



TRANSPORT
SCOTLAND
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A9 Dualling

Tay Crossing to Ballinluig

Community engagement event

transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tay-crossing-to-ballinluig/


Welcome

Welcome to this community engagement event for the Tay Crossing to Ballinluig section of the A9 Dualling Programme.

The purpose of this event is to provide an update on the design development that has taken place since the preferred route option public exhibition in February this year. We specifically want your views on the original and alternative overbridge and junction locations that are being considered.

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

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 A summary overview leaflet is available for you to take away, as well as a feedback form where we welcome your comments on the overbridge and the junction locations under consideration and any other aspects of the design.



View of existing dualled section from Ballinluig Junction looking south



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

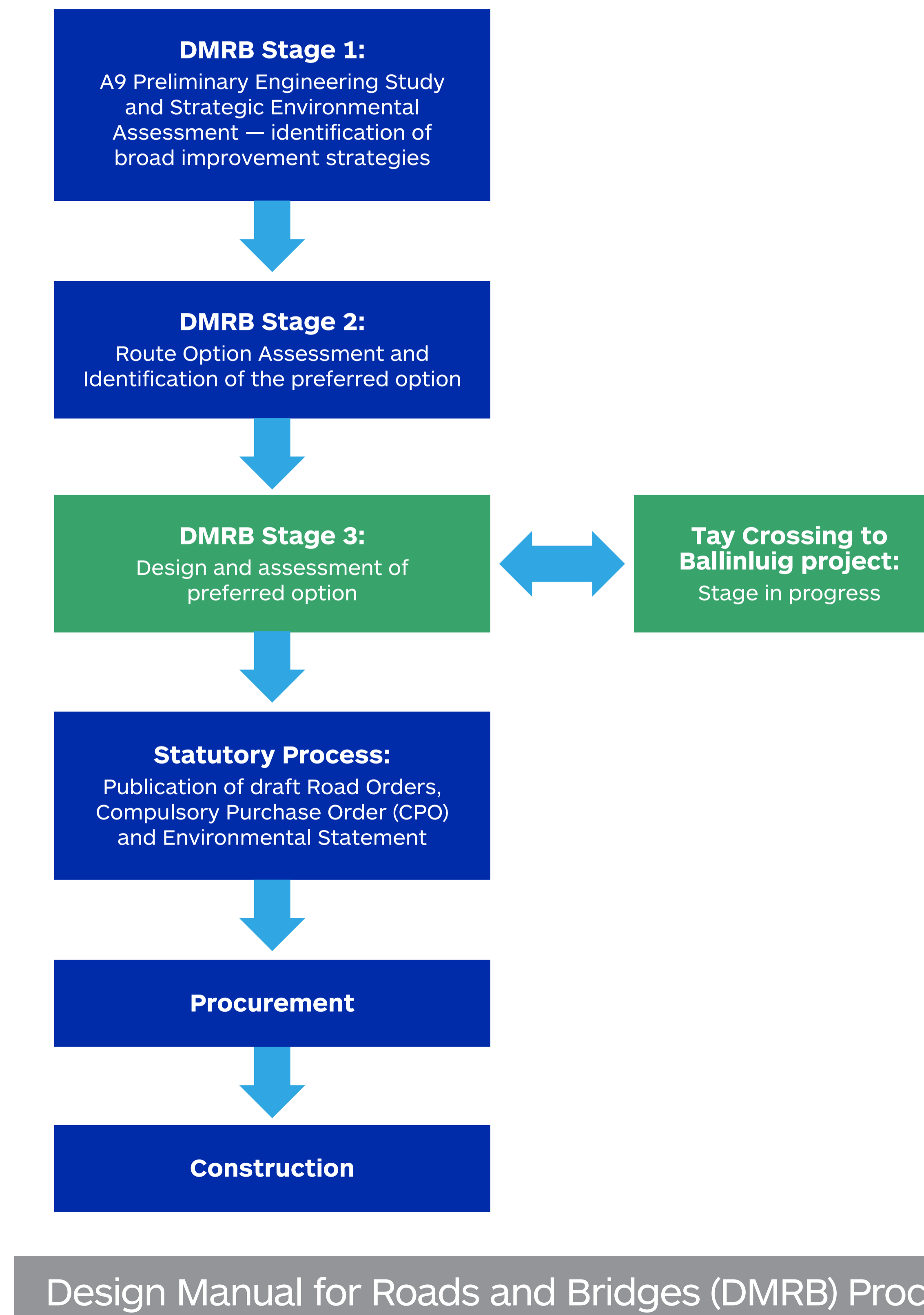


Project development

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.

