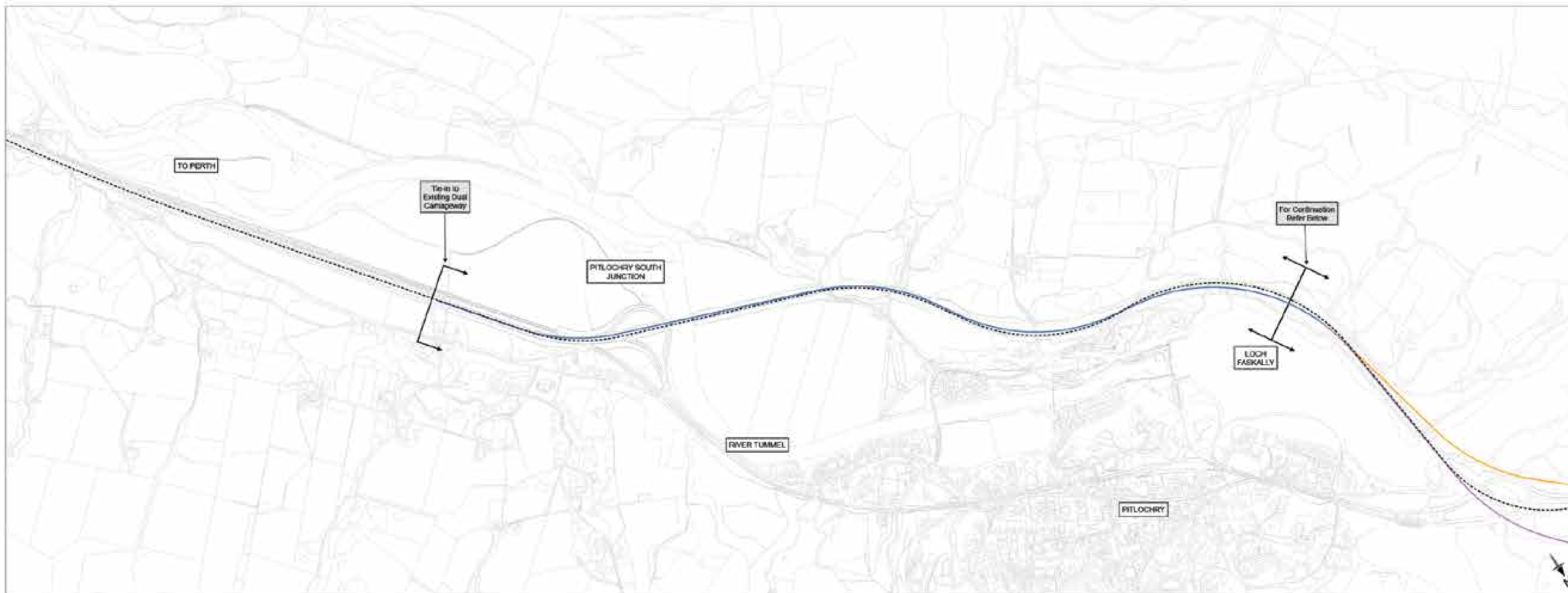
C452 Clunie-Foss Road junction

The existing C452 Clunie-Foss Road junction incorporates either a left-in/left-out junction arrangement on the northbound carriageway (all route options) or a left-in/left-out junction arrangement on the southbound carriageway (Route Options 2A & 2B).



Mainline route options

PITLOCHRY TO KILLIECRANKIE (SHEET 1 of 1)
MAINLINE CENTRELINE OPTIONS



- Legend - Constraints**
- Existing A9 Centreline
 - Proposed Option 1 and 2 Centreline
 - Proposed Option 1 Centreline
 - Proposed Option 2 Centreline



- Notes**
1. While still indicative at this stage, the main A9 dual carriageway is likely to be within the illustrated 200m wide corridor. However, localised variations, possible to improve road alignment, side roads, junctions and other associated works will be required beyond this zone.

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0 0.1 0.2 0.4 0.8 1 Kilometres

Further route option development

The junction layouts for Route Option 2B which were presented at the July 2015 exhibition incorporated a viaduct structure to reduce the footprint of the proposed A924 Pitlochry North junction. However, the nature and scale of the viaduct element resulted in a significant cost increase.

A potential alternative solution was developed, which was a combination of reinforced earth-retaining walls and soft slopes, instead of the viaduct structure. This alternative solution, Route Option 2B (RW), would not affect the alignment or footprint of the mainline, junctions or associated side roads for Route Option 2B. It was assessed as it resulted in a significant cost saving over the original proposed viaduct structure, and there was no significant increase in environmental impacts.



Route Option 2B – Pitlochry North junction



Route Option 2B (RW) – Pitlochry North junction



Pitlochry North junction



Preferred option

The following panels present details of the preferred option for the Pitlochry to Killiecrankie project, as well as the key findings of the DMRB Stage 2 Assessment process.

Plans of the preferred option are available to view at this exhibition. The options considered are also available to view on the touchscreen computers and a member of our team can assist you if you want to use this. Plans showing the other options assessed are also available.

The preferred option is Route Option 2B (RW)

This includes:

- northbound widening over the River Tummel to Foss Road underbridge. This includes retaining the existing Pitlochry South junction with improvements where feasible
- a 'best fit' alignment following current A9 and maximising the use of the existing widened verges between Foss Road underbridge and Clunie underbridge
- crossing at Loch Faskally widened to the east of the existing bridge
- off-line alignment to the east of the current A9 which ties into the existing dual carriageway at the Pass of Killiecrankie
- a new Pitlochry North junction will be provided taking the form of a diamond grade-separated junction which allows for all directions of travel.

Route Option 2B (RW) is preferred for the following reasons:

- avoids the need for a new 550m long dual carriageway structure over Loch Faskally (Route Option 1), or a viaduct approximately 1km long (Route Option 2B)
- reduces direct impact on Faskally Wood, an area of ancient woodland also used for recreation, and avoids the site of the 'Enchanted Forest' event
- has the lowest significance of impact and also has the overall lowest visual impact of all the options considered
- is the least expensive option, being significantly less than Route Options 1 and 2B
- makes the build process easier and reduces traffic management.



Loch Faskally crossing

Preferred option (continued)

Side road option

The preferred side road option is Side Road Option 2

This includes:

- a southbound left-in/left-out junction at the location of the existing C452 Foss Road junction
- a southbound left-in/left-out junction linking to C452 Clunie-Foss Road.

Side Road Option 2 is preferred for the following reasons:

- has the least landscape and visual impacts compared with Side Road Option 1
- avoids the need for a diversion of up to 16km via Ballinluig for traffic travelling from Pitlochry or the north that wish to turn on to the C452 Clunie-Foss Road.



Clunie-Foss Road looking north



Foss Road junction

Preferred option (continued)

The preferred option for the A9 Dualling Pitlochry to Killiecrankie project is available to view on plans, touchscreen computers and a 3D visualisation at this exhibition. A member of our team can assist you with using these. Examples of the 3D visualisations are included below.

The preferred option sets the route corridor of this section of the new A9. It is important to note that the design is subject to further refinement as the project is developed through the DMRB Stage 3 Assessment process, when more detailed survey information will be gathered. These refinements may include changes to the road and junction layouts, access tracks and accommodation works, earthworks design and any environmental mitigation that is required.

Further consideration of environmental issues and proposals for environmental mitigation will be an important part of the development of the Pitlochry to Killiecrankie project.



Approach to Pitlochry South junction



Foss Road junction



Pitlochry North junction

What happens next?

Transport Scotland's consultant will take forward the development and assessment of the preferred option for the project (DMRB Stage 3 Assessment).

Transport Scotland will look to publish draft Road Orders, Compulsory Purchase Order and an Environmental Statement for the Pitlochry to Killiecrankie project in 2017 and members of the public will have the opportunity to provide comment and feedback.

The draft Road Orders will define the line of the developed preferred option. The draft Compulsory Purchase Order will define the extent of land needed to deliver the project.

The next stage of the assessment process will include:

- consultation with affected parties such as land and property owners and tenants, statutory bodies, Community Councils and other relevant interest groups
- design development
- ground investigation works
- identification of the land required for the project and preparation of draft Orders
- Environmental Impact Assessment of the developed preferred option and preparation of the Environmental Statement
- development of suitable mitigation measures to reduce impact on the environment.

For example:

- appropriate construction management plans
- mammal (e.g. badger and otter) underpasses, ledges and fences
- landscape planting
- noise barriers or environmental bunds.

The next stage of design includes further development of:

- the preferred option alignment
- the layout of the grade-separated junctions
- layouts of all side roads and private means of access
- proposals for lay-bys
- any proposed amendments to Non-Motorised User (NMU) paths e.g. for pedestrians, equestrians and cyclists
- the location and layout of road drainage infrastructure, including detention basins and treatment ponds.

We are now entering the DMRB Stage 3 Assessment phase of work. Some early work on the next stage of design has already started. If you would like to know more about some of this work, or the next stage of project development, please speak to one of our team members here today.



Looking south to Pitlochry South junction

Comments and feedback

Your comments and feedback on the preferred route option would be appreciated and will help inform the ongoing project development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and **by 13 January 2017.**

Email to: a9dualling@jacobs.com

Or by post to:

Gillian Lindsay
Stakeholder and Communication Team
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX



A9 Dualling Programme
Pitlochry to Killiecrankie project

Feedback form

Introduction

Thank you for attending our A9 Dualling Pitlochry to Killiecrankie project public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and **by 13 January 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 13 January 2017** to the Jacobs A9 Dualling team, to whom any queries may be directed.

Email: a9dualling@jacobs.com

Post to:
Gillian Lindsay
Stakeholder and Communication Team
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

Further information on the A9 Dualling Pitlochry to Killiecrankie project: www.transport.gov.scot/project/a9-pitlochry-killiecrankie

Information on the wider A9 Dualling Programme: www.transport.gov.scot/a9dualling

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

Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.



