



**A9 Dualling Programme: Tay Crossing to Ballinluig
Public Exhibitions Summary Report
February 2017**

JACOBS



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1. Introduction

1.1 Report Purpose

Public exhibitions on the Tay Crossing to Ballinluig section of the A9 Dualling Programme were held on 15th and 16th February 2017. The aim of the public exhibitions was to give local communities, stakeholders and road users the opportunity to see and comment on the outcome of the route option assessment work following the preferred corridor and route decision which was announced on Monday 5th December 2016.

The purpose of this report is to provide details of the exhibitions and summarise the feedback received.

1.2 Scheme Background

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

The A9 dualling between Perth and Inverness comprises the upgrading of approximately 129km of single carriageway, including all ancillary and associated works.

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. This section is split up into four individual projects for the design stages of which, Project 3: Tay Crossing to Ballinluig (approximately 7.7km) is the subject of this exhibition.

Project 3 has recently completed the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which essentially was the appraisal of four mainline and four side road options, leading to the recommendation of a preferred route. 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, the preferred corridor and route decision was announced on Monday 5th December 2016. The preferred route is a refinement of the concept previously presented at the public exhibitions in June 2015 and the community engagement event in February 2016 as Mainline Route Option 2 with Side Road Option 2.

The preferred Mainline Route Option 2 consists of:

- Southbound widening of the A9 from the start of the project (Tay Crossing) to south of Dowally.
- A 'best fit' alignment as the route passes Dowally.
- Southbound widening of the A9 after Dowally for the remainder of the route, before tying in with the existing dual carriageway at Ballinluig.

The preferred Side Road Option 2 includes:

- Southbound left-in/left-out junction connecting to the C502 Dunkeld to Rotmell road.
- Construction of a bridge over Dowally Burn to connect the two sections of the village.
- Construction of side roads connecting Dowally, Guay and Kindallachan to both sides of the A9 by means of a southbound left-in/left-out junction north of Guay, and an overbridge and northbound left-in/left-out junction north of Kindallachan.
- Northbound left-in/left-out junction at Westthaugh of Tulliemet.

The public exhibitions gave local communities, stakeholders and road users the opportunity to see and comment on the outcome of the route option assessment work following the preferred corridor and route decision. The public exhibitions provided an opportunity for the public to discuss their opinions and concerns, 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 exhibition itself or by returning it to the Jacobs Stakeholder team by email or post after the exhibitions.

2. Public Exhibitions Planning

2.1 Public Exhibitions Venue and Timings

The public exhibitions were held over two days in Mid Atholl Hall, Ballinluig. This location is indicated in Figure 1 and was primarily chosen as it is easily accessible for the community and has suitable facilities. The exhibition was held over two days with daytime and evening sessions, as detailed in Table 1, to make it convenient for the community to attend.

Table 1: Public exhibitions venue and timings

Location	Date and Time
Mid Atholl Hall	Wednesday 15 th February 2017
Ballinluig	12:00 – 19:00
PH9 OLG	Thursday 16 th February 2017
	11:00 – 15:00

Figure 1: Map showing location of Mid Atholl Hall, Ballinluig



2.2 Project Team Representatives

Representatives from Jacobs and Transport Scotland were available to answer questions about the scheme throughout the duration of the exhibition. Team members attended on a rota basis and were chosen to ensure representatives had a varied knowledge and consisted of representatives from Transport Scotland and Jacobs technical, environmental and stakeholder teams.

2.3 Public Exhibitions Material

The material presented at the public exhibitions included:

- Exhibition boards (14);
- Tay Crossing to Ballinluig Preferred Option Plan;
- Tay Crossing to Ballinluig Strip Plans (5);
- A9 Geographical Information System (GIS) based mapping (touchscreen computers);
- Tay Crossing to Ballinluig Preferred Option Visualisations;
- Tay Crossing to Ballinluig Baseline Flood Modelling Plan;
- Feedback Form; and
- Leaflets:
 - A9 Dualling Tay Crossing to Ballinluig, Public Exhibitions Leaflet;
 - Guidance on the Compulsory Purchase Process and Compensation; and
 - A9 Dualling Programme Engaging with Communities (Summer 2016 Update).

2.4 Public Exhibitions 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) Route option development
- 6) Route option development (continued)
- 7) Preferred option
- 8) Preferred option – mainline option
- 9) Preferred option – side road option
- 10) Tay Crossing to Ballinluig – Preferred Option Plan
- 11) Flood risk management
- 12) Tay Crossing to Ballinluig – Baseline Flood Modelling Plan
- 13) What happens next?
- 14) Comments and feedback

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

<https://www.transport.gov.scot/publication/exhibition-materials-feb-2017-tay-crossing-to-ballinluig-a9-dualling/>

2.5 Drawings

The Tay Crossing to Ballinluig Preferred Option Plan, Strip Plans and Baseline Flood Modelling Plan were available to view. The environmental and physical constraints within the corridor were identified on the Strip Plans.

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

<https://www.transport.gov.scot/publication/exhibition-materials-feb-2017-tay-crossing-to-ballinluig-a9-dualling/>

2.6 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) application was developed and presented on a touchscreen display. The GIS application contained digital maps of the preferred route 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.

2.7 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 Tay Crossing to Ballinluig 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.

2.8 Leaflets

The following leaflets were made available at the public exhibitions:

- A9 Dualling Tay Crossing to Ballinluig Public Exhibitions 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. This leaflet can be found in Appendix C and on the Transport Scotland website at the following location: <https://www.transport.gov.scot/publication/exhibition-materials-feb-2017-tay-crossing-to-ballinluig-a9-dualling/>.
- 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 an update on the A9 Dualling projects and provided information on how Transport Scotland, its design consultants and contractors will engage with the public during the design, development and construction phases.

2.9 Feedback Forms

Attendees were encouraged to complete and return feedback forms on the day of the event or to return them by post or email thereafter. The deadline for the submission of feedback forms for the public exhibitions was the 31st March 2017, a sample blank feedback form is shown in Appendix D.

2.10 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: <https://www.transport.gov.scot/publication/exhibition-materials-feb-2017-tay-crossing-to-ballinluig-a9-dualling/>.

3. Public Exhibitions Publicity

3.1 Landowner and Stakeholder Advertising

Prior to the exhibitions, letters were issued to landowners, property owners and occupiers within local communities 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 organisation with an interest in the A9 Dualling Programme to inform them of the exhibitions. In total 356 communications were issued, consisting of 197 emails and 159 letters. An example of these letters can be found in Appendix E.

A number of local residents were contacted via telephone and invited to a 1-2-1 meeting during the public exhibitions. Of the 16 which were invited, 11 accepted.

3.2 Press Advertising

To further publicise the exhibitions, adverts appeared in local newspapers advertising the events. Details of the publication of these advertisements are shown in Table 2. An example of the press advertisement is shown in Appendix F.

Table 2: Local newspaper advertising

Date	Publication
Thursday 2 nd February	Strathspey & Badenoch Herald
Friday 3 rd February	Courier, Press & Journal, Perthshire Advertiser
Tuesday 7 th February	Courier, Press & Journal, Perthshire Advertiser
Wednesday 8 th February	Blairgowrie Advertiser
Thursday 9 th February	Strathspey & Badenoch Herald
Friday 10 th February	Courier, Press & Journal, Perthshire Advertiser
Tuesday 14 th February	Courier, Press & Journal, Perthshire Advertiser
Wednesday 15 th February	Blairgowrie Advertiser
Thursday 16 th February	Strathspey & Badenoch Herald

Alongside the local newspapers adverts also appeared in local newsletters as shown in Table 3, which are delivered to local households and local businesses.

Table 3: Local newsletters advertising

Date	Publication
February 2017 (publication date Friday 27 th January, household distribution date Saturday 28 th January – Friday 3 rd February)	The Bridge
February 2017 (household distribution date issued Thursday 26 th January, Royal Mail delivery date Monday 30 th January)	Pitlochry Life

3.3 Poster Advertising

Letters were sent to 140 organisations along the A9 corridor from Perth to Killiecrankie, including village halls, churches, post offices and local shops asking them to display a poster advertising the exhibitions. A summary of the type of organisations issued letters are shown in Table 4 and a summary of the locations of these businesses is shown in Table 5. The letter and the poster distributed are included in Appendix G.

Table 4: Poster advertising – business type

Type of Business	Organisations
Business - Hotel	4
Business - Other	3
Business - Petrol Station	8
Business - Shop	25
Community Facilities	23
Council Offices	1
Leisure Facilities	10
Library	5
Post Office	14
Public Transport	4
Religious Building	35
School / College	4
Visit Scotland	4

Table 5: Poster advertising – business location

Location	Organisations
Aberfeldy	1
Ballinluig	8
Bankfoot / Luncarty	6
Birnam / Dunkeld	16
Killiecrankie	3
Perth	74
Pitlochry	27
Stanley	5

4. The Public Exhibitions

4.1 Attendance

Over two days of exhibitions, a total of 155 people attended, with 99 attendees on Wednesday 15th February 2017 and 56 on Thursday 16th February 2017.

A sign-in sheet was utilised at each exhibition 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 live in close proximity of the Tay Crossing to Ballinluig section. Attendees from outside the local community such as Perth, Dunkeld, Auchterarder and Blairgowrie 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 Programme update newsletters. Following the events; these were added to the project mailing list.

Figure 2: Attendees by location

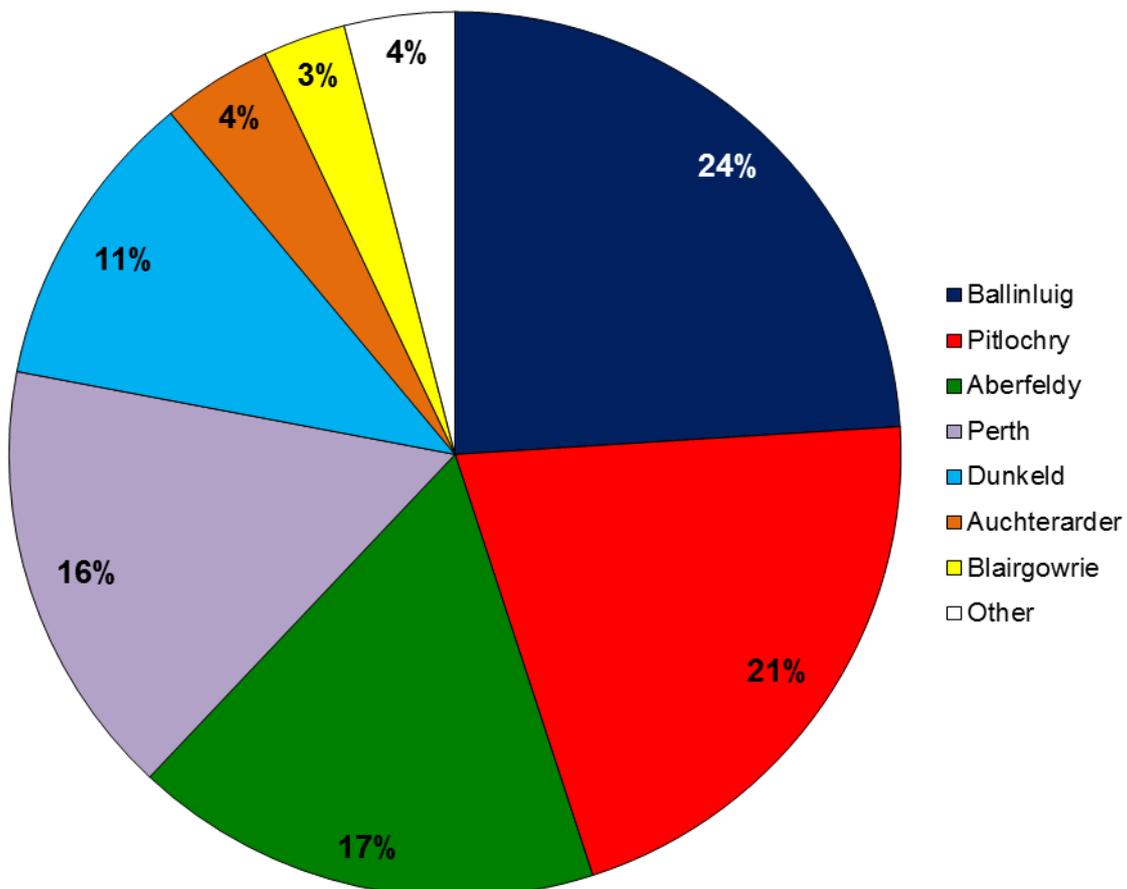
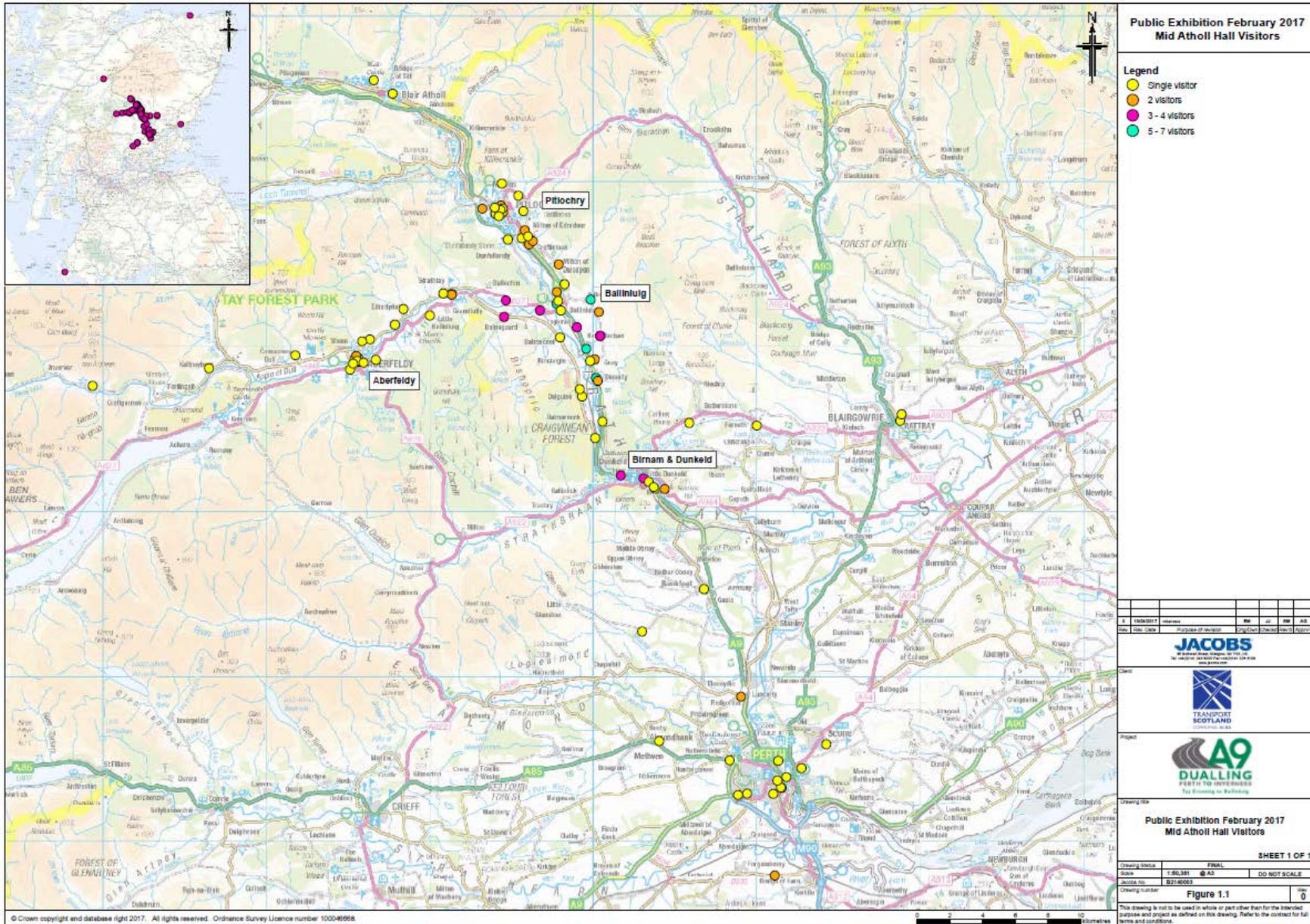