The Tay Crossing to Ballinluig project is approximately 8.3km in length from immediately north of the Tay Crossing to the existing dualled section at Ballinluig.

The public exhibition in February displayed the result of the preferred route option for the mainline and side road option. We are currently undertaking assessment work at DMRB Stage 3. This includes considering design developments and refinements across the whole project.



Previous consultation

A public exhibition was held in Mid Atholl Hall (Ballinluig) on 15th and 16th February 2017 displaying the outcome of the route option assessment work following the preferred route decision announced in December 2016. In total, 155 people attended the exhibition and 10 feedback forms were received, containing 23 comments.

The feedback was reviewed and the key points are summarised below:

The side road option comments included:

- realigning the side roads in Dowally and Guay to a route parallel to the mainline;
- concerns about the volume of traffic through Kindallachan;
- traffic calming measures in Kindallachan;
- relocating the overbridge south, to a location between Dowally and Guay; and
- connectivity to public transport.

The environmental comments included:

- compensatory planting for the loss of woodland including ancient woodland;
- deer mitigation measures to avoid collisions on the carriageway;
- flooding impacts through consultation with SEPA;
- impact on the River Tay during and after construction; and
- improvements and connectivity of cycling and walking routes.



Design development

Since the public exhibition in February 2017, we've been working to develop the design in a number of areas in accordance with the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment process. These include:

- refining the main dual carriageway alignment;
- further developing the design and layout of the Dowally to Kindallachan side road;
- developing alternative access proposals for properties which currently have a direct access onto the A9;
- progressing the road drainage design proposals;
- developing proposals to cater for Non-Motorised Users (NMUs); and
- developing proposals for public transport.

Mainline Alignment

The mainline alignment has been refined following further assessment and design considerations:

- An interim roundabout has been provided to reduce diversion times for local residents. It is envisaged that the interim roundabout will be in place until such time

that a junction at Dalguise is constructed as part of the Pass of Birnam to Tay Crossing project;

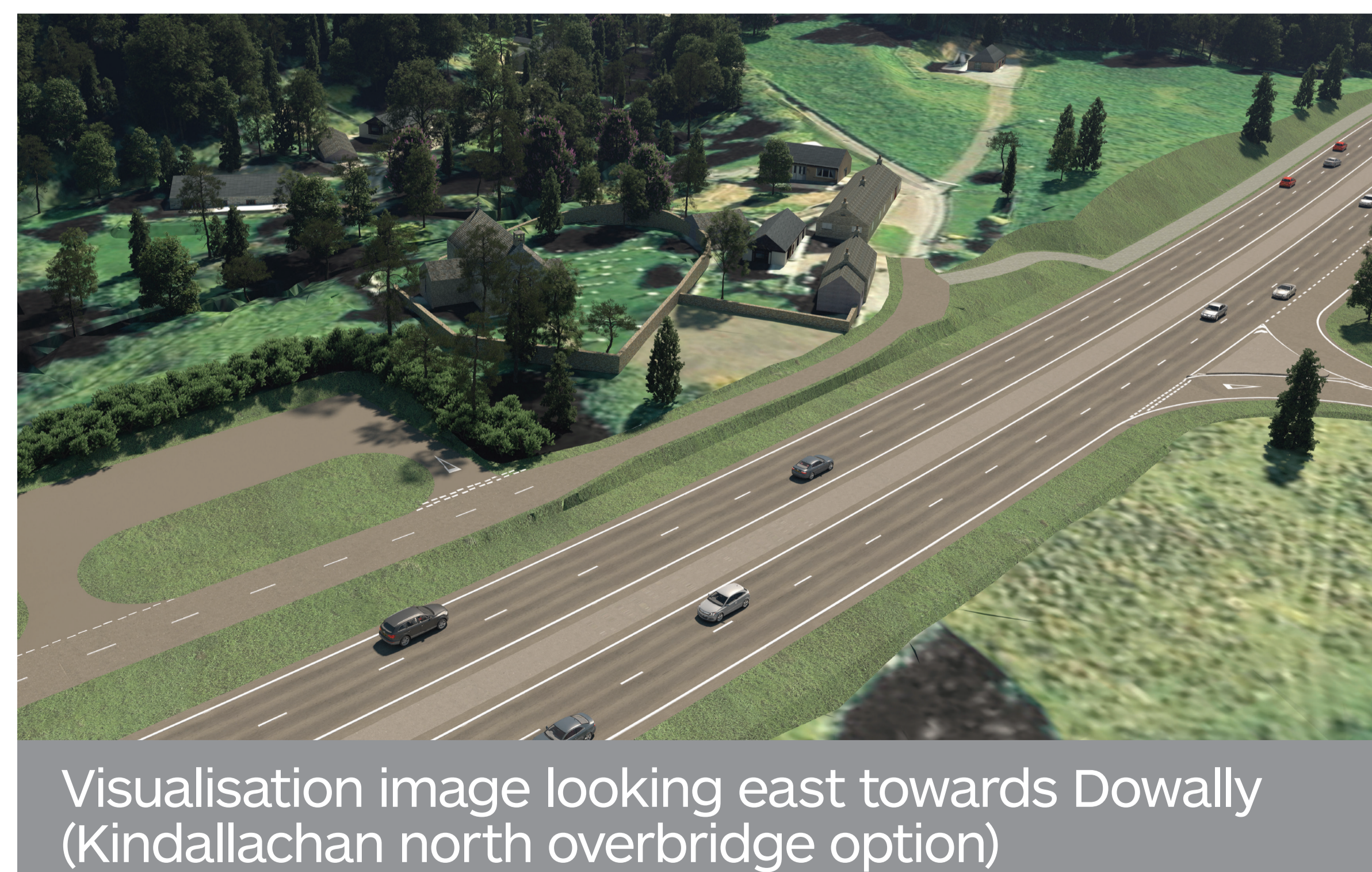
- we have reviewed how earthworks slopes will appear in the landscape, flattening or steepening them to achieve better integration with adjacent landform. We will continue this design work as part of our landscape assessment, whilst consulting with key stakeholders;
- the designs for new and upgraded mainline structures have been developed; and
- we have raised the mainline alignment above the level of the 1 in 200 year plus climate change flood event.