Further information

Further consultation through local drop-in sessions and one-to-one meetings is planned during the Design Manual for Road and Bridges (DMRB) Stage 3 Assessment. We will keep you updated through a range of direct communications and consultations. You can contact Jacobs UK Ltd's Stakeholder and Communication Managers, Sarah Morgan or Fergus Allan, at any time:

Sarah Morgan: **07833 936 426** or sarah.morgan@jacobs.com
Fergus Allan: **07470 199 266** or **0131 659 1579** or fergus.allan@jacobs.com

Contact details for Transport Scotland's A9 Dualling team:

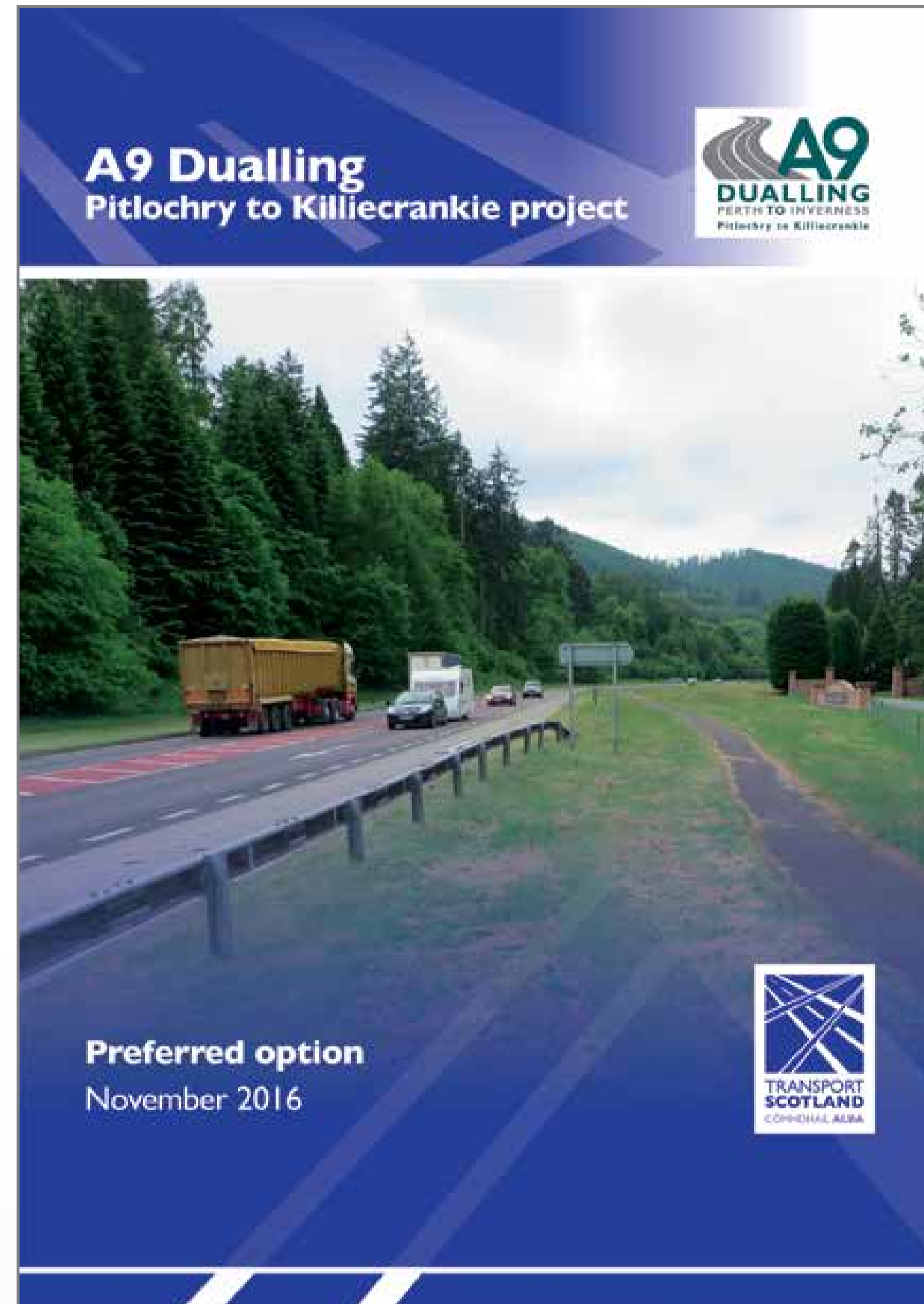
Telephone: **0141 272 7100**
Email: a9dualling@transport.gov.scot

For further information on the Pitlochry to Killiecrankie project and to view the exhibition materials online, please visit:

www.transport.gov.scot/project/a9-pitlochry-killiecrankie

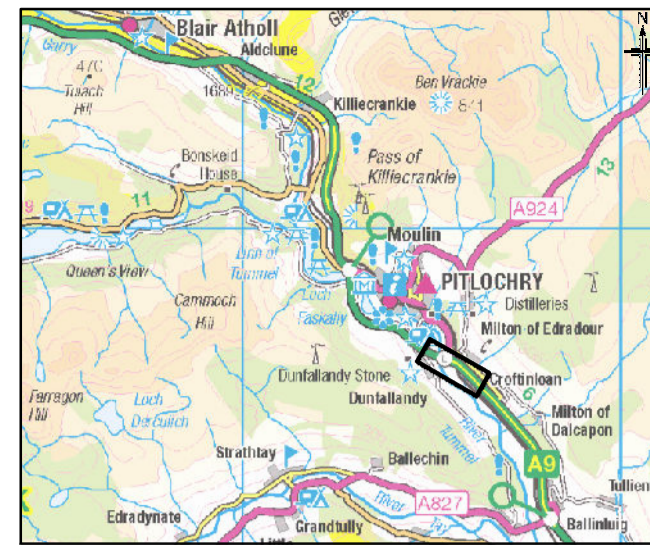
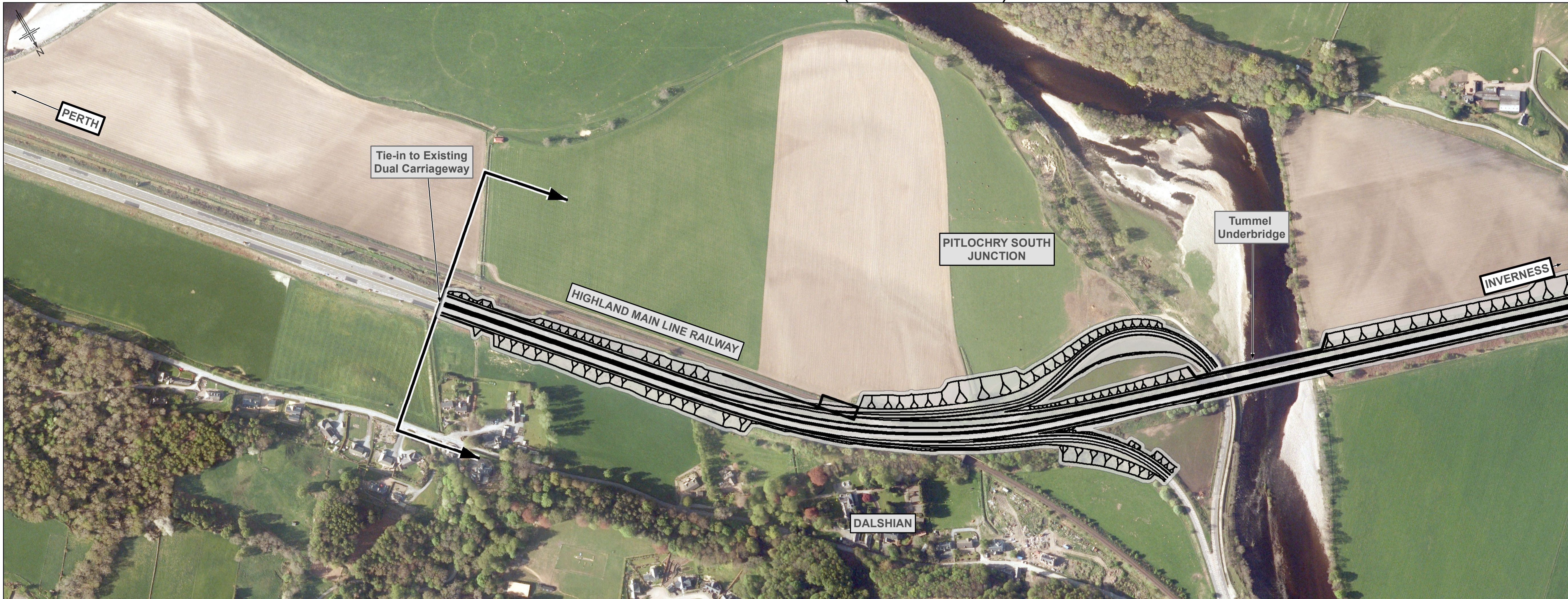
For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

www.transport.gov.scot/a9dualling



Appendix B. A9 Dualling Drawings

PITLOCHRY TO KILLIECRANKIE (SHEET 1 OF 5) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

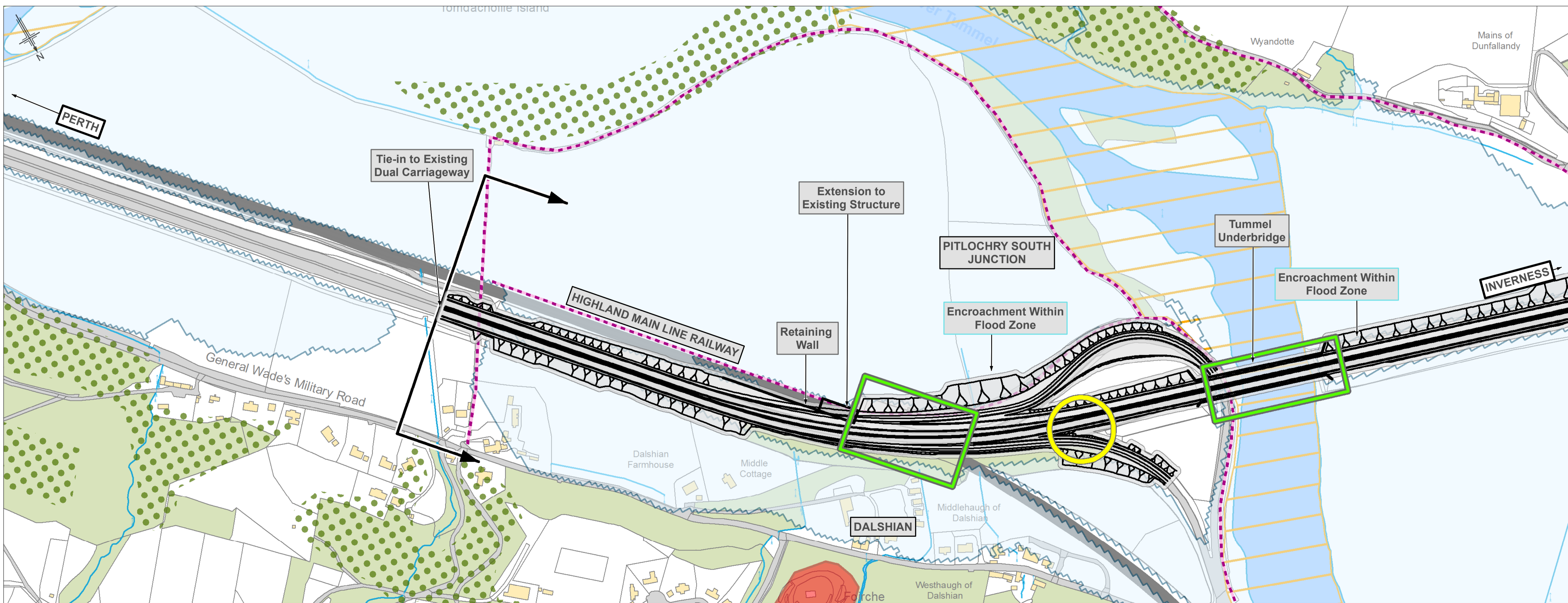
Legend - Constraints

- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Conservation Area
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- National Scenic Area

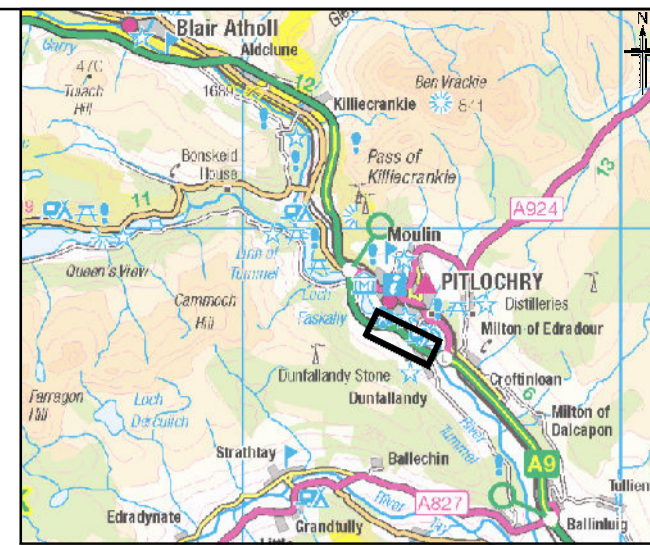
Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:
The preferred option shown on this drawing is subject to further refinement as the scheme is developed through the DMRB stage 3 assessment process when more detailed survey information will be gathered. This will include the preferred option alignment, the layout of the junctions, lay-bys, side roads and private means of access. Environmental mitigation will also be added to the scheme design.