Figure 3: Map showing attendees by location

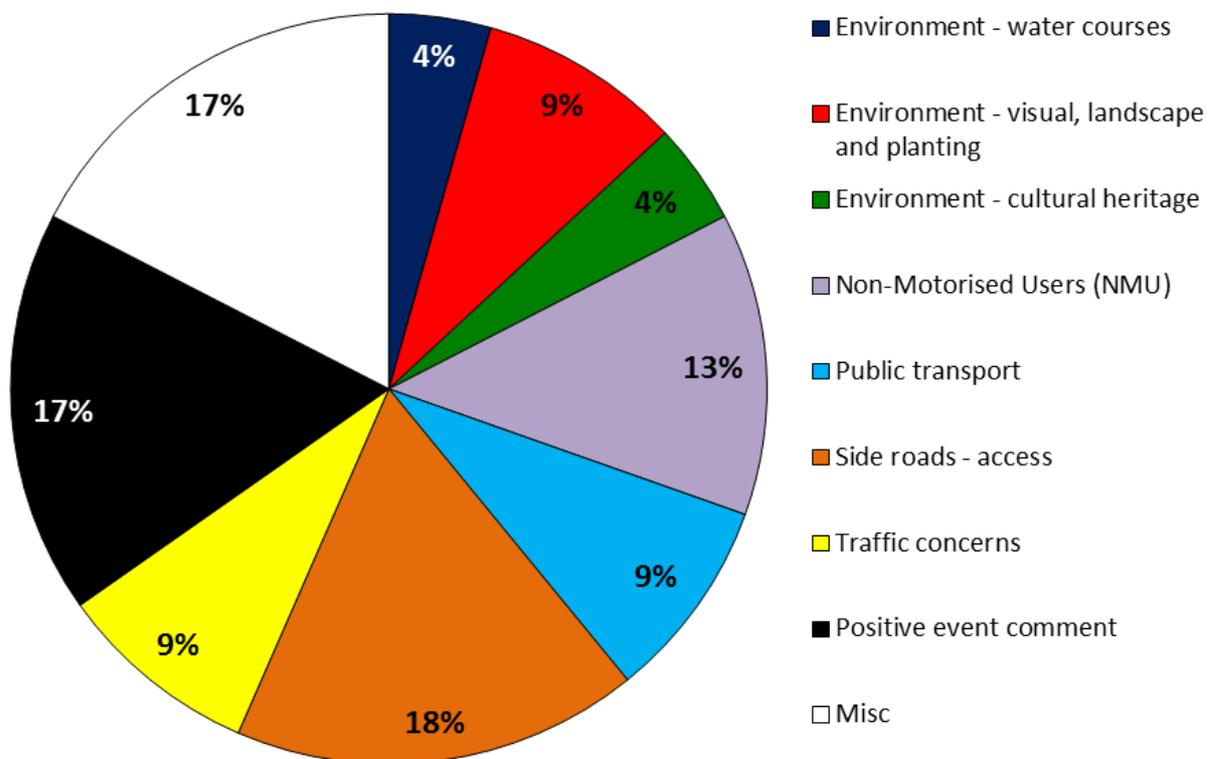


4.2 Public Exhibition Comments

Attendees were asked to return feedback forms by 31st March 2017. Feedback received after this date has not been included in the subsequent consideration of comments, contained in this report. However, comments can be submitted at any time and will be used to inform the ongoing design work.

We received a total of ten feedback forms, containing 23 comments. Five feedback forms were received during the exhibition, with a further three received by email and two by post. Each comment was reviewed and the key points summarised into nine categories. Figure 4 shows the percentage of comments received per category.

Figure 4: Summary of feedback received by category



4.3 Feedback Analysis

The comments received from the public exhibitions were generally positive with a number of comments complimenting the information on display at exhibition. The highest categories receiving comments were on the side road options, non-motorised road users, the environment, public transport and traffic.

The comments in relation to the preferred side road option included; realigning the side roads in Dowally and Guay to a route parallel to the mainline; the volume of traffic through the communities of Guay and Kindallachan; and traffic calming measures in Kindallachan. Feedback also proposed an alternative side road overbridge and junction located between Dowally and Guay. As a result of this feedback a Dowally/Guay

Overbridge Option is being developed and assessed to determine if this option will be taken for further consideration.

Environmental concerns included compensatory planting for the loss of woodland including ancient woodland, deer mitigation measures to avoid collisions on the carriageway and impact on the River Tay and River Braan during construction and post commission.

There were a number of comments on Non-Motorised User (NMU) routes with concerns on the connectivity of cycle routes and suggestions for improvement to cycle and walking routes within the area and in particular connectivity to the NMU provisions at the Tay Crossing. Maintaining access to public transport was also highlighted as an important issue to local residents in Dowally, Guay and Kindallachan, along with the provision of facilities to allow buses to turn at Dowally.

The comments received will be used to inform the ongoing design development undertaken during the DMRB Stage 3 assessment. A 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. Individual responses have been issued to each individual addressing their specific feedback.

5. Summary

Public exhibitions were held in Mid Atholl Hall, Ballinluig on 15th and 16th February 2017. The aim of the public exhibitions was to give local communities, stakeholders and road users the opportunity to see and comment on the outcome of the route option assessment work following the preferred corridor and route decision which was announced on Monday 5th December 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 community councils, key stakeholders and other organisations with an interest in the A9 Dualling Programme to inform them of the exhibitions. In total 356 communications were issued, consisting of 197 emails and 159 letters. The exhibitions were well attended and positively received. A total of 155 people, predominately living in close proximity to the Tay Crossing to Ballinluig section, attended over the two days.

Following the exhibitions 10 feedback forms were received containing 23 comments. Seven of these comments were relating to environmental concerns and four were positive comments relating to the exhibition and the route. The remaining eight comments were related to other aspects of the A9 Dualling Programme including side roads, traffic volumes and public transport. The feedback obtained from the public exhibitions will be used by Transport Scotland and design consultants Jacobs, in the on-going development of the scheme.

Appendix A. Public Exhibition Boards

Tay Crossing to Ballinluig project – welcome



Welcome to this exhibition on the A9 Dualling Tay Crossing to Ballinluig project.

As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work for dualling the A9 between Tay Crossing and Ballinluig.

In June 2015, and February 2016, public exhibition and community engagement events were held to seek public feedback on the route options being developed.

The purpose of this exhibition is to provide you with an overview of the outcome of the route assessment work, and to present the preferred route option for the Tay Crossing to Ballinluig project, announced in December 2016.

We also outline the work that will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

Transport Scotland staff, and its consultants from Jacobs, will be happy to assist you with any queries you may have.

A summary overview leaflet is available for you to take away, as well as a feedback form where we welcome your feedback and comments.



View of the A9 north of Tay Crossing with the River Tay to the west



View from Ballintuim looking west to the River Tay

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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 Motorised and Non-Motorised Users (NMUs) by:
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel in the corridor
- Improve integration with public transport facilities.



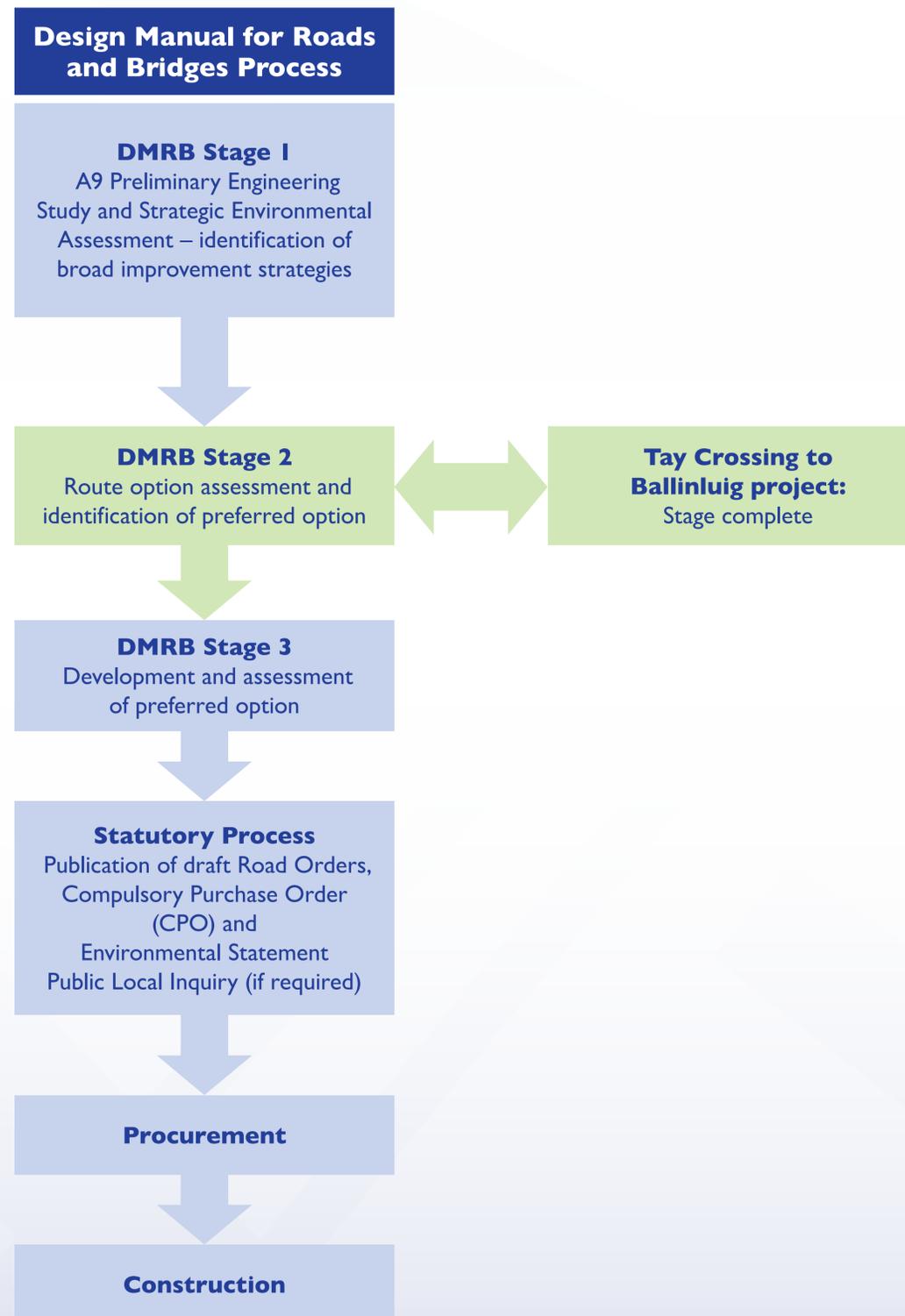
Project development

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 with a diverse range of landowners, stakeholders and interested parties including heritage, environmental and Non-Motorised Users (NMUs) such as pedestrians, equestrians and cyclists.

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

Today's exhibition shows the result of the preferred route option assessment which was announced in December 2016.



Consultation

As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the mainline and side road 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 Mid Atholl Hall, Ballinluig, on 9 and 10 June 2015 detailing the mainline route options. In total, 140 people attended the exhibitions and 27 feedback forms were received, containing 58 comments.

A community engagement event was held in Mid Atholl Hall, Ballinluig, on 9 and 10 February 2016 which displayed the side road options being considered. In total, 89 people attended this event and 34 feedback forms were received, containing 68 comments.