Design development (continued)

Proposed junctions, side roads and accesses

- refinement to the design of the C502 Rotmell – Dunkeld junction to reduce the amount of construction work required on the existing side road;
- refinement of the design to relocate the side roads parallel to the A9 to assist in the constructability and minimises impact of the side roads on properties in proximity to Dowally and Guay;
- realignment of the side roads between Guay and Kindallachan to follow the existing General Wade’s Military Road and assists in provision of compensatory flood storage; and
- where direct accesses to the A9 are to be closed, alternative access tracks have been provided. These new routes will provide access to areas of land, businesses and properties adjacent to the A9.



Transport Scotland officials and its design consultants will be happy to assist you with any queries you may have.

Design development (continued)

Drainage proposals

- the drainage design has been developed in accordance with Sustainable Drainage Systems (SuDS) guidance. The drainage system captures surface water from the carriageway via filter drains which typically outfall to SuDs (detention basins, swales and proprietary systems) which are designed to provide treatment and attenuation of carriageway run off prior to discharge.

Non-Motorised Users (NMUs) provisions

- routes impacted by the A9 dualling have been relocated alongside the dualled A9 and side road networks. Please consult a member of the team if you require more details about these routes.

Public Transport provisions

- public transport provisions on the side road network have been developed in consultation with Perth & Kinross Council and local bus operators. Consultation with intercity bus companies are continuing. Please consult a member of the team if you require more details about the proposals.

The design now contains a sufficient level of detail for the Environmental Assessment work to be carried out.



Overbridge options

Following the public exhibition in February 2017, members of the local community suggested the consideration of an alternative overbridge and left in left out junction located between Dowally and Guay.

Acting on this feedback we have developed and assessed a viable alternative option at the suggested location. This alternative overbridge (Guay south overbridge option) was developed to a similar standard as the original Stage 3 overbridge (Kindallachan north overbridge option) to allow a comparative assessment to be undertaken considering engineering, environmental and traffic and economic impacts.

The graphics on the following panel show the location and layout of both overbridge and left-in left-out junction options.