PITLOCHRY TO KILLIECRANKIE (SHEET 2 OF 5) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

Legend - Constraints

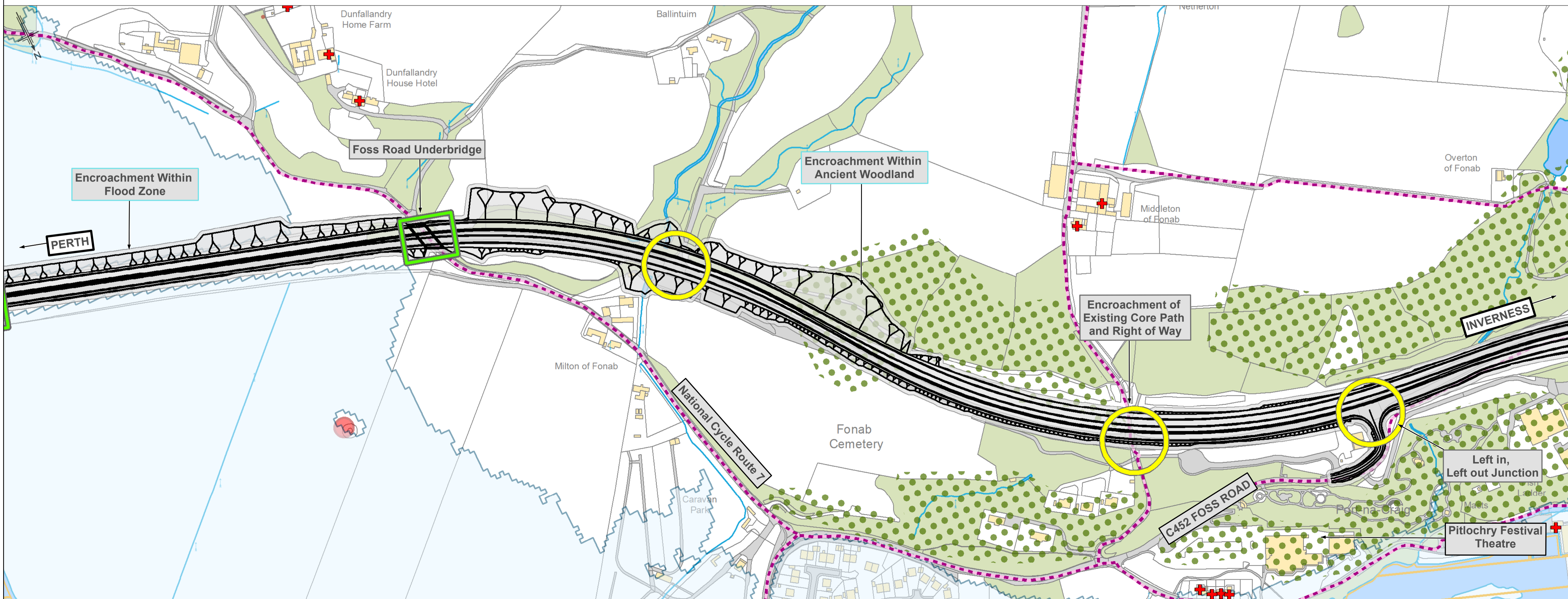
- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Conservation Area
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- National Scenic Area

Legend - Annotation

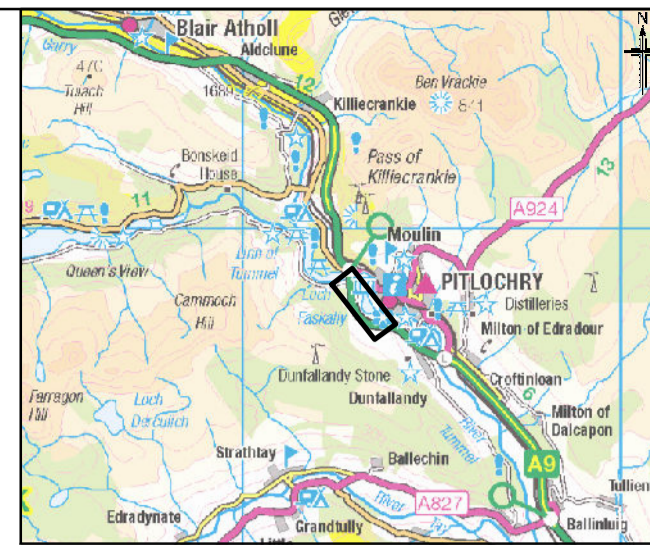
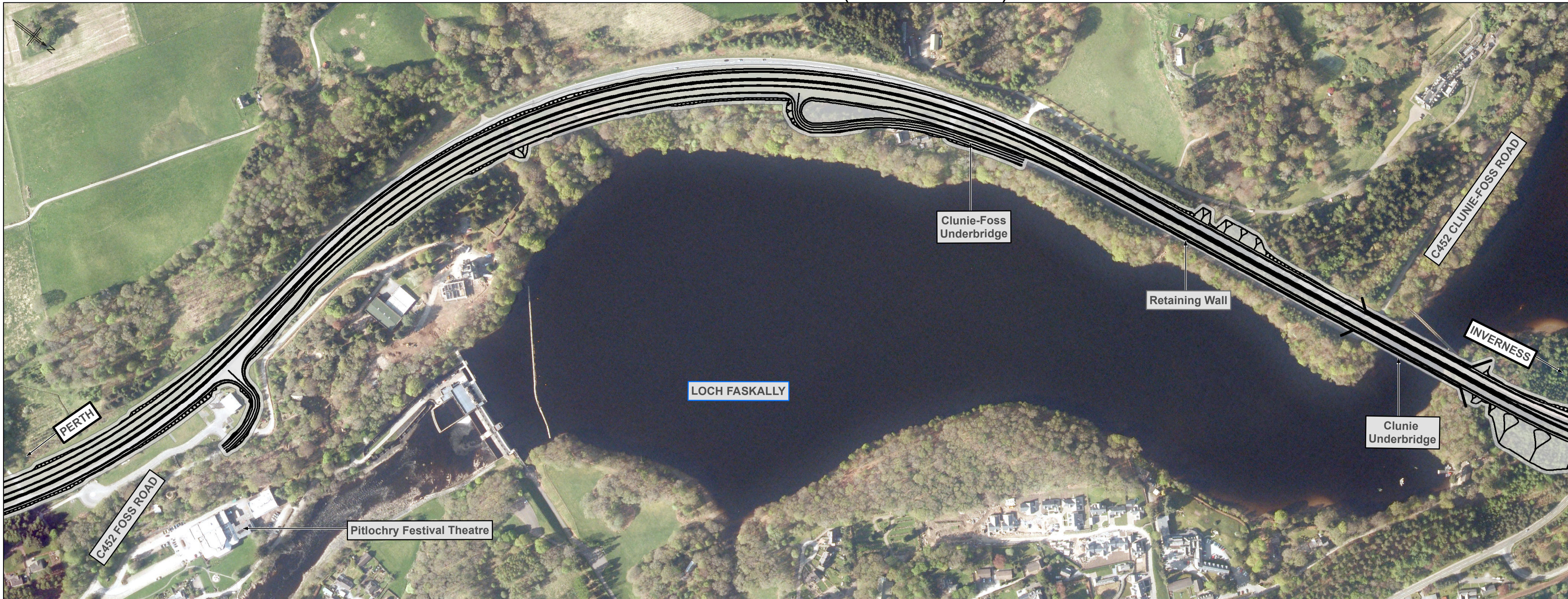
- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:

The preferred option shown on this drawing is subject to further refinement as the scheme is developed through the DMRB stage 3 assessment process when more detailed survey information will be gathered. This will include the preferred option alignment, the layout of the junctions, lay-bys, side roads and private means of access. Environmental mitigation will also be added to the scheme design.



PITLOCHRY TO KILLIECRANKIE (SHEET 3 OF 5) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

Legend - Constraints

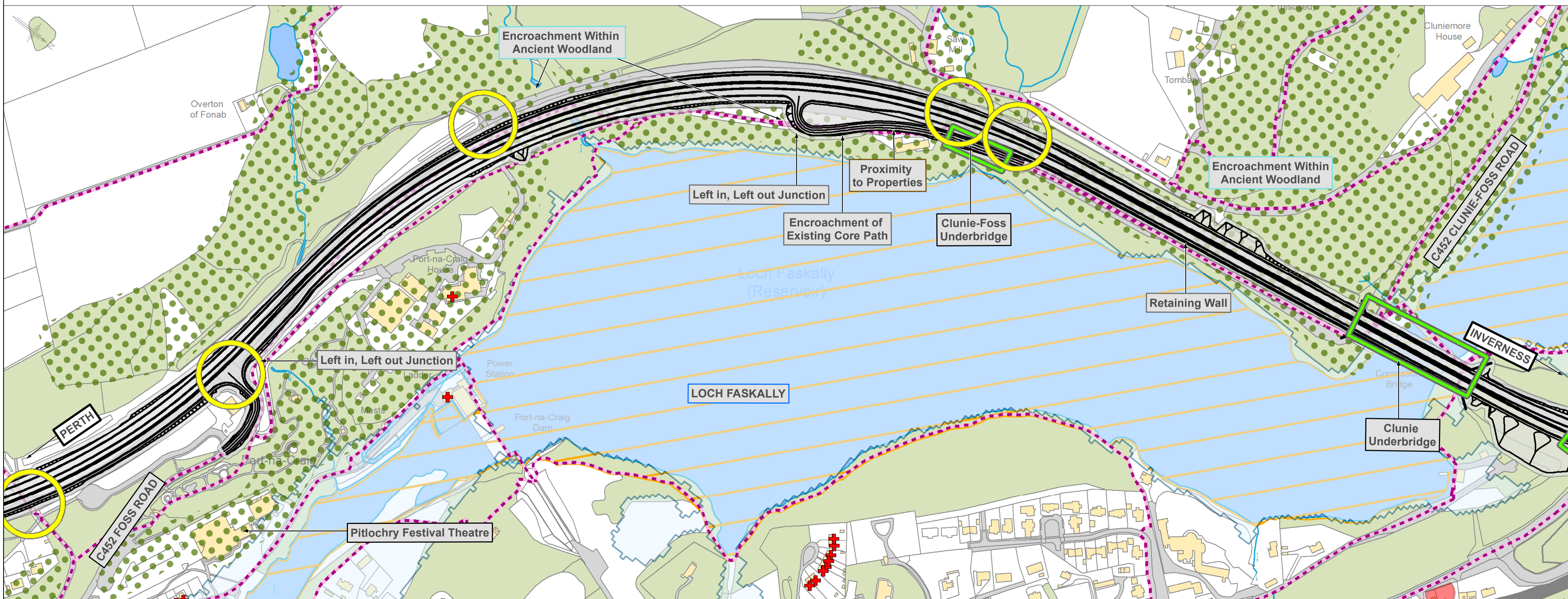
- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Conservation Area
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- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- National Scenic Area