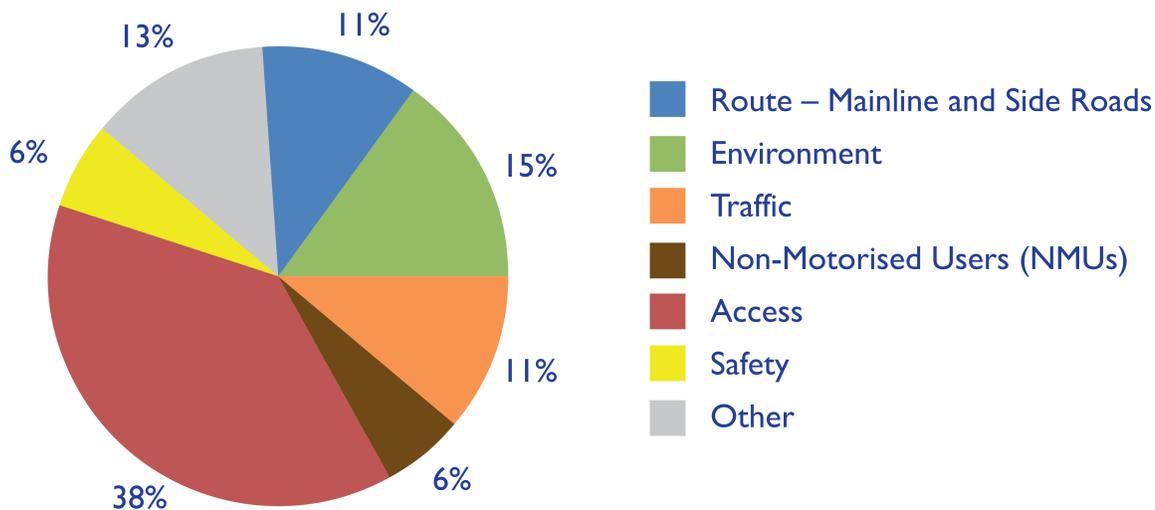
Each comment was reviewed and the key points were summarised into broad categories shown on the below charts. This is also documented in the event reports which are available on the A9 Dualling website.

The feedback provided by members of the public will continue to inform the design development of the Tay Crossing to Ballinluig project.

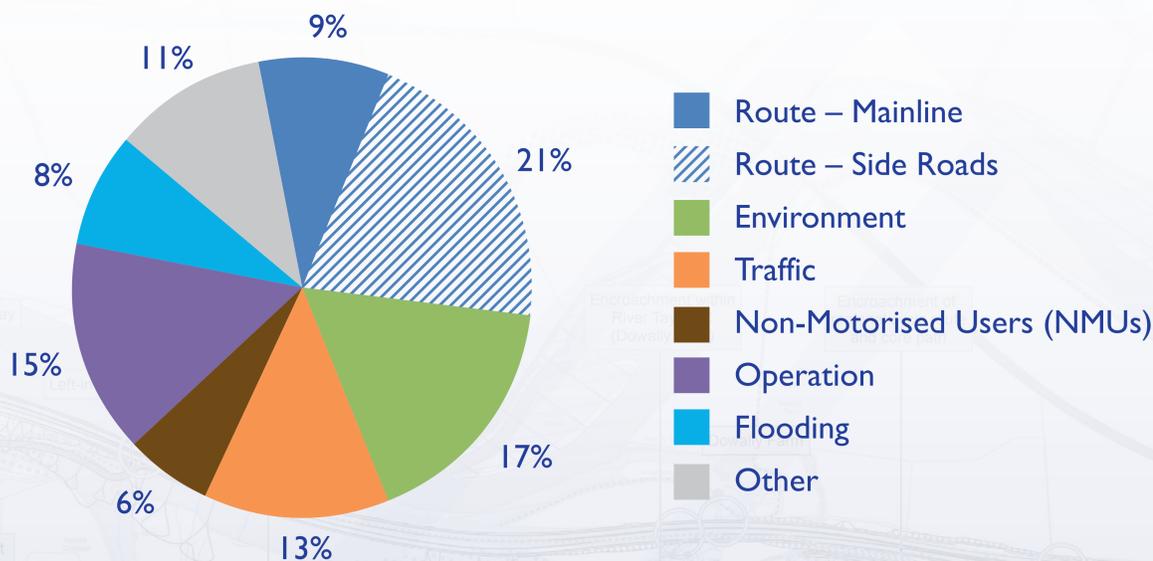
We will continue to have one-to-one engagement with affected landowners and residents as we refine designs and develop access roads. We will also continue our liaison with the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), Historic Environment Scotland (HES), Perth and Kinross Council and other stakeholders.

During our ongoing consultation, members of the local community suggested that an alternative option with an alignment located to the east of the communities of Dowally, Guay and Kindallachan be considered.

In response, two additional options were developed which included a significant offline component to the east of these communities. The offline route options were assessed before being removed from consideration in December 2016.



Summary of public exhibition comments



Summary of community engagement event comments

Route option development



The Tay Crossing to Ballinluig project involves dualling 7.7km of the existing A9 from immediately north of the Tay Crossing to the existing dualled section at Ballinluig.

As part of the DMRB Stage 2 Assessment process, four different mainline options were considered.

Mainline Route Option 1

Mainline Route Option 1 widens to the southbound side of the current A9 from the start of the project to the south of Dowally with a 'best fit' alignment as the route passes Dowally. The route then transitions to the northbound side for a short length between Dowally and Guay before transitioning back to the southbound side at Guay for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.

Mainline Route Option 2

Mainline Route Option 2 is identical to mainline Option 1 to a point south of Dowally with a 'best fit' alignment as the route passes Dowally. The route then continues on the southbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.

Mainline Route Option 3

Mainline Route Option 3 is identical to Mainline Route Option 1 to a point south of Dowally with a 'best fit' alignment as the route passes Dowally. The route then continues on the southbound side between Dowally and Haugh Cottages before transitioning to the northbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.

Mainline Route Option 4

Mainline Route Option 4 is identical to Mainline Route Option 1 to a point south of Dowally with a 'best fit' alignment as the route passes Dowally. The route widens to the northbound side between Dowally and Guay, transitions to the southbound side at Guay until the alignment passes Haugh Cottages before transitioning to the northbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.



Route option development (continued)



As part of the DMRB Stage 2 Assessment process, four different side road options were considered.

Side Road Option 1

Side Road Option 1 provides two left-in/left-out junctions with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell, Dowally and between Guay and Kindallachan. Side Road Option 1 provides access to both the northbound and southbound carriageways for residents in Guay and Kindallachan via an overbridge located to the north of Kindallachan. Residents in Dowally only have access the southbound carriageway.

Side Road Option 2

Side Road Option 2 provides two left-in/left-out junctions with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell and between Guay and Kindallachan. Side Road Option 2 provides access to both the northbound and southbound carriageways for residents in Dowally, Guay and Kindallachan via an overbridge located to the north of Kindallachan.

Side Road Option 3

Side Road Option 3 provides a left-in/left-out junction with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell, Dowally and between Guay and Kindallachan. Side Road Option 3 only provides access to the southbound carriageways for residents in Dowally, Guay and Kindallachan and provides a link road between the communities of Guay and Kindallachan.

Side Road Option 4

Side Road Option 4 provides a left-in/left-out junction with access to the northbound carriageway north of Kindallachan and a left-in/left-out junction to the southbound carriageway at Rotmell and between Guay and Kindallachan. Side Road Option 4 only provides access to the southbound carriageways for residents in Dowally, Guay and Kindallachan and provides a link road between the communities of Dowally, Guay and Kindallachan.

Plans of the mainline and side road options are available to view at this exhibition. A member of our team can assist you with any further information.



Preferred option

The following exhibition panels present details of the preferred option for the Tay Crossing to Ballinluig project.

Plans of the preferred option are available to view at this exhibition and a member of our team can assist you with any further information.

It is important to note that the design of the preferred option is subject to further refinement as the project is developed through the DMRB Stage 3 Assessment process, as more detailed survey information is gathered. These refinements may include minor changes to the road layouts and earthwork design.

Throughout the DMRB Stage 3 Assessment, the local accesses, flood mitigation measures and accommodation works will be fully developed.

Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the DMRB Stage 3 Assessment.



Preferred option – mainline option

The preferred mainline option is **Mainline Option 2**.

This includes:

- predominantly southbound widening throughout the length of the route, before tying in to the existing dual carriageway at Ballinluig
- a ‘best fit’ alignment through Dowally to minimise impact on properties, to accommodate access to properties on both sides of the A9 and to achieve a safe alignment for the road.

Mainline Option 2 is preferred for the following reasons:

- lowest interaction with the baseline flood extents and flood risk zone
- most favourable in terms of constructability, as it will require the least number of traffic management crossovers during construction
- reduces impacts on properties to the west of the A9.



View of the existing dualled section near Ballinluig looking south



Visualisation image looking north

Preferred option – side road option

The preferred side road option is **Side Road Option 2**.

This includes:

- a southbound left-in/left-out junction connecting to the C502 Dunkeld to Rotmell road
- construction of a bridge over Dowally Burn to connect the two sections of the village
- construction of side roads connecting Dowally, Guay and Kindallachan to both sides of the A9 by means of a southbound left-in/left-out junction north of Guay, and an overbridge and northbound left-in/left-out junction north of Kindallachan
- northbound left-in/left-out junction at Westhaugh of Tulliemet.

Side Road Option 2 is preferred for the following reasons:

- provides the highest level of connectivity between Dowally, Guay and Kindallachan to the northbound and southbound carriageways of the A9
- minimises diversion times, thus reducing impacts on three communities and a number of properties
- performs best in reducing diversion times and ease of access for emergency vehicles, both highlighted as important issues by local residents.

As we progress into the DMRB Stage 3 Assessment, there is still considerable work to be carried out. The exact location of side roads, including the overbridge north of Kindallachan, will be developed in consultation with landowners and affected residents.



Visualisation image looking north at Guay



Visualisation image looking north to the proposed Kindallachan overbridge

TAY CROSSING TO BALLINLUIG - PREFERRED OPTION



Legend - Design

- Proposed scheme
- Cutting
- Embankment
- Graded Slope
- Structure

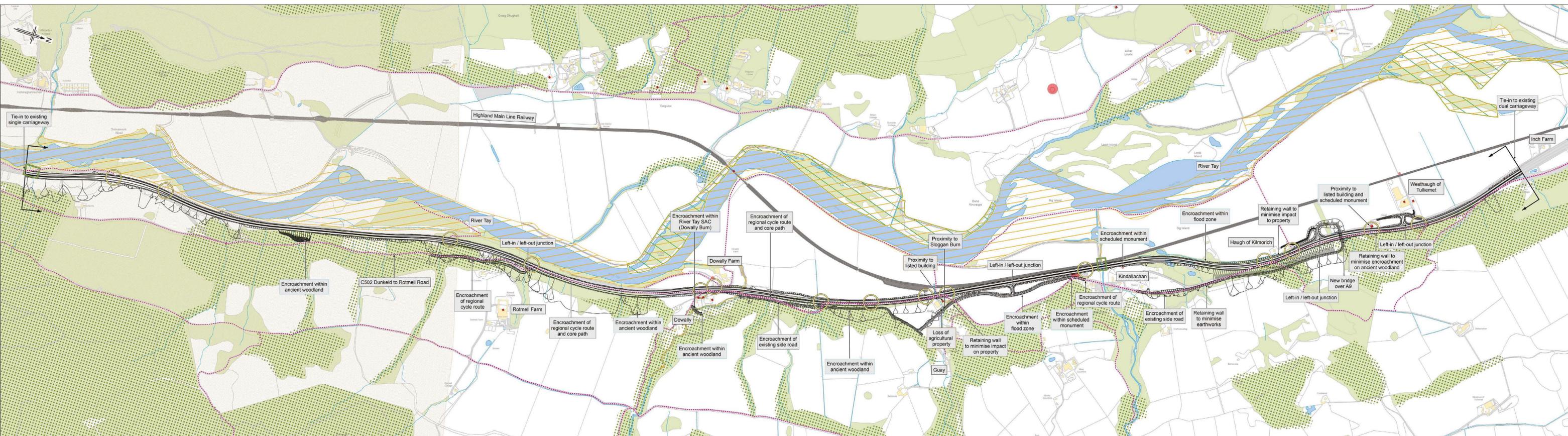
Legend - Constraints

- Existing Junction/Access
- Existing Structure
- Buildings
- Roads and Tracks
- Rail
- Non-Motorised User Routes (Pedestrian, Cyclist and Equestrian)
- Listed Buildings
- Scheduled Monument
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland Inventory
- River/Stream/Loch
- National Scenic Area

Legend - Annotation

- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:
The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development. 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.



Flood risk management

The approach to flood risk management on the Tay Crossing to Ballinluig project is that proposed plans will be developed to provide neutral impact. This means that while the dualling of the A9 will not resolve existing flooding issues, it will not increase overall flood risk.

Flood modelling

We have built a project-specific flood model from south of Dowally to north of Ballinluig, covering the River Tay, River Tummel, and their smaller tributaries including Dowally Burn, Sloggan Burn and Kindallachan Burn.

The flood model is in line with industry standard practice and is capable of developing a picture of complex flooding situations. Flood flows were developed to represent rainfall events up to the 1 in 200 year flood return period including 20% for future climate change, which is considered an extreme weather event. This can be seen on the following exhibition panel.

The baseline model for the existing situation identified extensive flooding during the 1 in 200 year flood event, plus climate change, between Tay Crossing and Ballinluig. Flooding was experienced to the west of the existing A9 over a large proportion of the existing corridor. Overall, the mainline route option, in the absence of mitigation, results in a small adverse impact (increase in flood level less than 10 millimetres).

As part of the flood model development, we have consulted with landowners to better understand the flood regime from the perspective of local residents. In addition, we have used recent flood events, including information provided by SEPA, to verify that the model is representative of these flood events.