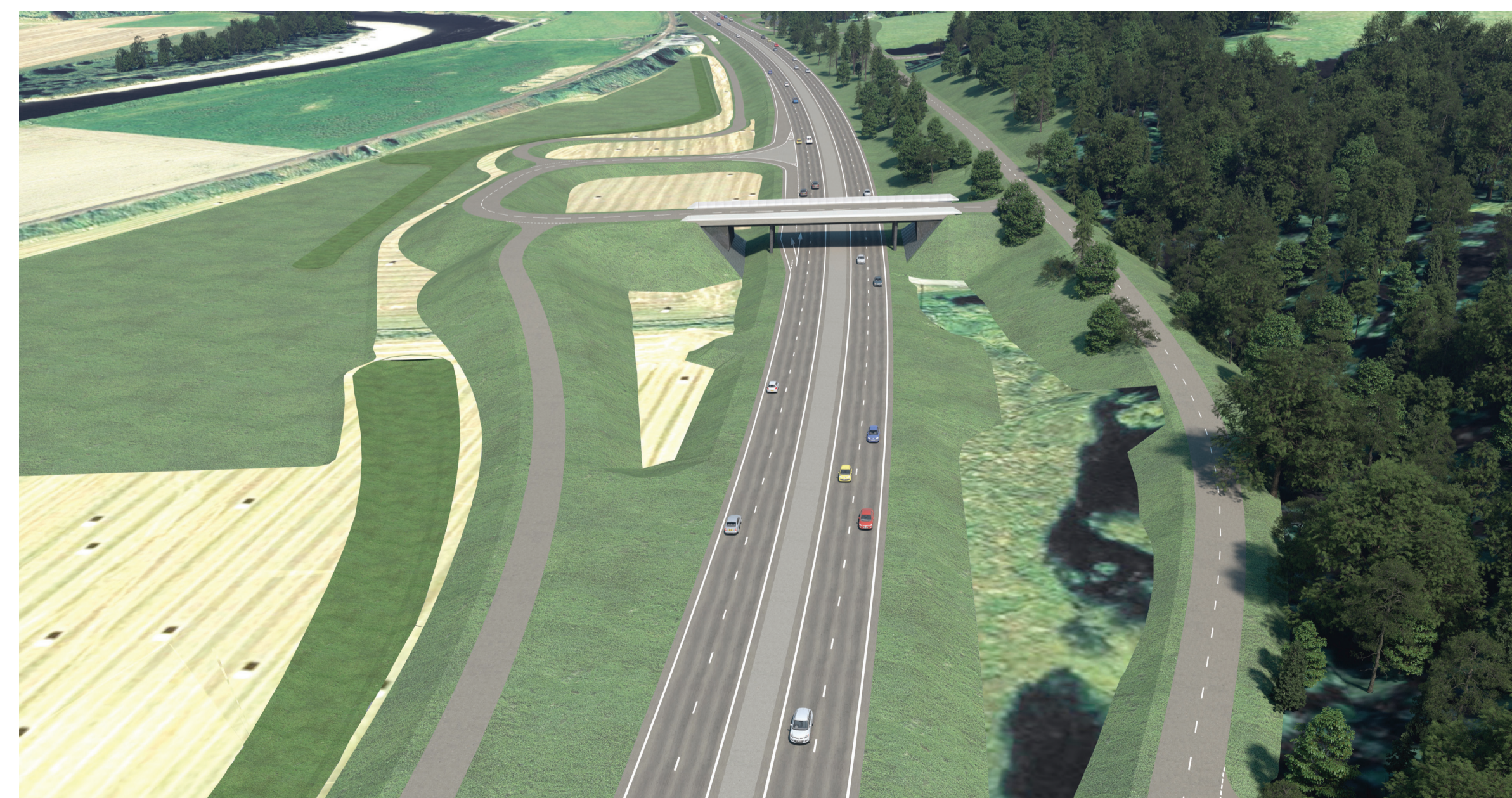
To assist you in considering both the overbridge and left in left out junction options we have summarised the key issues from the comparative assessment:

Benefits of the Guay south overbridge option over the Kindallachan north overbridge option:

- reduced land-take and less impact on residential properties; and
- reduced diversions of recreational paths, walks and reduced vehicle journey time diversions, particularly for those in Dowally and Guay.

Dis-benefits of the Guay south overbridge option over the Kindallachan north overbridge option:

- greater volumetric loss of floodplain.



Visualisation of Guay south overbridge option

Flood risk management

A project-specific flood model has been developed from the A9 crossing of the River Tay 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, (0.5% or greater Annual Probability of flooding). This can be seen on the following panel.