Legend - Annotation

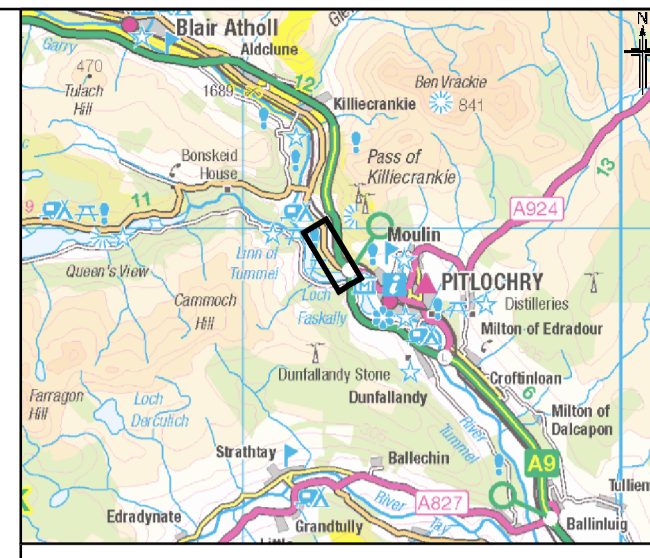
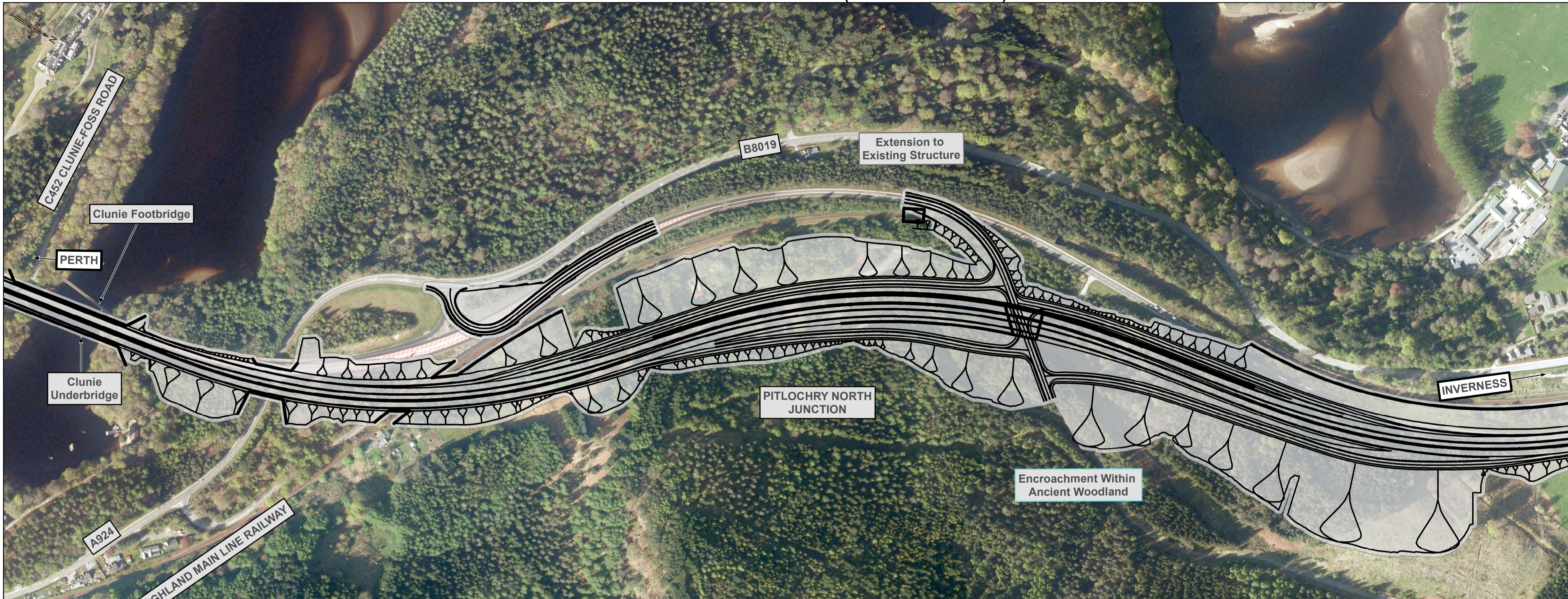
- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:

The preferred option shown on this drawing is subject to further refinement as the scheme is developed through the DMRB stage 3 assessment process when more detailed survey information will be gathered. This will include the preferred option alignment, the layout of the junctions, lay-bys, side roads and private means of access. Environmental mitigation will also be added to the scheme design.



PITLOCHRY TO KILLIECRANKIE (SHEET 4 OF 5) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

Legend - Constraints

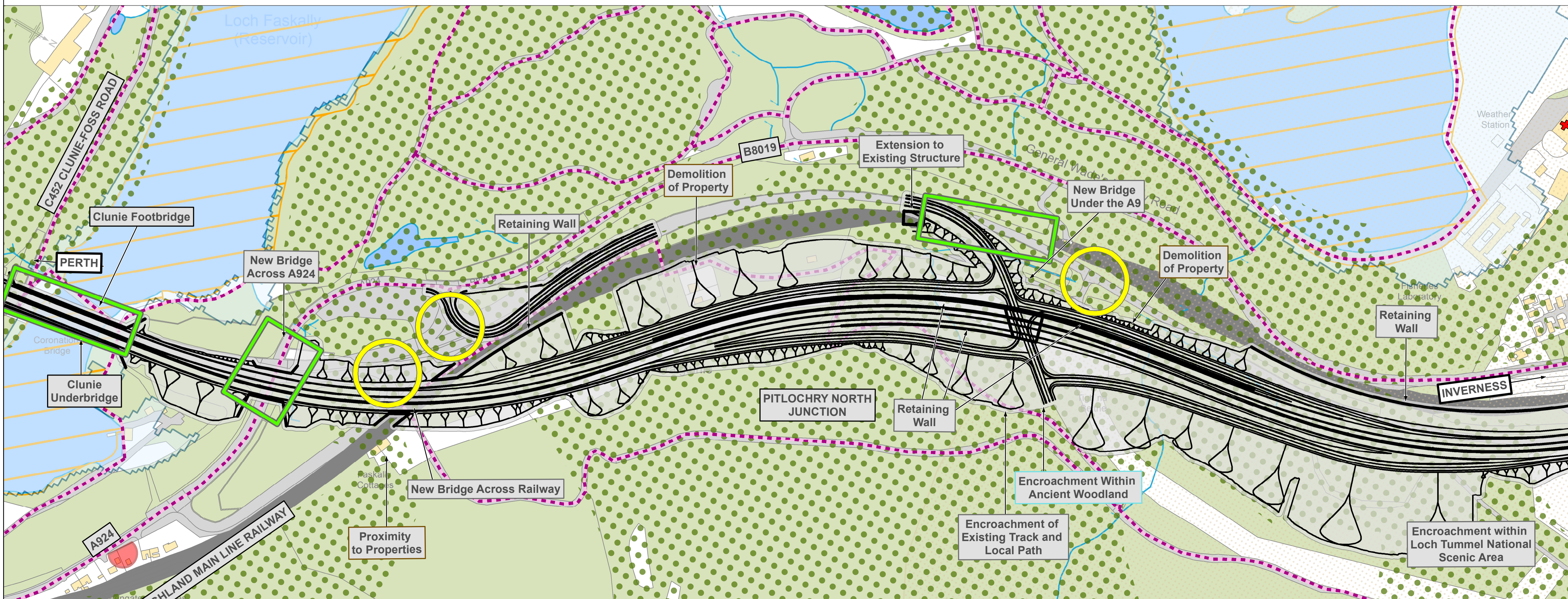
- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Conservation Area
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- National Scenic Area

Legend - Annotation

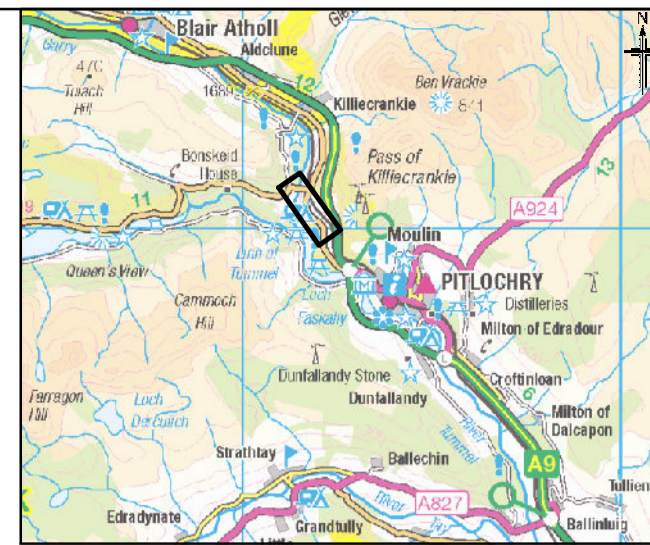
- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:

The preferred option shown on this drawing is subject to further refinement as the scheme is developed through the DMRB state 3 assessment process when more detailed survey information will be gathered. This will include the preferred option alignment, the layout of the junctions, lay-bys, side roads and private means of access. Environmental mitigation will also be added to the scheme design.



PITLOCHRY TO KILLIECRANKIE (SHEET 5 OF 5) - PREFERRED OPTION



Legend - Design

- Proposed Scheme
- Cutting
- Embankment
- Graded Slope
- Structure

Legend - Constraints

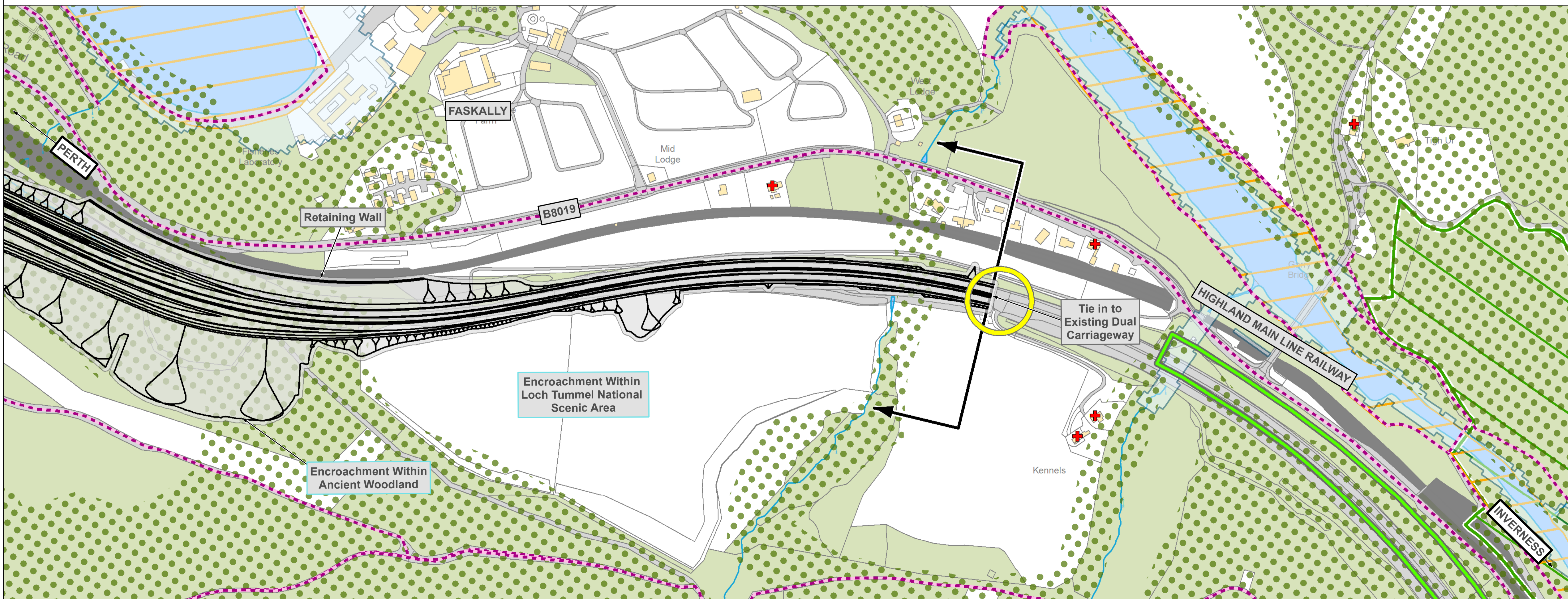
- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Railway
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
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- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland Inventory
- River/Stream/Loch
- SEPA 1 in 200 Year Fluvial Flood Zone
- National Scenic Area

Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:

The preferred option shown on this drawing is subject to further refinement as the scheme is developed through the DMRB stage 3 assessment process when more detailed survey information will be gathered. This will include the preferred option alignment, the layout of the junctions, lay-bys, side roads and private means of access. Environmental mitigation will also be added to the scheme design.