Flooding at Guay to the east of the A9

Potential flood mitigation measures

Some further work has been carried out during DMRB Stage 2 Assessment work to ensure that mitigation is possible to help address these localised impacts. The range of mitigation measures to be further developed will likely include:

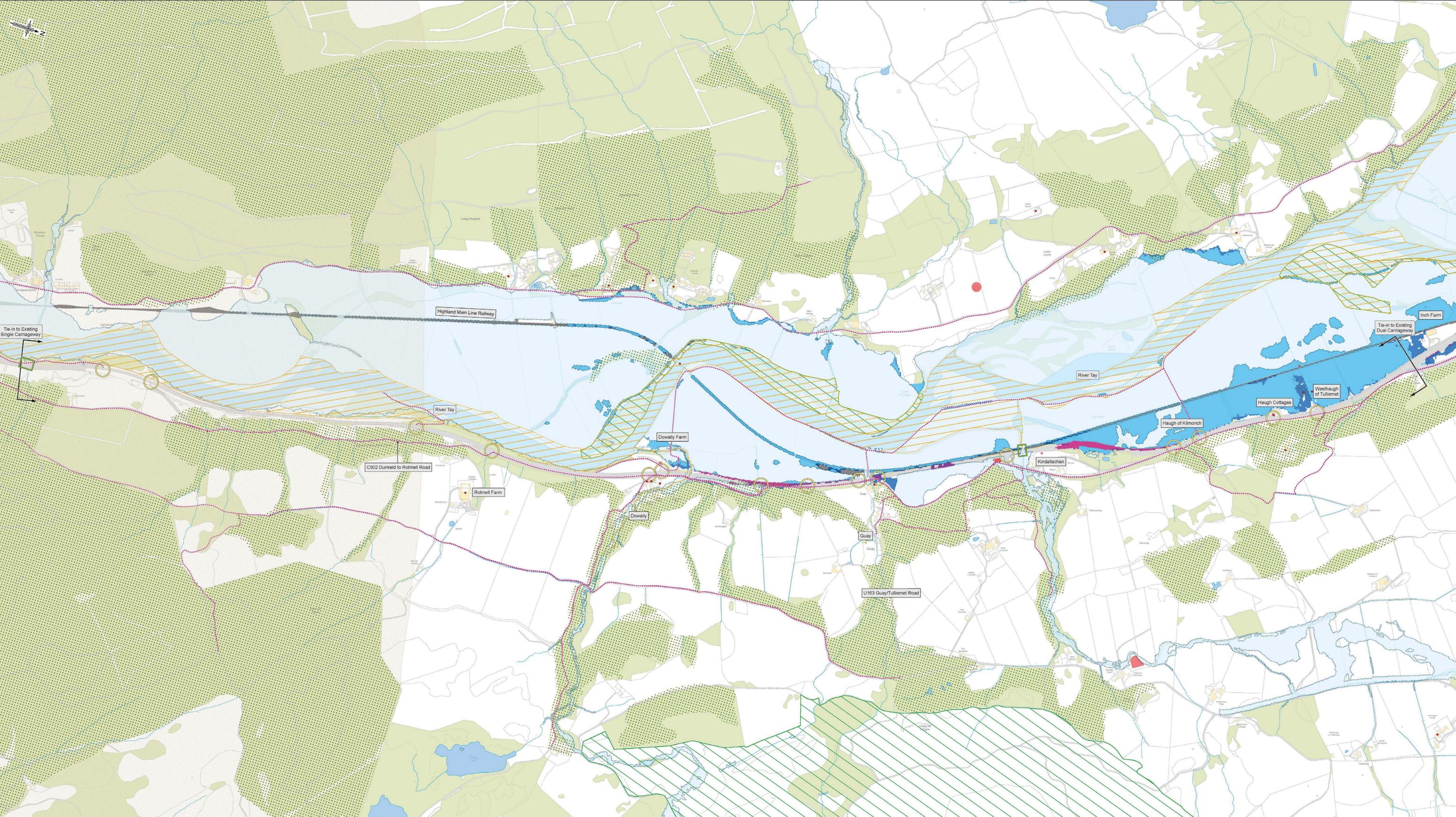
- compensatory flood storage
- side road design refinement
- consideration of culvert sizes and location to control the movement of flood water.



Floodplain at Guay to the west of the A9



TAY CROSSING TO BALLINLUIG - BASELINE FLOOD MODELLING



- Legend - Constraints**
- Existing Junction/Access
 - Existing Structure
 - Buildings
 - Roads and Tracks
 - Rail
 - Non-Motorised User Routes (Pedestrian, Cyclist and Equestrian)
 - Listed Buildings
 - Scheduled Monument
 - 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
 - Jacobs draft additional flood model area (1:200)
 - Jacobs draft additional flood model area plus climate change (1:200)
 - Existing A9 inundation
 - Existing A9 inundation with climate change

- Legend - Annotation**
- Information
 - Watercourses

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 Tay Crossing to Ballinluig 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.

Examples of possible mitigation measures include:

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



View of the existing single carriageway looking north

The next stage of design includes further development of:

- the preferred option alignment
- the layout of the overbridge north of Kindallachan
- 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.



Comments and feedback

Transport Scotland welcomes your comments and feedback on the preferred route option and will use this to 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 **31 March 2017**.

Email to:
a9dualling@jacobs.com

Or by post to:
Sarah Morgan
Stakeholder Manager
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

A9 Dualling Programme
Tay Crossing to Ballinluig project
Preferred route public exhibition
Feedback form

Introduction
Thank you for attending our A9 Dualling Tay Crossing to Ballinluig 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 **31 March 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by **31 March 2017** to the Jacobs A9 Dualling team, to whom any queries may be directed.
Email: a9dualling@jacobs.com

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

Further information on the A9 Dualling Tay Crossing to Ballinluig project: www.transport.gov.scot/project/a9-tay-crossing-ballinluig

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 events and one-to-one engagement is planned during the DMRB Stage 3 Assessment process. We will keep you updated through a range of direct communications and consultations.

You can contact Jacobs' Stakeholder Manager Sarah Morgan at any time:

Telephone: **07833 936 426**
Email: **sarah.morgan@jacobs.com**

You can also contact Transport Scotland's A9 Dualling team:

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

For further information on the Tay Crossing to Ballinluig project, and to view the exhibition materials, drawings and visualisations, please visit:

www.transport.gov.scot/project/a9-tay-crossing-ballinluig

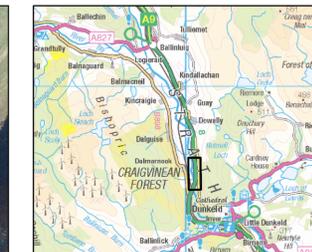
For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

www.transport.gov.scot/a9dualling



Appendix B. Strip Plans

TAY CROSSING TO BALLINLUIG (SHEET 1 OF 5) - PREFERRED OPTION

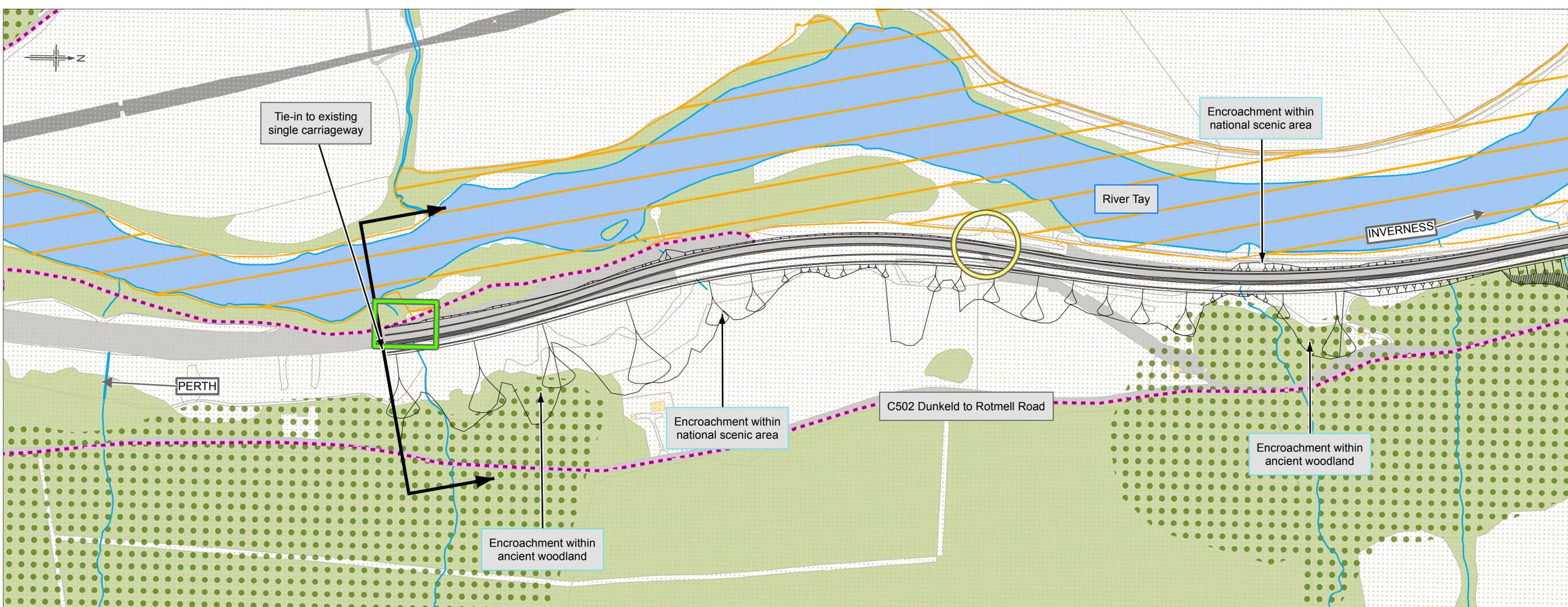


- Legend - Design**
- Preferred Option
 - Cutting
 - Embankment
 - Structure

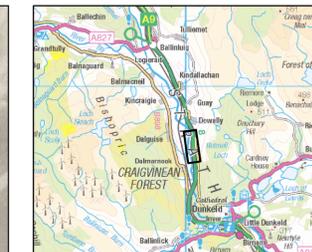
- Legend - Constraints**
- Existing Junction/Access
 - Existing Structure
 - Buildings
 - Roads and Tracks
 - Rail
 - Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
 - Listed Building
 - Scheduled Monument
 - Site of Special Scientific Interest (SSSI)
 - Special Area of Conservation (SAC)
 - Ancient Woodland Inventory
 - Inland Water
 - National Scenic Area

- Legend - Annotation**
- Information
 - Infrastructure
 - Environment
 - Property
 - Watercourses

Please Note:
The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development. 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.

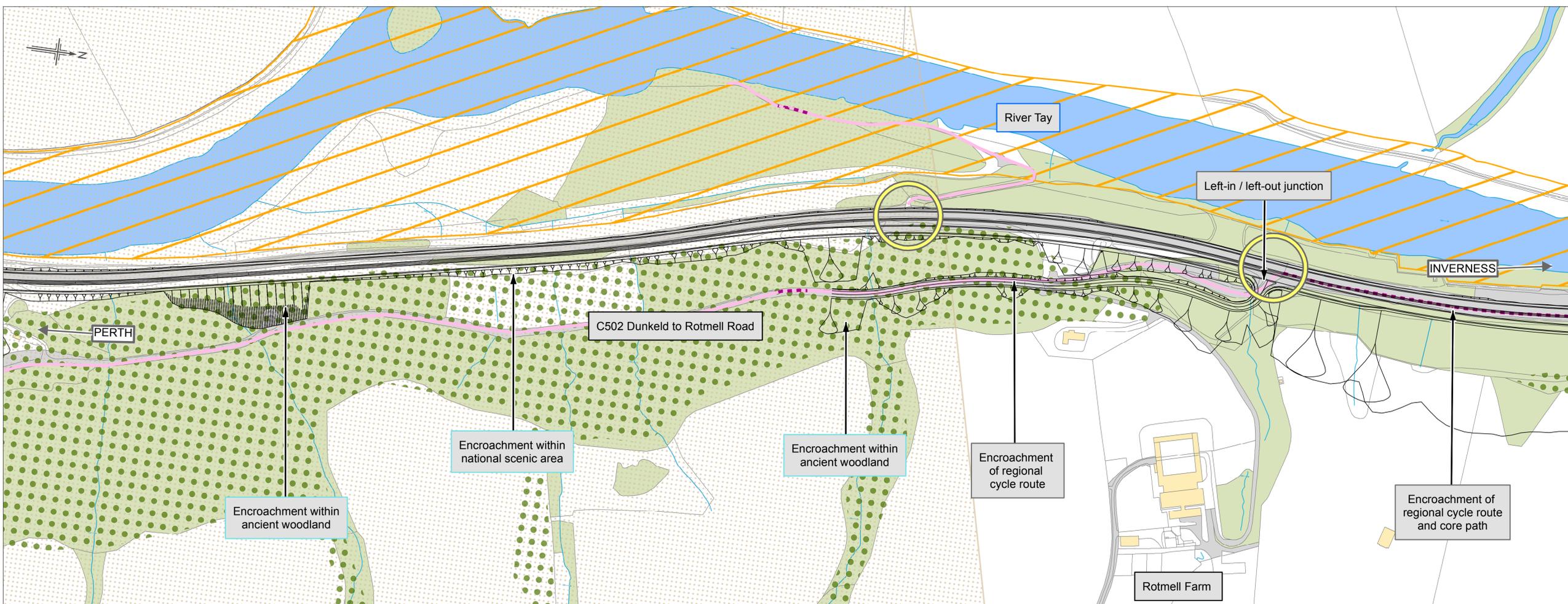


TAY CROSSING TO BALLINLUIG (SHEET 2 OF 5) PREFERRED OPTION



- Legend - Design**
- Preferred Option
 - Cutting
 - Embankment
 - Structure

- Legend - Constraints**
- Existing Junction/Access
 - Existing Structure
 - Buildings
 - Roads and Tracks
 - Rail
 - Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
 - Listed Buildings
 - Scheduled Monument
 - Site of Special Scientific Interest (SSSI)
 - Special Area of Conservation (SAC)
 - Ancient Woodland Inventory
 - Inland Water
 - National Scenic Area



- Legend - Annotation**
- Information
 - Infrastructure
 - Environment
 - Property
 - Watercourses

Please Note:
The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development. 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.

TAY CROSSING TO BALLINLUIG (SHEET 3 OF 5) - PREFERRED OPTION



Legend - Design

- Preferred Option
- Cutting
- Embankment
- Structure

Legend - Constraints

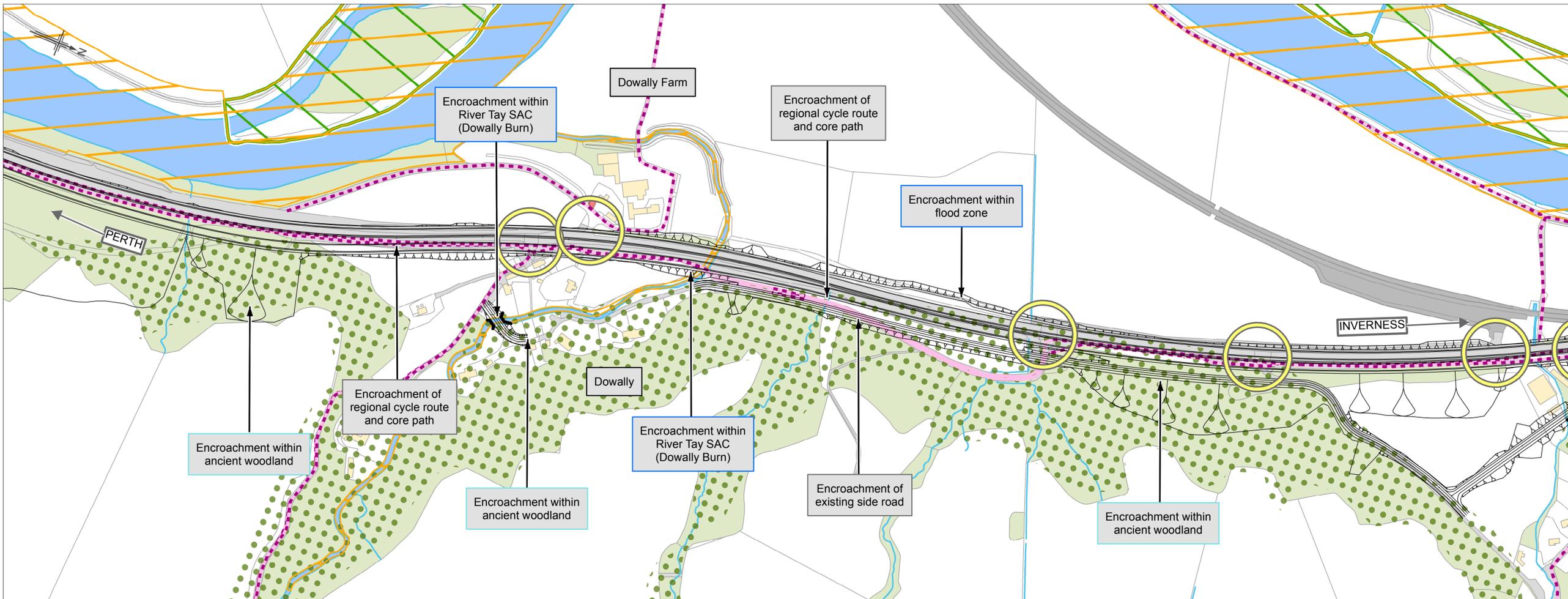
- Structure
- Existing Structure
- Buildings
- Roads and Tracks
- Rail
- Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
- Listed Building
- Scheduled Monument
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland Inventory
- Inland Water
- National Scenic Area

Legend - Annotation

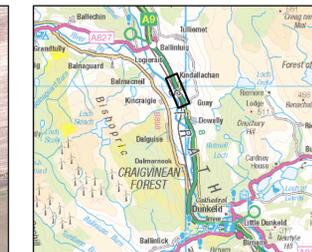
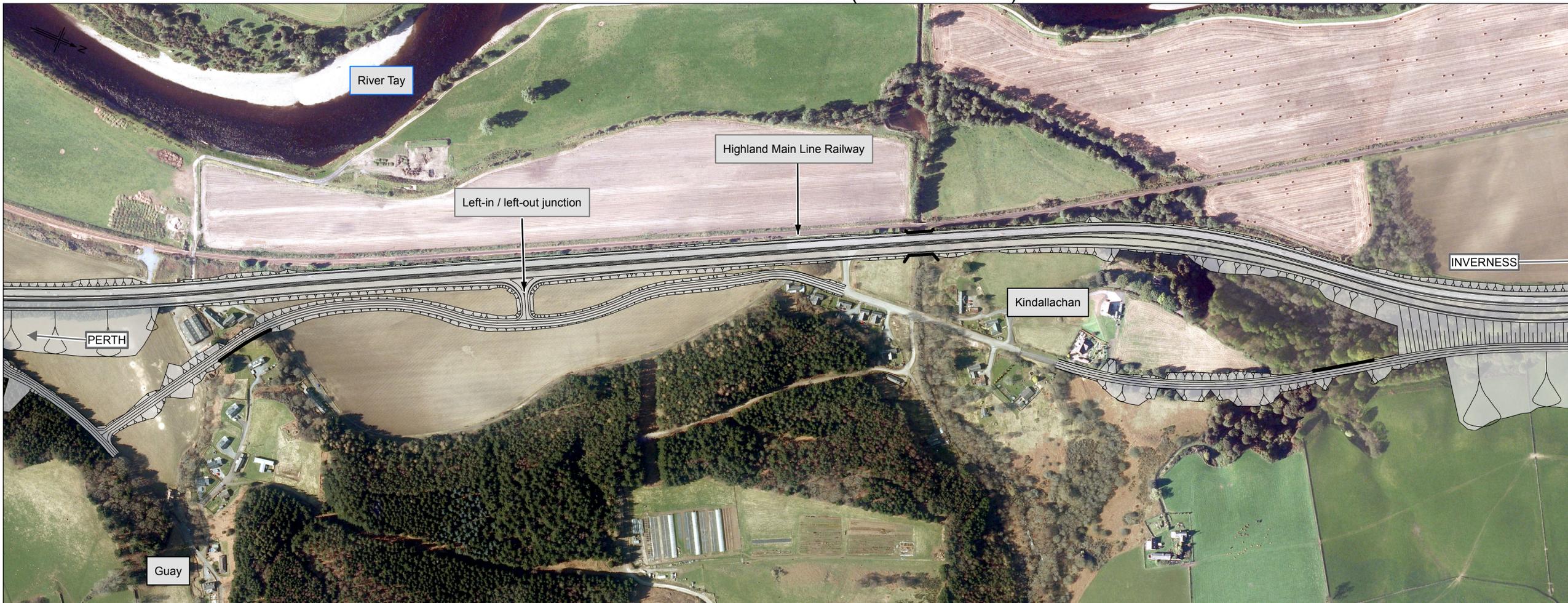
- Information
- Infrastructure
- Environment
- Property
- Watercourses

Please Note:

The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development. 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.