Appendix C. Leaflet

A9 Dualling Pitlochry to Killiecrankie project

Introduction

In July 2015, Transport Scotland held an exhibition for the Pitlochry to Killiecrankie project to seek public feedback on the mainline and junction options being developed.

A further community engagement event was held in February 2016 to get public feedback on side road options.

Following this feedback, the DMRB Stage 2 Assessment process for the Pitlochry to Killiecrankie project is now complete and the preferred route option has been selected.

This leaflet provides an overview of the outcome of the route option assessment work and presents the preferred route option for the project.

As we enter the DMRB Stage 3 Assessment phase of work, feedback from stakeholders and members of the public will be considered as part of the further development, refinement and assessment of the preferred route option. We will also carry out further consultation on the junction and access strategy as we look to address access to properties and land adjacent to the existing A9.

Programme objectives

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

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

Project development

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

The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults a large number of landowners, local communities, the public, stakeholders and interested parties including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians, equestrians and cyclists.

Following feedback from the 2015 public exhibition, and the 2016 community event, the route option assessment (DMRB Stage 2 Assessment) process for the Pitlochry to Killiecrankie project has been completed and we have started work to develop the preferred option as part of the DMRB Stage 3 Assessment.

Preferred option

The preferred option identified following the DMRB Stage 2 Assessment is Route Option 2B (RW).

Route Option 2B (RW) includes:

- northbound widening over the River Tummel to Foss Road underbridge. This includes retaining the existing Pitlochry South junction with improvements where feasible
- a 'best fit' alignment following current A9 and maximising the use of the existing widened verges between Foss Road underbridge and Clunie underbridge
- crossing at Loch Faskally widened to the east of the existing bridge
- off-line alignment to the east of the current A9 which ties into the existing dual carriageway at the Pass of Killiecrankie
- a new Pitlochry North junction will be provided taking the form of a diamond grade-separated junction which allows for all directions of travel.

Route Option 2B (RW) is preferred for the following reasons:

- avoids the need for a new 550m long dual carriageway structure over Loch Faskally (Route Option 1), or a viaduct approximately 1km long (Route Option 2B)
- reduces direct impact on Faskally Wood, an area of ancient woodland also used for recreation, and avoids the site of the 'Enchanted Forest' event
- has the lowest significance of impact and also has the overall lowest visual impact of all the options considered
- is the least expensive option, being significantly less than Route Options 1 and 2B
- makes the build process easier and reduces traffic management.

Side road option

The preferred side road option includes:

- a southbound left-in/left-out junction at the location of the existing C452 Foss Road junction
- a southbound left-in/left-out junction linking to C452 Clunie-Foss Road.

This option is preferred for the following reasons:

- has the least landscape and visual impact
- avoids the need for a diversion of up to 16km via Ballinlugg for traffic travelling from Pitlochry or the north that wish to turn on to the C452 Clunie-Foss Road.



What happens next?

Transport Scotland's consultant will take forward the development and assessment of the preferred option for the project (DMRB Stage 3 Assessment).

Transport Scotland will look to publish draft Road Orders, Compulsory Purchase Order and an Environmental Statement for the Pitlochry to Killiecrankie project in 2017 and members of the public will have the opportunity to provide comment and feedback.

The draft Road Orders will define the line of the developed preferred option. The draft Compulsory Purchase Order will define the extent of land needed to deliver the project.

The next stage of the assessment process will include:

- consultation with affected parties such as land and property owners and tenants, statutory bodies, Community Councils and other relevant interest groups
- design development
- ground investigation works
- identification of the land required for the project and preparation of draft Orders
- Environmental Impact Assessment of the developed preferred option and preparation of the Environmental Statement

- development of suitable mitigation measures to reduce impact on the environment. For example:
 - appropriate construction management plans
 - mammal (e.g. badger and otter) underpasses, ledges and fences
 - landscape planting
 - noise barriers or environmental bunds.

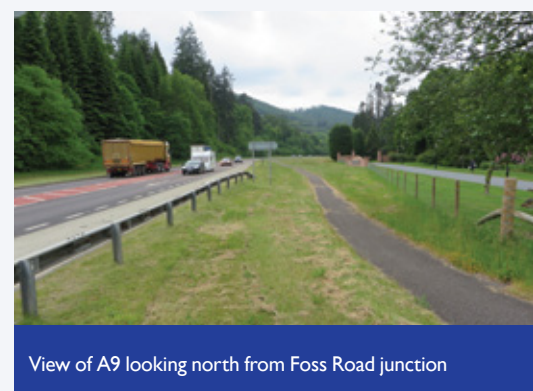
The next stage of design includes further development of:

- the preferred option alignment
- the layout of the grade-separated junctions
- layouts of all side roads and private means of access
- proposals for lay-bys
- any proposed amendments to Non-Motorised User (NMU) paths e.g. for pedestrians, equestrians and cyclists
- the location and layout of road drainage infrastructure, including detention basins and treatment ponds.

Further consultation through local drop-in sessions and one-to-one meetings is planned during the DMRB Stage 3 Assessment and we will keep you updated through a range of direct communications and consultations.



View across Loch Faskally



View of A9 looking north from Foss Road junction



Approach to Pitlochry South junction

Comments and feedback

Your comments and feedback on the preferred route option would be appreciated and will help inform the ongoing project development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and **by 13 January 2017**.

Email to: a9dualling@jacobs.com

Or by post to:

Gillian Lindsay
Stakeholder and Communication Team
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

For further information

You can contact Jacobs UK Ltd's Stakeholder and Communication Managers, Sarah Morgan or Fergus Allan, at any time:

Sarah Morgan: **07833 936 426** or sarah.morgan@jacobs.com
Fergus Allan: **07470 199 266** or **0131 659 1579** or fergus.allan@jacobs.com

If you have any queries or any comments on the project in general, please contact Transport Scotland's A9 Dualling team:

Telephone: 0141 272 7100
Email: a9dualling@transport.gov.scot

For further information on the Pitlochry to Killiecrankie project and to view the exhibition materials online, please visit: www.transport.gov.scot/project/a9-pitlochry-killiecrankie

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at: www.transport.gov.scot/a9dualling

A9 Dualling Pitlochry to Killiecrankie project



Preferred option
November 2016



Appendix D. Example Feedback Form

A9 Dualling Programme

Pitlochry to Killiecrankie project



Feedback form

Introduction

Thank you for attending our A9 Dualling Pitlochry to Killiecrankie project public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and **by 13 January 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 13 January 2017** to the Jacobs A9 Dualling team, to whom any queries may be directed.

Email:
a9dualling@jacobs.com

Further information on the A9 Dualling Pitlochry to Killiecrankie project: **www.transport.gov.scot/project/a9-pitlochry-killiecrankie**

Information on the wider A9 Dualling Programme:
www.transport.gov.scot/a9dualling

Post to:
**Gillian Lindsay
Stakeholder and Communication Team
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX**

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

Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.

A9 Dualling Programme Pitlochry to Killiecrankie project

Comments:

Appendix E. Example Letter

Major Transport Infrastructure Projects

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



Name
Address
Address
Address
Postcode

Your ref:
Our ref: B2140004/SM/AG
Date: 21st October 2016

Dear

A9 Dualling Programme: Perth to Inverness Pitlochry to Killiecrankie Preferred Mainline and Junction Public Exhibitions

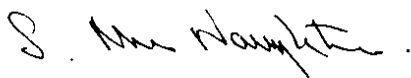
We will be holding Public Exhibitions for the Pitlochry to Killiecrankie dualling project as part of the A9 Dualling Programme. These exhibitions will give local communities, road users and other stakeholders the opportunity to view the preferred mainline and junction option between Pitlochry and Killiecrankie.

Public Exhibitions will take place in Pitlochry Town Hall, West Moulin Road, Pitlochry, PH16 5DR on Wednesday 9th November 15:00 – 19:00 and Thursday 10th November 11:00 – 19:00. Transport Scotland officials and our design consultant Jacobs, will be at the exhibitions to answer any questions. If you are unable to attend the exhibition, the materials on display will be available to view on the website following the opening of the event. The information can be viewed at <http://www.transport.gov.scot/project/a9-dualling-perth-inverness>.

The preferred route that will be on display is based on the mainline and junction options shown at the exhibitions held in 2015 and marks the end of the Design Manual for Roads and Bridges (DMRB) Stage 2. Work is now underway progressing the DMRB Stage 3 design, which includes the consideration for: side road and access options, structures options, drainage options etc. Whilst the exhibition will provide an opportunity to view the preferred mainline and junctions, please speak to a member of the team at the exhibition if you wish to provide feedback to assist with the DMRB Stage 3 design, or alternatively we would be pleased to meet with you after the exhibitions.

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

Yours faithfully



Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Jacobs

Appendix F. Example Press Advert



A9 Dualling Programme - Pitlochry to Killiecrankie

Preferred Mainline and Junction Public Exhibitions

Jacobs on behalf of Transport Scotland are hosting 'Preferred Mainline and Junction Public Exhibitions' for the Pitlochry to Killiecrankie section of the A9 Dualling. These exhibitions will give local communities the opportunity to view and discuss the preferred mainline route and junctions between Pitlochry and Killiecrankie.

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

Details of the Preferred Mainline Route Public Exhibitions are as follows:

Date	Time	Venue
Wednesday 9 th November 2016	15:00 – 19:00	Pitlochry Town Hall, West Moulin Road, Pitlochry, PH16 5EA
Thursday 10 th November 2016	11:00 – 19:00	Pitlochry Town Hall, West Moulin Road, Pitlochry, PH16 5EA

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

Activity Update

Field Studies – 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, cultural heritage and the landscape in the area. All of our surveyors carry identification and will be pleased to show this if asked.