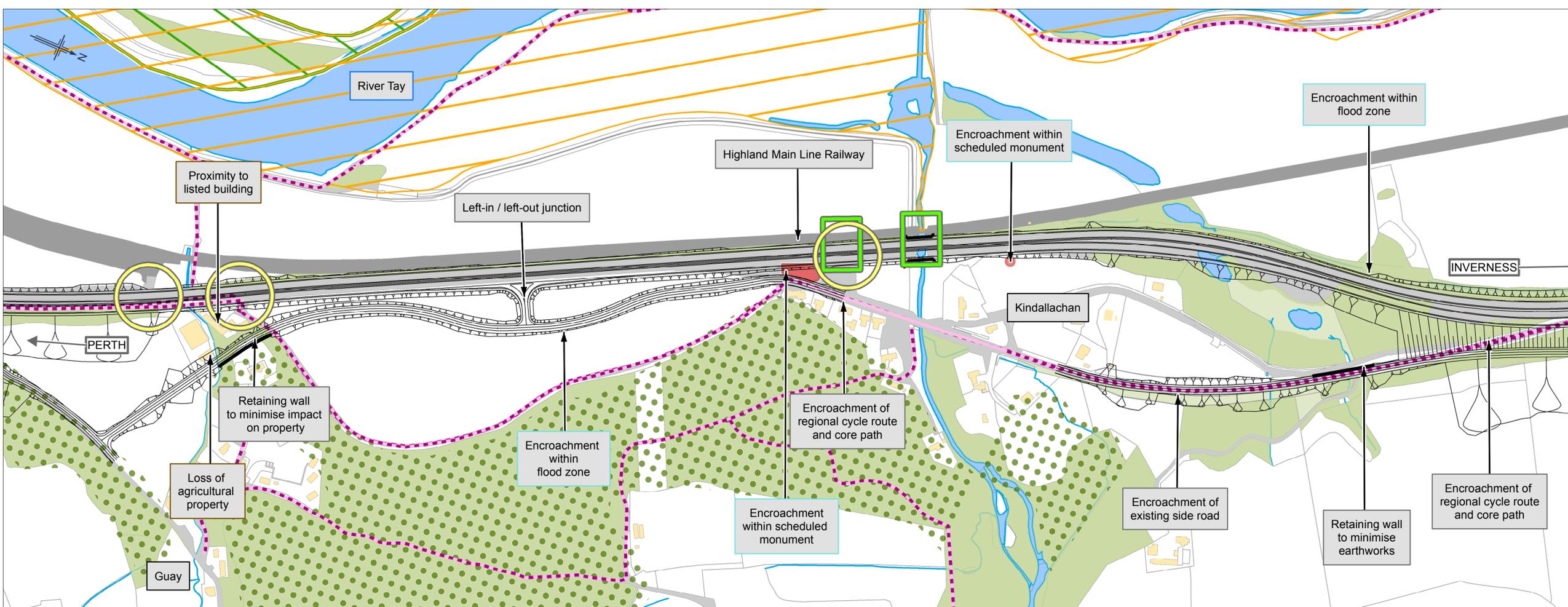


TAY CROSSING TO BALLINLUIG (SHEET 4 OF 5) PREFERRED OPTION



- Legend - Design**
- Preferred Option
 - Cutting
 - Embankment
 - Structure

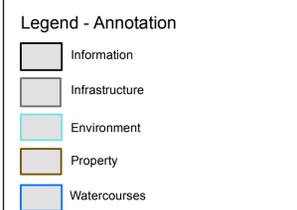
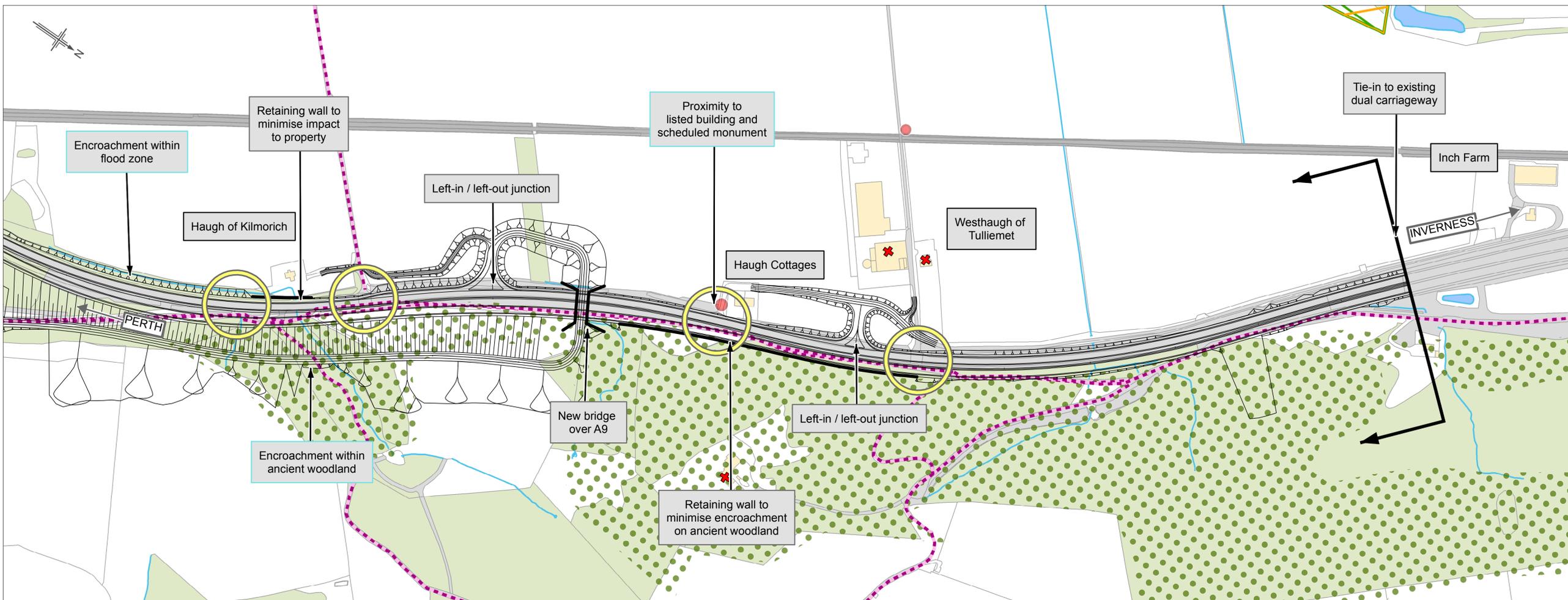
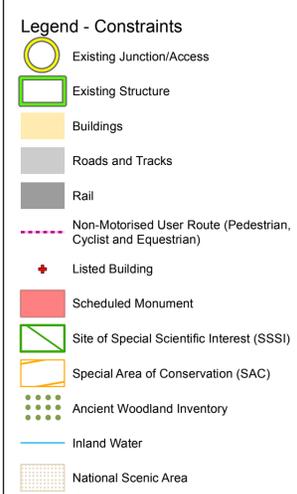
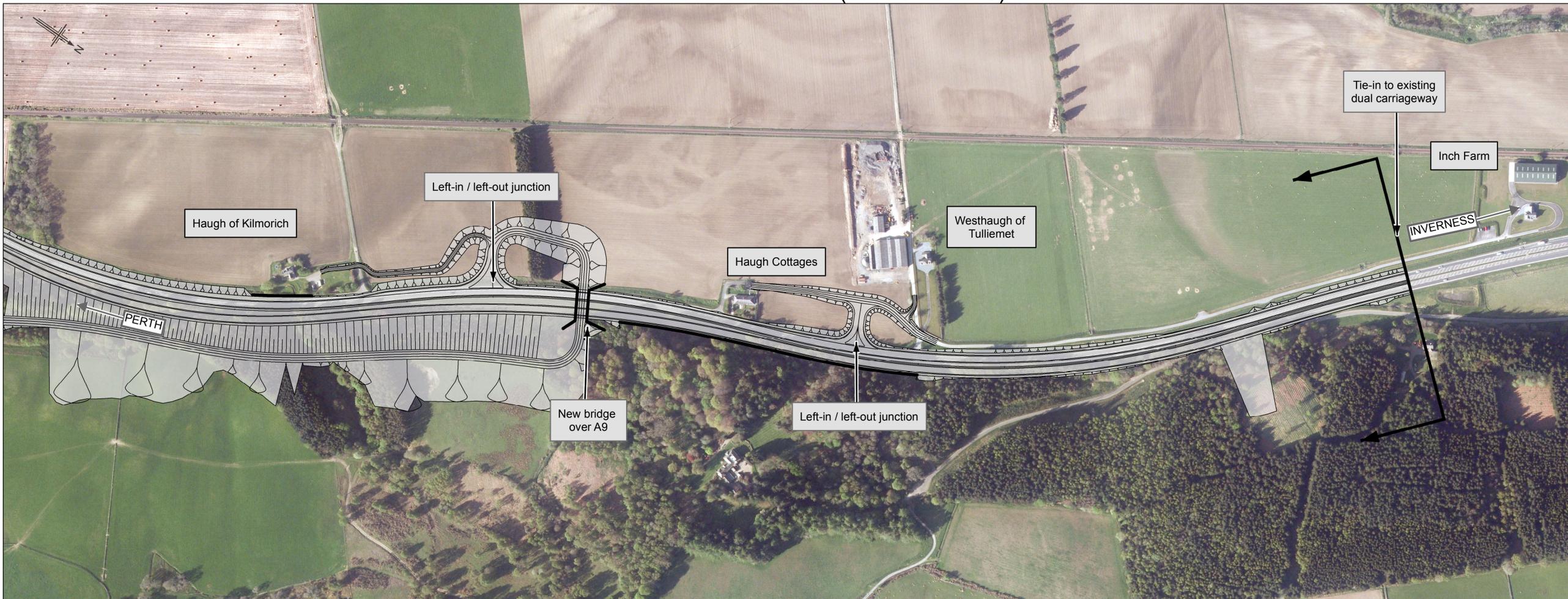
- Legend - Constraints**
- Existing Junction/Access
 - Existing Structure
 - Buildings
 - Roads and Tracks
 - Rail
 - Non-Motorised User Route (Pedestrian, Cyclist and Equestrian)
 - Listed Buildings
 - Scheduled Monument
 - Site of Special Scientific Interest (SSSI)
 - Special Area of Conservation (SAC)
 - Ancient Woodland Inventory
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- Legend - Annotation**
- Information
 - Infrastructure
 - Environment
 - Property
 - Watercourses

Please Note:
The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development. 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.

TAY CROSSING TO BALLINLUIG (SHEET 5 OF 5) PREFERRED OPTION



Please Note:
The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development. 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. Public Exhibition Leaflet

A9 Dualling

Tay Crossing to Ballinluig project



Preferred option
February 2017



Tay Crossing to Ballinluig project

Introduction

In June 2015 and February 2016, Transport Scotland held public exhibition and community engagement events to seek public feedback on the route option assessment work carried out for dualling the A9 between Tay Crossing and Ballinluig.

This leaflet provides a summary of the outcome of the route assessment work and the preferred route option for the Tay Crossing to Ballinluig project announced in December 2016.

It also summarises the work that will be carried out as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

We are looking for public feedback on the preferred option developed by our consultants, Jacobs, to help the ongoing development and assessment of the dualling proposals.

A feedback form is available at the exhibition or on the project website www.transport.gov.scot/project/a9-tay-crossing-ballinluig

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) e.g. pedestrians and cyclists:
 - 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). See diagram right.

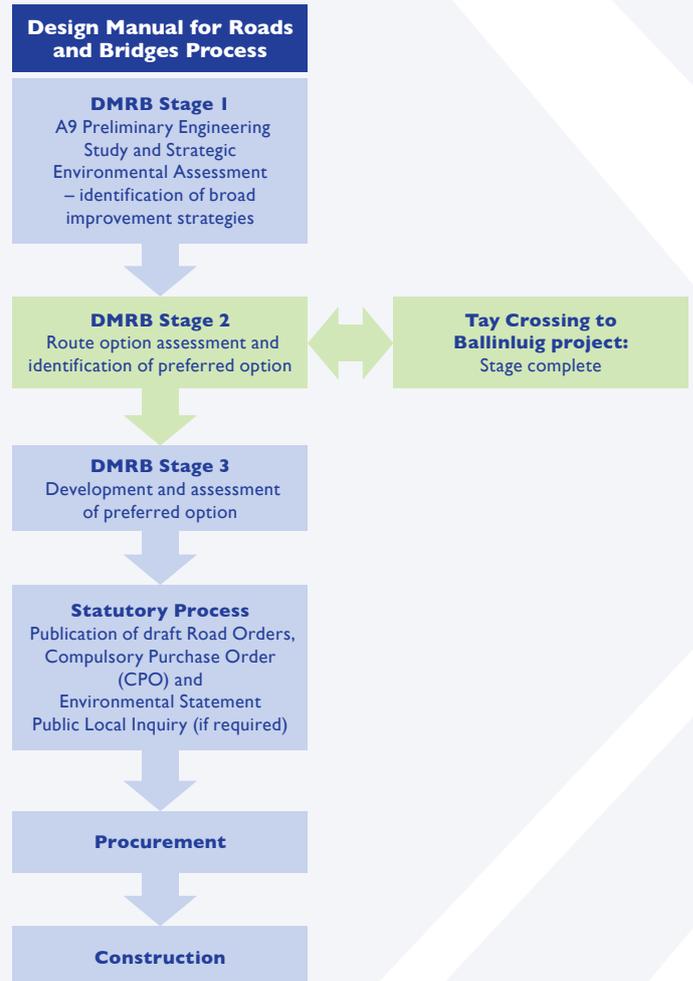
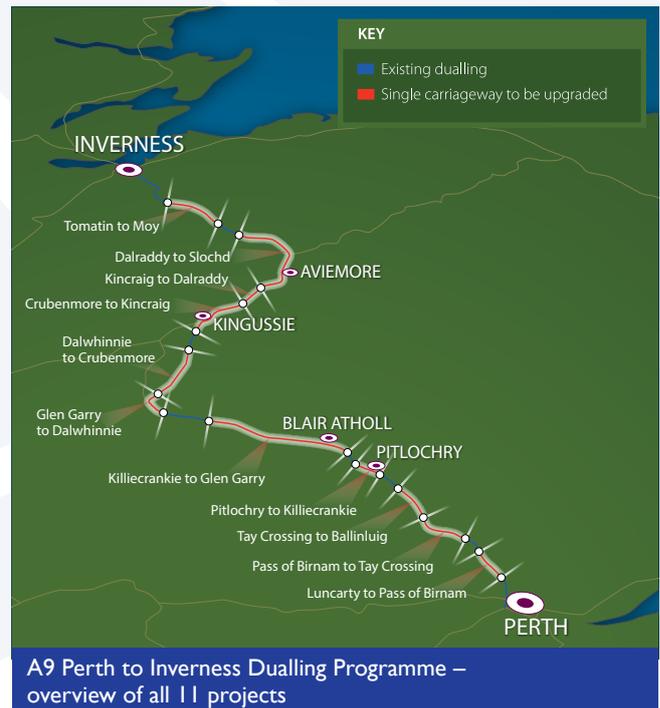
The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults with a diverse range of landowners, stakeholders and interested parties; including heritage, environmental and Non-Motorised Users (NMUs) such as pedestrians, equestrians and cyclists.

The route option assessment process (DMRB Stage 2 Assessment) for the Tay Crossing to Ballinluig project has been completed and the design of the preferred option is subject to further refinement as the project is developed through the DMRB Stage 3 Assessment process, as more detailed survey information is gathered.

These refinements may include minor changes to the road layouts and earthwork design.

Throughout the DMRB Stage 3 Assessment, the local accesses, flood mitigation measures and accommodation works will be fully developed.



Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the DMRB Stage 3 Assessment.

Mainline Route Option 1

Mainline Route Option 1 widens to the southbound side of the current A9 from the start of the project to the south of Dowally with a 'best fit' alignment as the route passes Dowally. The route then transitions to the northbound side for a short length between Dowally and Guay before transitioning back to the southbound side at Guay for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.

Mainline Route Option 2

Mainline Route Option 2 is identical to mainline Option 1 to a point south of Dowally with a 'best fit' alignment as the route passes Dowally. The route then continues on the southbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.

Mainline Route Option 3

Mainline Route Option 3 is identical to Mainline Route Option 1 to a point south of Dowally with a 'best fit' alignment as the route passes Dowally. The route then continues on the southbound side between Dowally and Haugh Cottages before transitioning to the northbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.

Mainline Route Option 4

Mainline Route Option 4 is identical to Mainline Route Option 1 to a point south of Dowally with a 'best fit' alignment as the route passes Dowally. The route widens to the northbound side between Dowally and Guay, transitions to the southbound side at Guay until the alignment passes Haugh Cottages before transitioning to the northbound side for the remainder of the route and ties in with the existing dual carriageway at Ballinluig.

Side Road Option 1

Side Road Option 1 provides two left-in/left-out junctions with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell, Dowally and between Guay and Kindallachan. Side Road Option 1 provides access to both the northbound and southbound carriageways for residents in Guay and Kindallachan via an overbridge located to the north of Kindallachan. Residents in Dowally only have access to the southbound carriageway.

Side Road Option 2

Side Road Option 2 provides two left-in/left-out junctions with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell and between Guay and Kindallachan. Side Road Option 2 provides access to both the northbound and southbound carriageways for residents in Dowally, Guay and Kindallachan via an overbridge located to the north of Kindallachan.

Side Road Option 3

Side Road Option 3 provides a left-in/left-out junction with access to the northbound carriageway north of Kindallachan and left-in/left-out junctions to the southbound carriageway at Rotmell, Dowally and between Guay and Kindallachan. Side Road Option 3 only provides access to the southbound carriageways for residents in Dowally, Guay and Kindallachan and provides a link road between the communities of Guay and Kindallachan.

Side Road Option 4

Side Road Option 4 provides a left-in/left-out junction with access to the northbound carriageway north of Kindallachan and a left-in/left-out junction to the southbound carriageway at Rotmell and between Guay and Kindallachan. Side Road Option 4 only provides access to the southbound carriageways for residents in Dowally, Guay and Kindallachan and provides a link road between the communities of Dowally, Guay and Kindallachan.

Route option development

The Tay Crossing to Ballinluig project involves dualling 7.7km of the existing A9 from immediately north of the Tay Crossing to the existing dualled section at Ballinluig.

As part of the DMRB Stage 2 Assessment process, four different mainline options and four different side road options were considered.



Visualisation image looking north

Preferred mainline option

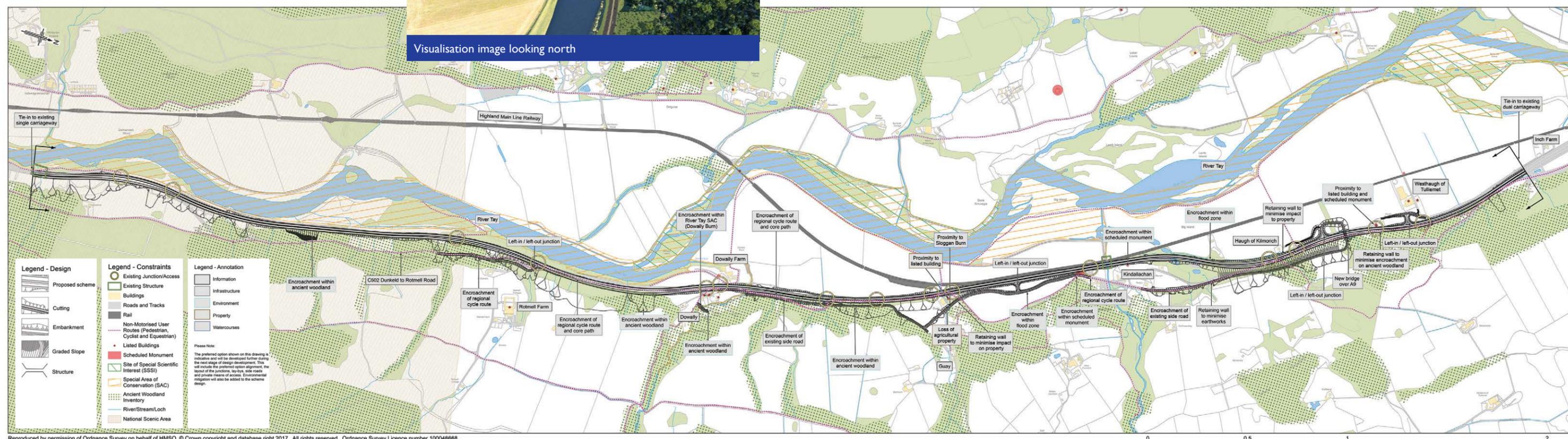
The preferred mainline option is Mainline Option 2.