Ground Investigation Works – Starting in September and running through until the end of 2016, we will be completing a further phase of ground investigation along the route, to support the ongoing design work. Ground Investigation work will be undertaken at various locations along the route between the Jubilee Bridge north of Dunkeld to Dalnamein, north of Calvine. This will involve bringing in equipment such as excavators and drilling rigs to locations on neighbouring land and verges alongside the A9 carriageway. Where access is being taken to neighbouring land, affected parties will be consulted. All efforts will be made to minimise disruption on the road network and great care has been taken to avoid work on the carriageway where at all possible. There will be some situations where traffic management on the A9 or local roads is unavoidable, for safety reasons. If you have any questions please contact one of our Stakeholder Managers.

Should you wish to make contact with Jacobs, the two dedicated Stakeholder Liaison Managers are:

Fergus Allan, mobile 07470.199.266; fergus.allan@jacobs.com

Sarah Morgan, mobile 07833.936.426; sarah.morgan@jacobs.com

Appendix G. Example Poster

A9 Dualling

Pitlochry to Killiecrankie project

Public Exhibitions



Public exhibitions are being held on 9 and 10 November 2016. These exhibitions will give local communities and road users the opportunity to see and comment on the outcome of the route option assessment work and the preferred option for the Pitlochry to Killiecrankie dualling project – part of the A9 Dualling Programme.

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

Details of the public exhibitions are as follows:

Venue: Pitlochry Town Hall, West Moulin Road,
Pitlochry, PH16 5EA

Wednesday 9 November, 3pm – 7pm

Thursday 10 November, 11am – 4pm

For further information, please visit:

www.transport.gov.scot/a9dualling



Appendix H. Feedback and Responses

Feedback	Response
<p>It was a very interesting meeting. I no longer drive myself by of course the project is relevant and important, now that I only use taxis and buses (and trains of course). Many thanks and I hope all goes well and smoothly during the work. All the best to you all.</p>	<p>Thank you for attending the public exhibition and for taking the time to provide feedback, it is appreciated. If you would like to view any of the exhibition material again it is available online at https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pitlochry-to-killiecrankie/. The preferred route visualisation can be viewed on YouTube at https://youtu.be/TZBjKs3Sq4.</p> <p>If you have any queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>
<p>Impressed with the level of detail and information. Staff were extremely helpful and cleared up a few uncertainties (esp. the slightly confusing quote in the courier regarding no 2nd bridge at Faskally.</p> <p>Really pleased to see the development at the North end of Pitlochry: improved access/exit via much better slip roads and underpass will improve the safety of the junction.</p> <p>Overall great.</p> <p>Looking forward to seeing work start 2019?</p>	<p>Thank you for attending the public exhibition and for providing feedback that the information was suitably explained to you, particularly with regards to the crossing at Loch Faskally. We also note that you are pleased with the proposals at the Pitlochry North Junction. If you would like to view any of the exhibition material again it is available online at https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pitlochry-to-killiecrankie/. The preferred route visualisation can be viewed on YouTube at https://youtu.be/TZBjKs3Sq4.</p> <p>The start date for construction works for the Pitlochry to Killiecrankie section is yet to be determined; however the Scottish Government has put in place a commitment to complete the A9 Dualling works by 2025.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>

Feedback	Response
<p>The selected route looks ideal, especially over Loch Faskally!</p> <p>Glad to note that the 'Right of Way' off Cluny hill has not been forgotten! After all it was a 'pictish' 'right of way', it's that old. Just a road sign saying 'watch out for pedestrians' will not do. This crossing is still used by walkers, runners and mountain bikers!</p>	<p>Thank you for attending the public exhibition and for your feedback, particularly on the 'Right of Way' at Clunie Hill, called the Rob Roy Way. One of the main objectives of the A9 Dualling Programme is to improve safety for motorised and non-motorised users (NMU) and Transport Scotland have developed a NMU Access Strategy (May 2016) that considers all non-motorised users including pedestrians, cyclists and equestrians. This NMU Access Strategy outlines the key objectives and can be viewed on the following website: https://www.transport.gov.scot/publication/a9-dualling-non-motorised-user-nmu-access-strategy-1/.</p> <p>Throughout the Design Manual for Roads and Bridges Stage 3 assessment, opportunities to maintain and enhance connectivity across the NMU network within the project in collaboration with stakeholders such as Perth & Kinross Council and through the NMU Forum will be explored. At the Rob Roy Way the current proposals provide an underpass below the A9, linking the Rob Roy Way (to the West) to Foss Road.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>
<p>We have a private water supply on the other side of the A9</p>	<p>Thank you for attending the public exhibition and for providing feedback. We can confirm that we are aware of your private water supply location and have previously gathered information from yourself. This information has been passed to our Hydrogeology team for consideration and assessment, who will be in touch should they require any additional information.</p> <p>We will continue to consult with you regarding your private water supply during the Design Manual for Roads and Bridges Stage 3 Assessment.</p>
<p>Proposed looks both sensible and aesthetically and environmentally pleasing. This exhibition is very good. Thankyou. Now get on with it! Well done.</p>	<p>No Response issued as no contact details were supplied</p>

**A9 Dualling: Pitlochry to Killiecrankie
Preferred Mainline and Junction Option Announcement
Public Exhibition Summary Report**



Feedback	Response
<p>Well explained to myself as I understand where the A9 may or may not affect the area</p>	<p>Thank you for attending the public exhibition and for confirming that the information was suitably explained to you. If you would like to view any of the exhibition material again it is available online at https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pitlochry-to-killiecrankie/. The preferred route visualisation can be viewed on YouTube at https://youtu.be/TZBjKs3Sq4.</p> <p>If you have any further queries please do not hesitate to contact us on the details provided below.</p>

Feedback	Response
<p>White wildlife reflectors installed at Middleton of Fonab?</p> <p>Otters need dry u/passes</p>	<p>Thank you for attending the public exhibition and for the comments you have provided regarding wildlife reflectors and dry underpasses.</p> <p>The Preferred Option is being further developed during the DMRB Stage 3 Assessment and an Environmental Statement being prepared. This will identify, describe and assess the significant environmental effects of the dualling, including those in relation to ecology and nature conservation. The iterative design process and mitigation measures are being developed to avoid and/or reduce significant adverse environmental impacts. An example of an Environmental Statement, which forms part of the DMRB Stage 3 assessment, can be found on the Transport Scotland website (https://www.transport.gov.scot/publication/draft-orders-compulsory-purchase-order-and-environmental-statement-luncarty-to-pass-of-birnam-a9-dualling/).</p> <p>As set out in the Transport Scotland (2014c) Strategic Environmental Assessment (SEA) Post Adoption SEA Statement, the A9 Dualling Programme includes an overarching biodiversity principle on improving permeability through the route for mobile species, including otter. This document is available at: https://www.transport.gov.scot/publication/a9-dualling-sea-post-adoption-statement/.</p> <p>The mitigation for the Pitlochry to Killiecrankie section of the route is still being finalised; however, the ecology team is aware of the presence of otters in this particular area from field data and an otter road casualty on the A9, south of Pitlochry. A combination of safe crossing points and fencing to direct the otters to these locations has been proposed, and will be finalised in due course.</p> <p>The team is also aware of the presence of wildlife reflectors in the area, but does not propose including them for this scheme, based on a lack of robust evidence to indicate their effectiveness as a mitigation measure for dual carriageways.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>

Feedback	Response
<p>Very reassured to see that this section will roughly follow existing route of A9 please do same in other sections of A9 to reduce disruption to countryside</p>	<p>Thank you for attending the public exhibition and for the comments you have provided. We can confirm that the A9 Dualling will generally follow the line of the existing A9 however, localised variations, as is the case with the northern extent of the Pitlochry to Killiecrankie project, will be required. Local variations will also be required near Bruar on the Killiecrankie to Glen Garry Project; near the River Spey Crossing on the Crubenmore to Kincaig and near Dalmagarry on the Tomatin to Moy Project.</p> <p>If you have any queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>
<p>Relieved to hear road will not come any closer to position of my house</p> <p>Noise factor concern but appreciate that is looked at to reduce</p> <p>Safety factors to improve slip roads leaving/entering Pitlochry please to hear improvement will be made to lengthen & Improve steep corner</p> <p>Layby's! Bigger would be better.</p>	<p>In your feedback you note that noise impact is a concern and you appreciate that noise impacts will be further assessed. The Preferred Option will be further developed during the DMRB Stage 3 Assessment and an Environmental Statement prepared, which will identify describe and assess the significant environmental effects of the dualling, including noise, visual impacts and landscaping. At this stage, suitable mitigation measures will be considered to avoid, reduce and if possible remedy significant adverse environmental impacts. An example of an Environmental Statement, which forms part of the DMRB Stage 3 assessment, can be found on the Transport Scotland web-site (https://www.transport.gov.scot/publication/draft-orders-compulsory-purchase-order-and-environmental-statement-luncarty-to-pass-of-birnam-a9-dualling/).</p> <p>We note your comment regarding laybys and we can confirm the design of laybys will be considered during the DMRB Stage 3 assessment. Several factors need to be taken into account when considering where to site a lay-by including the curvature of the road; visibility to and from the lay-by; and the distance to junctions as these factors affect the safety and operation of lay-bys. With respect to layout, the new lay-bys would typically provide a 100m length of parking and would be separated from the A9 by means of a kerbed segregation island.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>

Feedback	Response
<p>Good to see the proposed layout of this section of the project. Young engineer very helpful in explaining it on computer screen.</p> <p>Glad to see Faskally Wood will not be interfered with at all!</p>	<p>Thank you for attending the public exhibition and for providing feedback that the information was suitably explained to you by our staff. If you would like to view any of the exhibition material again it is available online at https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pitlochry-to-killiecrankie/. The preferred route visualisation can be viewed on YouTube at https://youtu.be/TZBjKs3Sq4.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>

Feedback	Response
<p>I am concerned and confused by the latest plan for the A9 Dualling Pitlochry to Killiecrankie. The plan shows the u/c road from Pitlochry to Logierait crossing under the A9 but it is marked as Foss Road which it is not, this surely will confuse many people. The Fonab road starts opposite Bells Distillery (Bridge Road) at that point turning right at the junction where Logierait road on the left starts going past Pitlochry Festival Theatre, currently long the A9 to the junction where it leaves on the right.</p> <p>Could you please change your plan to show the Logierait U/C Road crossing under the A9 thus avoiding confusion?</p>	<p>Thank you for attending the public exhibition and for providing feedback.</p> <p>The road to which you refer has been designated as the C452 and is described as the Foss – Logierait Road in Perth and Kinross Council's list of rural public roads, which can be obtained from the Perth and Kinross Council website (http://www.pkc.gov.uk/article/14923/List-of-public-roads), an extract of which is enclosed. Furthermore there are also two instances of Foss Road listed in Perth and Kinross Council list of urban public roads, in Logierait and in Pitlochry, an extract of which has also been enclosed.</p> <p>For ease of reference, particularly with respect to the exhibition material and in reports, the road network, the C452 has been described as the C452 Foss Road and also the C452 Clunie-Foss Road.</p> <p>The C452 Foss Road is the part of the C452 between Foss Road Underbridge (which carries the A9 over the C452) and the junction of the C452 with the A9 adjacent to Pitlochry Festival Theatre (which also includes Foss Road). The C452 Clunie-Foss Road to which the drawings also refer is that part of the C452 signed from the A9 with the destinations; Clunie and Foss. We also enclose for your attention a sketch showing the extents of the C452.</p> <p>We trust that this clarifies the position with respect to the naming convention we have utilised to describe the C452 and we apologise for any confusion. If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>