This includes:

- predominantly southbound widening throughout the length of the route, before tying in to the existing dual carriageway at Ballinluig
- a 'best fit' alignment through Dowally to minimise impact on properties, to accommodate access to properties on both sides of the A9 and to achieve a safe alignment for the road.

Mainline Option 2 is preferred for the following reasons:

- lowest interaction with the baseline flood extents and flood risk zone
- most favourable in terms of constructability, as it will require the least number of traffic management crossovers during construction
- reduces impacts on properties to the west of the A9.



Preferred side road option

The preferred side road option is Side Road Option 2.

This includes:

- a southbound left-in/left-out junction connecting to the C502 Dunkeld to Rotmell road
- construction of a bridge over Dowally Burn to connect the two sections of the village
- construction of side roads connecting Dowally, Guay and Kindallachan to both sides of the A9 by means of a southbound left-in/left-out junction north of Guay, and an overbridge and northbound left-in/left-out junction north of Kindallachan
- northbound left-in/left-out junction at Westthugh of Tulliemet.

Side Road Option 2 is preferred for the following reasons:

- provides the highest level of connectivity between Dowally, Guay and Kindallachan to the northbound and southbound carriageways of the A9
- minimises diversion times, thus reducing impacts on three communities and a number of properties
- performs best in reducing diversion times and ease of access for emergency vehicles, both highlighted as important issues by local residents.



Visualisation image looking north to the proposed Kindallachan overbridge

As we progress into the DMRB Stage 3 Assessment, there is still considerable work to be carried out. The exact location of side roads, including the overbridge north of Kindallachan, will be developed in consultation with landowners and affected residents.

To view the plans of the mainline and side road options, please visit: www.transport.gov.scot/project/a9-tay-crossing-ballinluig

Flood risk management

The approach to flood risk management on the Tay Crossing to Ballinluig project is that proposed plans will be developed to provide neutral impact. This means that while the dualling of the A9 will not resolve existing flooding issues, it will not increase overall flood risk.

We have built a project-specific flood model from south of Dowally to north of Ballinluig, covering the River Tay, River Tummel, and their smaller tributaries including Dowally Burn, Sloggan Burn and Kindallachan Burn.

The flood model is in line with industry standard

practice and is capable of developing a picture of complex flooding situations. Flood flows were developed to represent rainfall events up to the 1 in 200 year flood return period including 20% for future climate change, which is considered an extreme weather event.

The baseline model for the existing situation identified extensive flooding during the 1 in 200 year flood event, plus climate change, between Tay Crossing and Ballinluig. Flooding was experienced to the west of the existing A9 over a large proportion of the existing corridor. Overall, the mainline route option, in the absence of mitigation, result in a small adverse impact (increase in flood level less than 10 millimetres).

As part of the flood model development, we have consulted with landowners to better understand the flood regime from the perspective of local residents. In addition, we have used recent flood events, including information provided by SEPA, to verify that the model is representative of these flood events.



Flooding at Guay to the east of the A9



Floodplain at Guay to the west of the A9

Potential flood mitigation measures

Some further work has been carried out during DMRB Stage 2 Assessment work to ensure that mitigation is possible to help address these localised impacts.

The range of mitigation measures to be further developed will likely include:

- compensatory flood storage
- side road design refinement
- consideration of culvert sizes and location to control the movement of flood water.

What happens next?

We welcome your comments and feedback on the preferred route options. This will help the ongoing development of the Tay Crossing to Ballinluig project.

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 Tay Crossing to Ballinluig 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.

Comments and feedback

We invite your comments and feedback using the feedback form available at the exhibition or on the project website.

Please leave in the feedback box provided at the exhibition or email: a9dualling@jacobs.com

You can also post to:

Sarah Morgan, Stakeholder Manager, Jacobs UK Ltd, 95 Bothwell Street, Glasgow, G2 7HX.

For further information on the Tay Crossing to Ballinluig project, and to view the exhibition materials, drawings and visualisations, please visit:

www.transport.gov.scot/project/a9-tay-crossing-ballinluig

Please provide feedback as soon as possible and before **Friday 31 March 2017**.



View of the existing single carriageway looking north

Examples of possible mitigation measures include:

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

The next stage of design includes further development of:

- the preferred option alignment
- the layout of the overbridge north of Kindallachan
- 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.

For further information

Further consultation through local drop-in events and one-to-one engagement is planned during the DMRB Stage 3 Assessment process.

We will keep you updated through a range of direct communications and consultations.

You can contact Jacobs' Stakeholder Manager Sarah Morgan at any time by telephone or email:

Telephone: **07833 936 426**

Email: sarah.morgan@jacobs.com

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

www.transport.gov.scot/a9dualling

If you have any queries or any comment on the wider programme, please contact the A9 Dualling team by telephone or email.

Telephone: **0141 272 7100**

Email: a9dualling@transport.gov.scot

Appendix D. Example Feedback Form

A9 Dualling Programme

Tay Crossing to Ballinluig project

Preferred route public exhibition



Feedback form

Introduction

Thank you for attending our A9 Dualling Tay Crossing to Ballinluig 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 31 March 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 31 March 2017** to the Jacobs A9 Dualling team, to whom any queries may be directed.

Email:
a9dualling@jacobs.com

Further information on the A9 Dualling Tay Crossing to Ballinluig project: **www.transport.gov.scot/project/a9-tay-crossing-ballinluig**

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

Post to:
Sarah Morgan
Stakeholder Manager
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 Tay Crossing to Ballinluig project

We would appreciate your comments and feedback, particularly on the following topic:

- **The preferred route and side road option**

Comments:

Appendix E. Example Letter

Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 272 7100, Fax: 0141 272 7272
A9dualling@gov.scot



Name
Address 1
Address 2
Address 3
Address 4
Address 5
Post Code

Your ref: Person ID

Our ref: B2140003/SM/MP/KS

Date: 9 February 2017

Dear Title,

A9 Dualling Programme: Perth to Inverness Tay Crossing to Ballinluig Preferred Route Public Exhibitions

Following the announcement of the Preferred Corridor and Route Decision on 5 December 2016, public exhibitions are being held on 15 and 16 February 2017. 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 Tay Crossing to Ballinluig 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:

Date	Time	Venue
Wednesday 15 February 2017	12:00 – 19:00	Mid Atholl Hall, Ballinluig
Thursday 16 February 2017	11:00 – 15:00	Mid Atholl Hall, Ballinluig

For further information, please visit

www.transport.gov.scot/project/a9-dualling-perth-inverness

Yours faithfully

Jo Blewett
A9 Dualling Team
Transport Scotland

cc Jacobs

Appendix F. Example Press Advert

A9 Dualling Programme

Tay Crossing to Ballinluig Project

Preferred Route Public Exhibitions



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For further information please visit:

<http://www.transport.gov.scot/project/a9-tay-crossing-ballinluig>

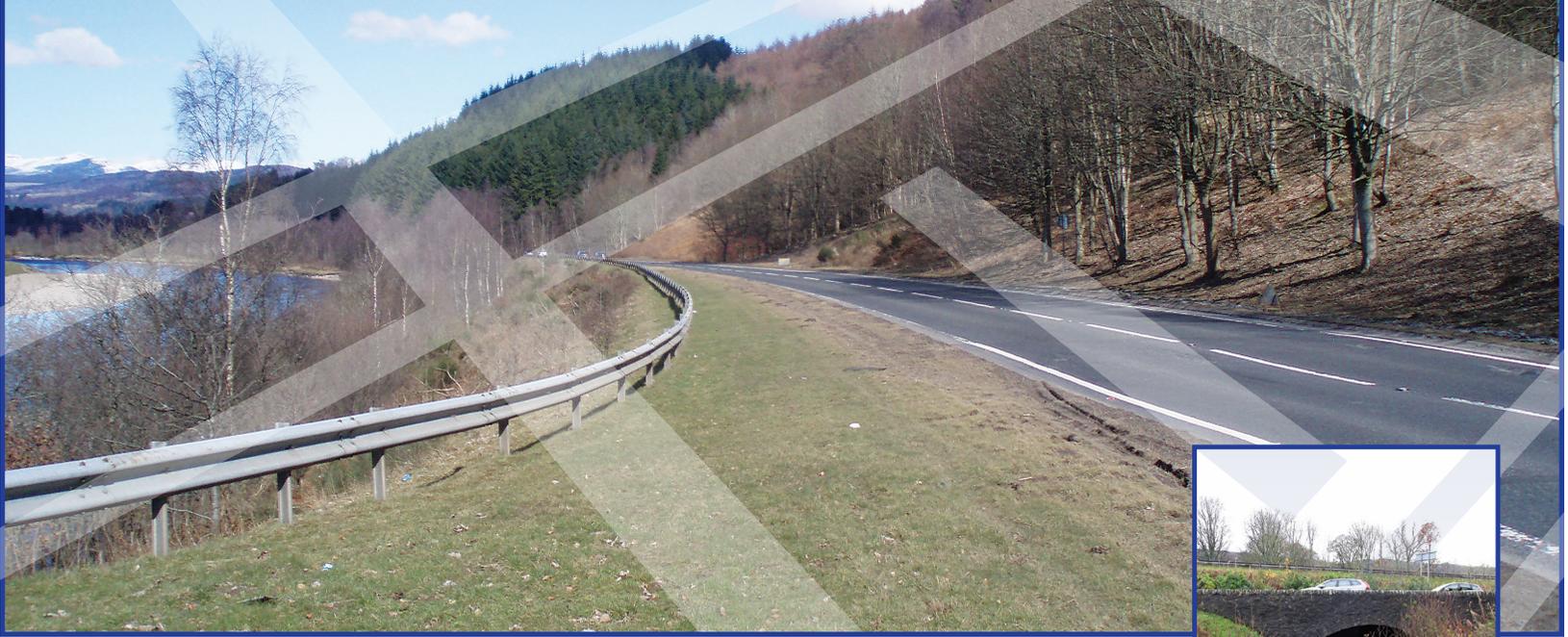


Appendix G. Example Poster

A9 Dualling

Tay Crossing to Ballinluig project

Public Exhibitions



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

Details of the public exhibitions are as follows:

Venue: Mid Atholl Hall, Ballinluig PH9 0LG

Wednesday 15 February, 12pm – 7pm

Thursday 16 February, 11am – 3pm

For further information, please visit:

www.transport.gov.scot/project/a9-tay-crossing-ballinluig



Appendix H. Feedback and Responses

Feedback	Response
<p>Would like feedback on:</p> <ul style="list-style-type: none"> • Impact upon River Tay, Braan etc. during construction and post commission, and such things as; spawning, pool and river course impact and access points to this invaluable resource. • Percentage of 'ancient' woodland and ring fenced budget to be allocated (one presumes this will be a percentage based upon the ultimate loss) to proper re-instatement. • Midday, mid week consultation are not the best way to capture feedback - I am well aware there are after consultation mechanisms but it does seem odd that at least one Saturday event here couldn't be arranged. • Good luck - the more you listen the greater the chance of success. 	<p>The preferred option is being further developed during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Statement is being prepared. The Environmental Statement will identify, describe and assess any environmental effects of the dualling, including those in relation to ecology and nature conservation (incorporating impacts on aquatic ecology), and hydrology and fluvial geomorphology (incorporating impacts on river systems and their flow).</p> <p>The iterative design process and Environmental Statement will also assess impacts on access (including access to the River Tay), and mitigation measures are being developed to ensure access is maintained.</p> <p>The environmental mitigation proposals for the Tay Crossing to Ballinluig section of the A9 Dualling Programme are being developed. Compensatory planting will form part of the proposals and this will be to offset woodland lost to the proposed scheme. Woodland planting will be sited to provide habitat connectivity and choice will include native species.</p> <p>The combination of the iterative design and mitigation is aimed at avoiding and/or reducing the significant adverse environmental impacts. Both Scottish Natural Heritage (SNH) and Scottish Environment Protection Agency (SEPA) as statutory consultees are actively engaged in ensuring potential impacts on the River Tay and ancient woodland habitats are reduced and mitigated where they cannot be avoided. You may find it helpful to see an example of an Environmental Statement, which forms part of the DMRB Stage 3 assessment, and one for the A9 Dualling Programme can be found on the Transport Scotland website at the following address:</p> <p>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>We note your comments relating to the timing of the public exhibition and consultation events. Public events are typically held across two days, with at least one day extending into the evening to provide people who work during the day the opportunity to attend the event. All information on display at the event is available on the project website at https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tay-crossing-to-ballinluig/ and questions can be submitted to the team at any time. We will however consider your feedback when planning for the next public event.</p>
<p>Very glad the online option is now preferred. A few accesses to be sorted out. Hope you can now concentrate on Pass of Birnam to Jubilee Bridge with a roundabout at Dunkeld Junction not an underpass or overbridge.</p>	<p>We note your comments with regard to the preferred route proposal plans for the Tay Crossing the Ballinluig section. We have now commenced the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, where refinements to the mainline, side roads and accesses will be developed.</p> <p>Transport Scotland has agreed to a co-creative community engagement process with the Birnam to Ballinluig A9 Community Group. The aim of the process is to investigate if other suitable alternative options, that address community concerns, are available for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme. A process and programme for this exercise is being developed and will be communicated to the local community in due course.</p>
<p>Informative! What provision is there to protect Prince Charlie's Bridge?</p>	<p>If you would like to view any of the public exhibition material again, it is available online at:</p> <p>https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tay-crossing-to-ballinluig/.</p> <p>The Tay Crossing to Ballinluig project extends north to the existing dualled section at Ballinluig. At this time there are no proposals to undertake works to the Prince Charlie Bridge which is located on the existing dualled sections between Ballinluig and Pitlochry.</p>
<p>Good exhibition all makes sense. 'Horse on' the sooner the better.</p>	<p>If you would like to view any of the public exhibition material again, it is available</p>