Feedback	Response
<p>1. General. We are happy with the level of presentation of the mainline and junction preferred route and the information supplied at the public exhibition.</p> <p>The failure to show local access treatments means that it is difficult to form an overall view on junctions. We are generally content with the preferred route compared to other options considered. This is not just because of the impact on the Enchanted Forest but because of the much wider impacts on the Faskally woodland and the public's enjoyment of the area.</p> <p>We would like to see a landscaping plan as soon as possible, especially for the area from Foss Road junction to the connection to the existing dual carriageway.</p> <p>We would also like to see details of noise mitigation measures along the route</p> <p>2. Mainline issues. We note the relatively minimal land take south of Loch Faskally using the existing visibility splays.</p> <p>North of Loch Faskally the principal impact comes with the move into Creag Na Ciche. Here the most significant impact of the whole scheme is the extent of the earthworks and the removal of tree cover. This will expose the road in a number of local and more extensive views down the Tummel Valley. The issue is less of changes to the main line as in a detailed appraisal and design of mitigating earthworks and mature plantings.</p> <p>3. Side road issues. We would still prefer a grade separated junction at Fonab Castle rather than the left turn half junction proposed. Combining this with the Foss Road junction and access to the properties at Clunimore and Middleton of Fonab together with pedestrian access to the Rob Roy Way and other paths may be more efficient than the layout shown.</p>	<p>Thank you for attending the public exhibition and for the comments you have provided which I have passed on to our environmental specialists and engineers for their consideration as they progress with the assessment and design work.</p> <p>We are pleased to hear that you are generally content with the Preferred Option. One of the reasons for its selection had been the potential impacts on Faskally Wood, its value to the local community and appeal to visitors.</p> <p>With regards to the comment about local access treatment not being illustrated at the public exhibition we would note that the assessment of local accesses is being undertaken during the current stage of the design development, Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. The proposals for local accesses, drainage and Non-Motorised users were shown at the March drop-in sessions, which we understand you attended.</p> <p>The design of the Preferred Option is being further developed during the DMRB Stage 3 Assessment and an Environmental Statement is being prepared, which will identify, describe and assess the environmental impacts of the dualling, including the noise, visual and landscape impacts. However, in tandem with our ongoing assessments, our environmental specialists are developing mitigation proposals which will help to avoid, reduce and, where possible, remedy significant adverse environmental impacts. Such measures may include:</p> <p>Retention of existing trees and vegetation wherever possible and incorporation with new planting proposals in order to provide screening of views for receptors to reinforce the character of the existing landscape and to enhance the experience of travelling along the road.</p> <ul style="list-style-type: none"> • Planting to replace trees lost during the construction of the proposed Preferred Option. Where possible, advanced planting is desirable in those areas where planting could be completed ahead of the general completion of the scheme. • Translocation of soils and plants from ancient woodland. Compensatory management of other ancient woodlands in the vicinity could also be investigated. • Sensitive grading of all earthworks to improve integration with the surrounding landform.

Feedback	Response
<p>The junction with Foss Road allows relatively easy access to and from Pitlochry compared with the other options considered.</p> <p>The main grade separated Pitlochry North junction creates the greatest environmental impact and it is difficult from the exhibition material to judge the extent of this and how it will be mitigated. We would like to see details of this as soon as possible. The creation of a junction here seems unavoidable but we would like to see how the vertical alignment can be modified to reduce this impact.</p> <p>We welcome the changes to the Pitlochry South junction to make it safer and more obvious to north bound traffic.</p> <p>5. Landscape impacts. The scheme will affect the views from the east shores of Loch Faskally in Pitlochry looking west and from the area of the dam looking up the Loch. The loss of tree cover between Foss Road and the A9 and the presence of a large retaining wall will present a long strip of concrete where there are currently trees. The treatment of this cannot be separated from the proposals themselves.</p> <p>The same issues apply to the area north of Loch Faskally. The removal of the trees adjacent to the boating station will completely change the character of this part of the loch-side and impact on local views. Unless semi-mature plantings are proposed this section of embankment should be considered as reinforced earth retaining wall shielded by existing trees. The area around the new junction again creates impacts that it is difficult to assess without the proposals for mitigation. At the least there should be extensive plantings of semi-mature trees on affected slopes. The New Towns of the 1960s created extensive tree nurseries at their inception to allow planting of semi-mature trees and this should be considered by Transport Scotland for the whole A9 project.</p> <p>6. Other aspects. The scheme has little impact upon cyclists. However the opportunity should be taken to create a cycle path on the existing verge from the East Haugh junction to Ballinluig. This</p>	<ul style="list-style-type: none"> • Where rock cuttings are required, create rock formations that have a naturalistic appearance that can become features of the landscape. • Sensitive design of retaining walls with special attention to high quality design and finishes. • Use of low noise surfaces and/or noise barriers. <p>An example of an Environmental Statement, which forms part of the DMRB Stage 3 assessment, can be found on the Transport Scotland web-site (https://www.transport.gov.scot/publication/draft-orders-compulsory-purchase-order-and-environmental-statement-luncarty-to-pass-of-birnam-a9-dualling/).</p> <p>In relation to your comment on the vertical alignment at the Pitlochry North junction, further design refinement is being conducted during the DMRB Stage 3 Assessment, where this will be considered. The vertical alignment is being designed in accordance with DMRB standards.</p> <p>Studies to date indicate that the proposals may impact on views from the east shores of Loch Faskally resulting in increased visibility of the A9 and vehicles on it due to the new bridge or the widening of the road to the east and to intervening woodland loss. Please note that the existing woodland between the C452 Foss Road and the shores of the Loch will likely be retained, which will aid in screening the retaining wall. Furthermore consideration will be given to how any such views of this retaining wall can best be mitigated by carefully considering its finish.</p> <p>With respect to views from Pitlochry Dam, no notable change to views or increase in visibility of the A9 is anticipated due to intervening landform and existing vegetation.</p> <p>With regards to your preference of a grade separated junction at Fonab Castle, work undertaken to consider this option has identified that whilst such an arrangement would benefit approximately 300 vehicles per day, with diversion lengths of up to approximately 5km avoided in comparison to the Preferred Option, there are a number of significant disbenefits. The potential introduction of a junction would require the A9 to be moved offline to the west, leading to increased land-take, increased landscape and visual impacts, and also further loss of woodland in the Ancient Woodland Inventory. In addition, the economic benefits of providing the additional grade separated junction through reduced journey lengths and times, are not expected to be</p>

Feedback	Response
<p>section of A9 is frequently used by cyclists who are unable to locate the alternative via Logierait and Dunfallandy or are deterred by the extent of the diversion. Against the costs of the whole scheme the costs of a path on the verge are minimal and would also serve for local pedestrians.</p>	<p>greater than the increased construction cost of approximately £25M. Therefore, it is not proposed to provide a grade separated junction at Fonab Castle.</p> <p>With regards to your suggestion that a reinforced earth embankment be considered adjacent to the Boating Station, such that the existing trees on the lower slopes of the existing embankment can be retained, providing screening of the road, we will consider this further as part of the DMRB Stage 3 design. We have also noted your suggestions with regards to utilising tree nurseries and semi-mature trees. We can confirm that these are options that our landscape architects (who are preparing the landscape mitigation measures) are considering in order to facilitate integration of the Preferred Route and reinstate woodland in order to ultimately re-establish the character of this part of the loch.</p> <p>Part of the A9 Dualling Programme objectives is to improve safety for Non-Motorised Users (NMUs) and facilitate active travel within the corridor. With this in mind Non-Motorised User routes are also considered during the DMRB Stage 3 Assessment. We note your suggestion for a cycle path on the existing verge from the East Haugh junction to Ballinluig and can confirm that this is beyond the extents of the current project. However, this will be considered, in the future, as part of a study into the works required to the existing dualled sections.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>
<p>No major concerns about the preferred route option but have a few comments to make with regards to protected areas, ancient woodland and the bird species present.</p> <p>Protected areas: The development site is adjacent to, and crosses the River Tay SAC at several points and therefore there is a potential that the dualling could have an impact on it.</p> <p>There is a need to avoid run off from road and construction works into the River Tay SAC where directly adjacent to the site, and when widening the two bridge sections.</p> <p>Ancient and native woodland - There will be a potential loss of ancient</p>	<p>Thank you for providing feedback on the materials presented at the Pitlochry to Killiecrankie public exhibition.</p> <p>The Preferred Route Option is being further developed during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment, and an Environmental Statement (ES) is being prepared, which aims to protect the environment by considering the potential impacts of the A9 Dualling Programme and proposing mitigation and compensation measures as required.</p> <p>Your comments have been taken into consideration during this process. As you note, the scheme is in close proximity to the River Tay SAC, therefore, there is a requirement to undertake a Habitats Regulations Appraisal (HRA) to consider effects on the River Tay SAC and its qualifying interests. This is being undertaken in parallel with the ES.</p>

Feedback	Response
<p>woodland in a number of areas along the stretch of dualling as highlighted on the strip plans. It is advocated to minimise the loss of trees from within the development site and to offset any unavoidable loss, there should be firm proposals to plant alternative areas with native woodland. This should be included in the EIA considerations and should maximise biodiversity.</p> <p>Bird species present</p> <p>Records are available for a number of birds in the area, some of which are listed on Annex 1 of the Habitats Directive and Schedule 1 of the Wildlife and Countryside Act as well as being red or amber listed birds of conservation concern. Any works involving removal/disturbance of features which can be used by breeding birds should be undertaken outside the main bird breeding season. If disturbance to such features during the season is unavoidable, a survey by an experienced ecologist must be undertaken immediately in advance of the works to check for nesting birds. Should breeding birds be found, works in the area will cease until the young have fledged.</p> <p>We would be grateful for further consultation and discussion with you as the project progresses through the DMRB Stage 3 process, so that we can provide more advice and information on avoidance and mitigation measures to reduce environmental impacts.</p>	<p>The loss of areas listed as ancient and native woodland has been considered through the iterative design process that informed selection of the preferred route. Compensation planting proposals are being developed as part of the design of the preferred route. The approach to this complex issue has been developed in consultation with the Environmental Steering Group (ESG), and is discussed in further detail within the ES. The ESG includes representatives from SEPA, SNH and CNPA, amongst others.</p> <p>We note your comment on vegetation clearance which matches our standard best practice, and forms part of the environmental protection measures being detailed in the ES. Vegetation clearance or other disturbing works are likely to be necessary during the breeding bird season, pre-construction surveys will be undertaken and appropriate precautions taken in respect of the Wildlife and Countryside Act 1981 (as amended).</p> <p>We have requested and received information on breeding birds within our study area during the DMRB Stage 2 and Stage 3 consultation process. These have been considered in conjunction with other data sources as part of our assessment informing the ES, with particular consideration for Schedule 1 species, those listed on the Scottish Biodiversity List, Tayside Local Biodiversity Action Plan and red/amber Birds of Conservation Concern.</p> <p>We will continue to consult with you during the DMRB Stage 3 Assessment and should you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>