Feedback	Response
	online at https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tay-crossing-to-ballinluig/ .
<p>My main concern is for full connectivity of the cycle route (NCN 83) from the Dunkeld road end to Ballinluig. Where the present route is 'lost' I would be looking for a signal route along the near side roads, or a dedicated track alongside the carriageway. It would not be appropriate to take the route far from the present line, as it would not be used, and would throw certain cyclists back on to the A9.</p> <p>I am disappointed that currently there seem to be no plans to create a cycle path south from the Dunkeld road end, to link in with NCN 77 at Jubilee Bridge. Again, such a path would attract cyclists, who didn't want to climb over the hill, off the A9. It strikes me that this is an opportunity not to be missed.</p> <p>I stress that NCN 83 is well used by several different sectors of the cycling community.</p>	<p>We are currently refining the design as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. This includes the realignment of the Non-Motorised User (NMU) routes impacted by the scheme including Regional Cycle Route (RCR) 83. As part of the design process, consultation will be undertaken with the relevant stakeholders to develop proposals for maintaining RCR 83 and will consider utilising both the side road network and routes parallel to the A9.</p> <p>We also note your views on the current proposals concerning National Cycle Route (NCR) 77 at the Jubilee Bridge, and that the RCR 83 is well used by many sectors of the cycling community.</p>
<p>Brilliant job you have done considering the problems you had to face in the surrounding countryside - we look forward to the completed route on our journeys to Perth. Congratulations to you all for a superb job!</p>	<p>If you would like to view any of the exhibition material again, it is available online at:</p> <p>https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tay-crossing-to-ballinluig/.</p>
<p>We attended your public exhibition in Ballinluig last week. It was most informative and all the staff on hand were very helpful. We are aware that it was probable that residents of Dowally and Kindallachan would require to access the dualled A9 via a side road and overbridge and the preferred option last week confirmed this. As you will be aware, currently residents from these locations access local public transport services at locations on the A9. This will no longer be possible when the dualling is complete and therefore the local public transport and school transport buses will require to divert via the side road and turn in Dowally. Can you confirm that there will be an appropriate turning area/turning circle constructed in Dowally to facilitate buses being able to turn and no reversing manoeuvres being required? I would be grateful for your advice on this matter.</p>	<p>We are currently developing options for maintaining public transport provisions in the Tay Crossing to Ballinluig section including provisions in Dowally and Kindallachan. The public transport provision will include consideration of options to maintain bus stops on the dualled A9 with access to northbound and southbound bus stops by means of a grade separated crossing, as well as options to utilise the side road network. We will continue to consult with Perth and Kinross Council and bus companies throughout this process.</p>
<p>I see a need to mitigate for wildlife, particularly deer wandering easily onto the new road. Reflectors on the side of the roads, or any other method to deter deer from crossing, as well as plenty signage (maybe light-up signs) would make this issue less dangerous. Also, the proposals for the left in/left out junction at Rotmell (old A9) provide</p>	<p>The preferred option is being further developed during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Statement is being prepared. This will identify, describe and assess</p>

Feedback	Response
<p>dangerous. Also, the proposals for the left in/left out junction at Rotmell (old A9) provide challenges for local businesses due to the increase in journey time.</p>	<p>the environmental effects of the dualling, including those in relation to ecology and nature conservation.</p> <p>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 at the following address:</p> <p>https://www.transport.gov.scot/publication/draft-orders-compulsory-purchase-order-and-environmental-statement-luncarty-to-pass-of-birnam-a9-dualling/.</p> <p>The mitigation for the Tay Crossing to Ballinluig project, including that in relation to ecology and nature conservation are still under development. Mitigation measures to deter deer will be considered during the DMRB Stage 3 assessment process. It is worth noting that the use of wildlife reflectors are not proposed for this scheme, based on a lack of robust evidence to indicate their effectiveness as a mitigation measure for dual carriageways. The design principles employed to reduce the potential risk of deer collisions would include ensuring a suitable distance between the road and landscape planting to improve line of sight and limit the attraction of deer to verges. Unpalatable seed mixes would also be used in landscape planting to dissuade deer from the roadside and into more favourable habitats beyond the proposed scheme. Additional mitigation measures may include deer fencing in appropriate locations to redirect deer to safer crossing points and enhancement of habitat connectivity with due regard to maintaining visibility for deer.</p> <p>During the design development, alternative access provisions for the junction at Rotmell were considered, including an option to provide an all movement junction. However, due to the proximity to the River Tay and the steep topography in the area of the existing junction, these options were not progressed for further consideration. On balance, the use of the left-in, left-out junction has therefore been considered the best provision at Rotmell.</p>
<p>We object to the position of the Flyover Bridge which lies to the North of Kindallachan and propose that it is sited instead between Dowally and Guay.</p>	<p>Alternative Overbridge Location</p>

Feedback	Response
<p>Reasons for Objection:</p> <ol style="list-style-type: none"> 1. All domestic traffic travelling North from Dowally and Guay will travel through the whole of Kindallachan instead of predominantly being on the A9. 2. All traffic linked to: <ul style="list-style-type: none"> • Dowally Craft Centre, customers, delivery vehicles and staff. • The Girls Brigade four holiday chalets each sleeping up to 8. All this traffic going north will travel through the whole of Kindallachan instead of predominantly being on the A9. 3. All traffic linked to: <ul style="list-style-type: none"> • Butters Landscaping and Market Garden which is also open to the public, customers, large vehicles, vans and staff. All this traffic going north or south will go through more of Kindallachan than at present. 4. All traffic linked to: <ul style="list-style-type: none"> • Bruar (an ever expanding mail order business) coming from the north will exit the A9 at the in/out junction by Kindallachan and travel through Kindallachan to the flyover. An apparent verbal statement that this traffic would go to the Interchange at Dalguise is not acceptable. If a road is available it will be used. 5. All traffic linked to: <ul style="list-style-type: none"> • West Haugh Farm traffic will exit the A9 at the in/out junction by Kindallachan and travel through Kindallachan to the flyover. Where will the Haulage Business be based and where will all the vehicles be kept? So far there is no information about any access for Dowally Farm. 6. All traffic coming from the north going to the houses and the Fisherman's Hut situated on the west side of the A9 will exit the A9 at the in/out junction by Kindallachan and travel through Kindallachan to the flyover. <p>In Conclusion:</p> <ol style="list-style-type: none"> 1. All this increased traffic using the access road through Kindallachan is totally unacceptable considering that at present the only traffic in the settlement is directly linked to the residents. All this is on top of the fact that the dualled A9 	<p>We note your views on the current position of the overbridge north of Kindallachan and that an alternative junction location between Dowally and Guay should be considered.</p> <p>As part of the early design development, an overbridge option between Dowally and Guay was considered and removed from consideration due to a combination of increased impacts on ancient woodland, landscape and visual, flooding and volume of earthworks generated. A variation of this option has now been suggested by some local residents and we can confirm that this option is currently being developed and assessed. We can also confirm that the connectivity, traffic volume and diversion times for local residents will form part of this assessment. Once the assessment is concluded, we will advise you of the outcome of the assessment and further consultation will be undertaken if required.</p> <p>It is important to note that the design of the preferred option is subject to further refinement as the project is developed through the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process, as more detailed survey information is gathered. These refinements may include minor changes to the road layouts and earthwork design to minimise potential impacts of the scheme.</p> <p>Traffic</p> <p>We note your concerns with regard to traffic volumes within Kindallachan. As part of the design development and assessment work undertaken during the DMRB Stage 2 assessment, we have undertaken a number of surveys along the scheme to assist in developing a traffic model for the Tay Crossing to Ballinluig project. You may be interested in hearing that the anticipated Annual Average Daily Traffic (AADT) in the scheme opening year (2026) through Kindallachan is anticipated to be 350 vehicles (inclusive of outward and return journeys). This is the total number of vehicles considering traffic in all directions. In addition, as part of the design development we continue consultation with local businesses to understand their traffic movement and inform the design.</p>

Feedback	Response
<p>will be closer to Kindallachan.</p> <ol style="list-style-type: none"> If the flyover is situated between Dowally and Guay then it will keep all this increased traffic predominantly on the A9 where it should be and will be with minimal extra mileage for access. The three settlements will still be linked for ease of access between them for deliveries and emergency vehicles etc. No extra traffic would be generated through Dowally or Guay so no change in their situation however it will mean a huge benefit for the residents of Kindallachan It also means that the road to be constructed north of Kindallachan will not be required. <p>All the above makes a strong case for the flyover to be situated between Dowally and Guay.</p>	
<p>Impact on Kindallachan We are, in principle, supportive of the idea of an over bridge north of Kindallachan and of the south in, south out access in the field north of Guay Farm. However to give this proposal our full support we would hope to see you develop a full traffic calming scheme within Kindallachan to alleviate the valid concerns of the settlement's residents about the increase in traffic flow which they will experience.</p> <p>Guay Access Route Looking at the access road routing across Guay field we wondered if consideration had been given to take the access to the front of Guay Farm and decrease the angle of the access road across Guay field so that it runs parallel to the main carriageway? In our view this alternative routing would have some significant benefits over the current proposal:</p> <ol style="list-style-type: none"> It would have the advantage of not encroaching on the property at the Knoll meaning no major engineering work would be required in constructing a retaining wall to support the banking. This would have significant economic benefits. There would be no severance of Guay field leaving it an adequate size for continued farming. The dutch barn would be unaffected and the metal barn could be reduced in size or rotated to allow its continued use. 	<p>We note your comments with regard to the preferred route proposals. We have now commenced the Design Manual for Road and Bridges (DMRB) Stage 3 assessment, where refinements to the mainline, side roads, accesses and Non-Motorised Users (NMU) will be further developed. We have provided responses to your comments below.</p> <p>Traffic</p> <p>We note your concerns with regard to traffic volumes within Kindallachan. As part of the design development and assessment work undertaken during the DMRB Stage 2 assessment, we have undertaken a number of surveys along the scheme to assist in developing a traffic model for the Tay Crossing to Ballinluig project. You may be interested in hearing that the anticipated Annual Average Daily Traffic (AADT) in the scheme Opening Year (2026) through Kindallachan is anticipated to be 350 vehicles (inclusive of outward and return journeys). This is the total number of vehicles considering traffic in all directions. In addition, as part of the design development we continue consultation with local businesses to understand their traffic movement and inform the design. The standard of the side roads including traffic calming measures (if required) through the local communities will be agreed in consultation with Perth and Kinross Council (PKC).</p>

Feedback	Response
<p>3. It would reduce the noise and visual impact on the properties overlooking the field as the road could be shielded by cutting it into the newly formed embankment which is to be created above the main carriageway. This would have economic benefits as it would reduce the costs of the separate earthworks which would be required for the current access route proposal.</p> <p>4. It could be argued that this routing would not hugely increase the already significant detrimental impact of the road on Guay Farmhouse as the traffic would only encroach on one side of the property rather than on both sides. We understand that there may be bats and owls using the Guay Farm barn as roosting sites but the barn may only need to be partially demolished, if at all, to allow the access road to go to the front property.</p> <p>Dowally Access In Dowally, would the creation of a bridge behind the roadside cottages for access not be a hugely expensive and environmentally impactful project? It would be of no great benefit to the residents of the settlement as a whole and would have a significantly detrimental impact on the Anneswell Cottages. With a slight relaxation of standards on the main carriageway, a reduction to the size of the central reservation could possibly be achieved which may allow an access road, for the residents on the south side of the Dowally Burn, to run along the front of the roadside properties, in a similar routing to the current cycle path. This idea wouldn't make any significant difference to the current situation for the roadside properties as no more vehicles would come past their doors than do at present however it would mean there would be no detriment at all to the properties on the north of the burn.</p> <p>NMUs Looking at the plan we have grave concerns about the provision for NMUs - at some points it looks like the footpath is actually in the middle of the main carriageway. We presume this provision will be refined over the coming months. Will we be further consulted about NMU access during the DMRB Stage 3 process?</p> <p>Access to Public Transport A further concern is that there is no clear and obvious way that the residents of Dowally, Guay and Kindallachan will be able to safely access public transport. Will we</p>	<p>Dowally and Guay Access</p> <p>A number of side road refinement proposals in both Dowally and Guay have been suggested by local residents during the Public Exhibitions. Consideration to these proposals is being undertaken as part of the DMRB Stage 3 assessment process including the engineering, environmental, traffic and economic impacts of all options considered. As part of this exercise we are considering the Guay access route option you refer to, including the impacts relating to the encroachment at the Knoll and Guay field. Any assessment will consider the noise and visual impact. You may also be aware that an option that would relocate the proposed overbridge between Dowally and Guay has been suggested by some members of the community and this option is currently being developed and assessed. Once the development and assessment of these alternative options is complete, we will consult on any changes to the side roads.</p> <p>NMUs</p> <p>Regarding your concern about the NMU path appearing to be in the middle of the carriageway, we can confirm that this is not the case. Consultation will be undertaken during DMRB Stage 3 with relevant stakeholders to develop proposals for maintaining NMU routes which may be impacted by the A9 dualling and to provide alternative routes where necessary. Proposals may consider utilising both the side road network and routes parallel to the A9. In addition to consulting with NMU groups, we will be undertaking a further public consultation event during the DMRB Stage 3 process.</p> <p>Public Transport</p> <p>We are currently in consultation with PKC and bus companies to develop options to maintain public transport provisions in Dowally, Guay and Kindallachan. As part of the DMRB Stage 3 assessment, the public transport provision will include consideration of options to maintain bus stops on the dualled A9 with access to northbound and southbound bus stops by means of a grade separated crossing, as well as options to utilise the side road network. In addition to consulting with PKC and bus companies, we will be undertaking further public consultation on public</p>

Feedback	Response
be further consulted about access to public transport during the DMRB Stage 3 process?	transport proposals during the DMRB Stage 3 process.