Feedback	Response
<p>The desire to carry out dualling of the A9 is understood. However, with specific regards to the area from Pitlochry and Killiecrankie, there are some concerns regarding the provisions for pedestrians, both in rural settings and in the town centre of Pitlochry. The concerns raised in the Non-Motorised User report (17 November 2016) regarding a loss of connectivity between walking routes and scenic areas surrounding Pitlochry, such as Faskally Wood and the Rob Roy Way are echoed. The current provisions do not take enough consideration for the needs of pedestrians and cyclists using these routes. It is important that more effort is taken to ensure that access to these areas for pedestrians is maintained or enhanced. Similarly, the route near to Foss Road and the current A9 is an area in which pedestrian access is likely to be significantly impacted upon. At present, footpaths in this area do not meet the needs of pedestrians. Consideration should be given in this area as to how pedestrians accessing this area will be accounted for and what provisions will be made to safeguard and improve future access.</p> <p>It is also noted that there are two at grade separated crossings on this part of the corridor (No 26 & 30) both should be replaced with underpasses. Generally signage should be used to guide pedestrians to these crossings, indicating time and distance to discourage crossing attempts at other points. We note that 13% of accidents are classed from Stats 19 data as 'pedestrian stepped out' and therefore investment in safe crossing points near towns should be prioritised, especially larger settlements such as Pitlochry. There are also observations regarding the future impact of the dualling of the A9 on the urban environment in Pitlochry both in the short and long term.</p> <p>Short-term impacts The construction phase of the A9 dualling between Pitlochry and Killiecrankie could have a significant impact upon the levels of traffic and congestion in and around Pitlochry town centre. This will have a direct impact upon pedestrians in Pitlochry, who will be subjected too much heavier levels of traffic whilst local traffic avoids the works. This has the potential to cause problems with safety, both in the town</p>	<p>Thank you for taking the time to provide feedback on the Pitlochry to Killiecrankie public exhibition.</p> <p>One of the main objectives of the A9 Dualling Programme is to improve safety for motorised and non-motorised users (NMU) and Transport Scotland have developed a NMU Access Strategy (May 2016) that considers all non-motorised users including pedestrians, cyclists and equestrians. This NMU Access Strategy can be viewed on the following website https://www.transport.gov.scot/publication/a9-dualling-non-motorised-user-nmu-access-strategy-1/.</p> <p>The design process is currently exploring opportunities to maintain and enhance connectivity across the NMU network within the A9 Dualling Programme in collaboration with stakeholders such as yourself, Perth & Kinross Council and through the NMU Forum, and in doing so, taking into account the needs of non-motorised users.</p> <p>With regards to your comments relating to at-grade crossings and the provision of underpasses, the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment identified one existing at-grade crossing of the A9 between Pitlochry and Killiecrankie, which is for the Rob Roy Way. As part of DMRB Stage 3, assessment of changes to NMU access is considered in detail. The on-going design work includes for the provision of a new underbridge at this location. Access Point 30 is located out with the project extents, on the existing dualled section of the A9 at the Pass of Killiecrankie. This will be considered as part of any works that may be necessary to the existing dualled sections. Furthermore, as part of the DMRB Stage 3, we are considering proposals to improve connectivity to the area of Tay Forest Park to the east of the A9.</p> <p>Please note that Non-Motorised User Forum No2 report to which you refer includes references to the circular route around Faskally Wood. We can confirm that this circular route was impacted by Route Option 1, which has not been taken forward as the preferred option. The completion of DMRB Stage 3 will include the publication of an Environmental Statement, which will provide details on the potential NMU impacts and proposed mitigation measures. An example of an Environmental Statement, which forms part of the DMRB Stage 3 assessment, can be found on the Transport Scotland website (https://www.transport.gov.scot/publication/draft-orders-compulsory-purchase-order-and-environmental-statement-luncarty-to-pass-of-birnam-a9-dualling/).</p>

Feedback	Response
<p>centre and to residential areas either side of Pitlochry. Transport Scotland needs to ensure that issues relating to the volume and speed of traffic entering Pitlochry at the time of construction are properly managed.</p> <p>Longer-term opportunities The dualling of the A9 should be taken as an opportunity to improve conditions for pedestrians in Pitlochry by encouraging some north-south journeys onto the new dualled road. Implementing a 20mph limit in Pitlochry would discourage through traffic in the town centre, and would help to make the town safer for pedestrians and cyclists. Managing the approaches from the road to the town and the reduction of speed will be important. At present the levels of motorised traffic passing through Pitlochry, particularly in summer, can cause problems with congestion in the town centre. Opportunities to alleviate this situation should be taken by working with Perth & Kinross Council on a traffic management plan. This must consider the town as whole and how opportunities from the A9 improvements can deliver wider benefits. Tools, such as the Scottish Government's Place Standard, offer opportunities to explore issues such as traffic congestion. It would be a missed opportunity if A9 dualling proceeds in isolation given its proximity to the town. Assistance can be provided with street auditing, if this is supported by the council and community.</p> <p>Thank you for the opportunity to comment.</p>	<p>With regards to short-term potential impacts on Pitlochry town centre during construction, the appointed Contractor would develop traffic management proposals in consultation with key stakeholders including Transport Scotland's operating company, local authorities, Police Scotland and Transport Scotland. Typical traffic management measures that the contractor would require to adhere to would include for generally maintaining one lane in each direction on the A9. Impact on NMU routes would also be considered and appropriate mitigation measures identified where required.</p> <p>With regards to longer-term opportunities for Pitlochry town centre such as the 20mph limit and other traffic management plans, these matters would be for Perth & Kinross Council to consider as they are out with the scope of the A9 Dualling Programme. We will feed your comments back to Perth and Kinross Council.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>
<p>I am interested in the proposal about the passing located at 'Fonab Castle' and Fonab industrial Estate aka Pitlochry to Killiecrankie. Please send paper plans.</p>	<p>Thank you for attending the Killiecrankie to Glen Garry drop in session. We acknowledge that you are interested in obtaining more information about the Pitlochry to Killiecrankie project.</p> <p>Please find enclosed copies of the materials displayed at the Pitlochry to Killiecrankie Preferred Mainline and Junction option exhibition. These materials are also available to view on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-</p>

Feedback	Response												
	<p>dualling-perth-to-inverness/a9-pitlochry-to-killiecrankie/. A visualisation of the preferred route is available to view on YouTube at https://youtu.be/_TZBjKs3Sq4.</p>												
<p>I was unable to attend the November meeting. Having looked at the plans and having considered the implications regarding access to my property, I think that your suggestion via Ballintuim and Dunfallandy is preferable to mine linking the Strathtay path at Middleton of Fonab. I think that would require a longer journey into and out of Pitlochry which is my main concern.</p>	<p>Since the November exhibition further information on accesses was made available at a drop in session in March 2017 which we understand you attended. The plans available showed the proposed access to your property which you discussed with the team. The table below shows estimated travel distances to Port na Craig, Bridge Road and the A9 under the current access proposals and the option via Dunfallandy to which you refer.</p> <table border="1" data-bbox="1003 869 2020 1037"> <thead> <tr> <th>Destination</th> <th>Proposed Option (Distance)</th> <th>Via Dunfallandy (Distance)</th> </tr> </thead> <tbody> <tr> <td>To Port na Craig</td> <td>900m</td> <td>1.5km</td> </tr> <tr> <td>To Bridge Road</td> <td>1.3km</td> <td>1.1km</td> </tr> <tr> <td>To the A9</td> <td>1.1km</td> <td>1.9km</td> </tr> </tbody> </table> <p>Should you wish to view the materials again these are also available to view on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pitlochry-to-killiecrankie/. A visualisation of the preferred route is available to view on YouTube at https://youtu.be/_TZBjKs3Sq4.</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>	Destination	Proposed Option (Distance)	Via Dunfallandy (Distance)	To Port na Craig	900m	1.5km	To Bridge Road	1.3km	1.1km	To the A9	1.1km	1.9km
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Feedback	Response
<p>As the team from Jacobs and Transport Scotland are well aware (and this has been the case for a considerable time), the preferred position of the owner is that the additional carriageway, to provide for the dualling, should be located on the opposite side of the A9, to make it further away from the Estate and the principal house – this is referred to as widening of the southbound carriageway. Despite this known fact the three options currently being considered all involve widening on the northbound side, thus bring the trunk road closer to the property. There are also likely to be significant secondary route and construction effects some of which will be particularly serious.</p> <p>However, fundamentally, as the EIA and related justification for the very early stage decision not to select route options further away from the property has not yet been published then no detailed response can be made at this time.</p> <p>Given the anticipated significant adverse effects on the Estate from any of the currently preferred route options it remains the intention of the Estate to object to both the Roads Orders and the related CPO.</p>	<p>We note that you have provided feedback on behalf of the owner and raise his concerns with regards to the decision to widen to the northbound carriageway at the property. We have had regular consultations with the owner and we understand that his preferred position has been for southbound widening of the carriageway of the A9. As previously discussed with the owner northbound widening has been selected at this location as the Preferred Option due to flood risk assessments indicating that southbound widening would have a greater flood impact.</p> <p>We are currently undertaking Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment where the Preferred Option determined at the end of Stage 2 is developed in more detail and also includes the preparation of an Environmental Statement. The completion of Stage 3 will involve the publication of the Environmental Statement as well as publication of draft road orders and compulsory purchase orders.</p> <p>We note that your client would intend to raise an objection to the road orders and compulsory purchase orders; however we would like to meet with the owner at a convenient date in early May, if possible, before the aforementioned publications, to further discuss the Pitlochry to Killiecrankie Project. We would propose to meet at his preferred location along with Sam McNaughton from Transport Scotland and we will be in contact shortly to arrange this with the owner. If you would prefer to arrange this meeting on behalf of the owner, please do not hesitate to contact us.</p>

Feedback	Response
<p>I have attended public consultations of 3 projects this autumn. At each exhibition I have been able to chat with representatives from of the consulting engineers or from Transport Scotland. Each interaction has been courteous and professional, and it has been clear that the consulting engineers and Transport Scotland are keen to ensure that access rights of NMUs are protected and even enhanced by the dualling project.</p> <p>We are delighted that route option 2B (RW) has been chosen, because it will not interfere with the many pleasant walks in Faskally Woods, and thus the Enchanted Forest events can continue in the future. The consulting engineers can be congratulated on their proposed choice. We assume that the paths close to the waterside are preserved, and also the low level pedestrian bridge over the loch. There are no other issues on this section other than the hope that provision will be made for an underpass or bridge to accommodate the Rob Roy Way. This is one of only 4 sites on the entire A9 project which require a dedicated underpass to ensure the integrity of the route.</p>	<p>Thank you for feedback on the preferred route for the Pitlochry to Killiecrankie section of the A9 Dualling and your kind comments with regards to Jacobs and Transport Scotland Staff.</p> <p>With regards to your comments in relation to the impact of construction of the bridge over Loch Faskally on NMU routes, this will be considered during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. At this time there is no intention to directly impact upon the footpaths within Faskally Wood or Clunie Footbridge. It should be noted that during construction of the works, the footpaths in this area, particularly adjacent to the new bridge may be subject to diversions, closures or users being escorted through the works.</p> <p>In relation to the at-grade crossing on the Rob Roy Way, providing a dedicated underbridge at this location is proposed and will be further developed during the DMRB Stage 3.</p> <p>The completion of DMRB Stage 3 will include the publication of an Environmental Statement, which will provide details on the potential NMU impacts and proposed mitigation measures, an example of which can be found on the Transport Scotland web-site (https://www.transport.gov.scot/publication/draft-orders-compulsory-purchase-order-and-environmental-statement-luncarty-to-pass-of-birnam-a9-dualling/).</p> <p>If you have any other queries or wish to comment further please do not hesitate to contact us on the details provided below.</p>