The baseline model for the existing situation (without the new dual carriageway in place) identified extensive flooding during the 1 in 200 year flood event plus climate change, between Tay Crossing and Ballinluig. Flooding was predicted primarily to the west of the existing A9 over a large proportion of the flood plain. Extensive flooding is also predicted in more frequent flood events for the existing situation. Photographs, gauge data and anecdotal evidence from local landowners of past flood events have been used to verify the model.

Scottish Environment Protection Agency (SEPA) and Perth & Kinross Council (PKC) as statutory consultees have been consulted during the assessment process and SEPA have been consulted on the flood model developed for the scheme. Transport Scotland and its consultants will continue to liaise with SEPA, PKC and affected landowners as the DMRB Stage 3 design develops.



Flood risk management (continued)

The flood model is used to assess the impact of the proposed dual carriageway scheme on flood levels at properties and other key receptors (buildings, the railway and the A9) in the floodplain. Due to the vast size of the floodplain, and the relatively small volumetric loss from the proposed scheme (less than 1% of the available floodplain), the flood modelling is demonstrating that flood level increases during a 1 in 200 year plus climate change event are small — generally less than 5mm in the absence of mitigation except in isolated areas. The model has also been used to predict change in levels at more frequent storm events (20, 30, 50, 60, 75 and 100 year events) and appropriate mitigation has been developed for both the frequent and extreme flood events.

The model has confirmed the need for Compensatory Flood Storage within agricultural land to the east of the A9 between Guay and Kindallachan with culverts under the A9 dual carriageway and the Highland Mainline linking it to the wider floodplain to the west. Additional areas of compensatory flood storage are provided within agricultural land to the west side of the proposed scheme north of Kindallachan and agricultural land



to the west side of the proposed scheme south of Kindallachan (Guay south overbridge only). This reduces all changes in flood levels at key receptors (buildings, the railway and the A9) within the floodplain to below 5mm. The strip plans show the location of these proposed Compensatory Flood Storage areas.

It is important that the proposed scheme does not have downstream impacts. Modelling shows that the A9 dualling does not introduce downstream impacts — there is negligible change in the timing of flood events and in the velocity of the floodwater.

What happens next?

Following this community engagement event, we will progress towards completion of DMRB Stage 3. This will include:

- reviewing feedback from this community engagement event;
- identifying a preferred overbridge and junction location taking into consideration the assessment and feedback from the community engagement event;
- continuing consultation with key stakeholders;
- finalising the overall design, which will include the refining of side roads;
- completion of the DMRB Stage 3 Report;
- completion of the Environmental Statement; and
- publication of Draft Orders (definition of land required to be purchased to construct the scheme).

We will meet with landowners included in the Draft Compulsory Purchase Orders in advance of publication. The publication of the Draft Orders marks the start of the formal Statutory Process and it is at this time that the design will be finalised.

After publication there is a six-week objection period associated with the Draft Orders and a six-



week representation period associated with the Environmental Statement. During the six-week objection period, we will host a public exhibition to display all relevant design information to the public and all interested parties.

Should we receive objections to the Draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry before the project can proceed. Progress after publishing the revised Draft Orders will depend on the formal comments received to the proposal.

Comments and feedback

Transport Scotland welcomes your comments and feedback on the alternative overbridge location, and any other information that has been presented today. We will use your comments and feedback to help inform the ongoing project development during DMRB Stage 3.

Please take your time to consider the information presented and provide any comments you may by **19 January 2018**.

Your engagement with this project and the consultation exercise is greatly appreciated.

Email to:
sarah.morgan@jacobs.com

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



A9 Dualling
Tay Crossing to Ballinluig
Community engagement event
Feedback form

Introduction
Thank you for attending our A9 Dualling Tay Crossing to Ballinluig project community engagement event. We would be grateful if you could take the time to provide any feedback or comments on the overbridge and location location under consideration and any other aspects of the design 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 19 January 2018.

Your details (optional)
Name: _____
Address: _____
Postcode: _____
Telephone: _____
Email: _____

Please email or post completed responses by 19 January 2018 to the A9 Dualling Tay Crossing to Ballinluig project team, to whom any queries may be directed.
Email: sarah.morgan@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:
transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tay-crossing-to-ballinluig/

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 only for the purpose of the A9 Dualling Tay Crossing to Ballinluig project and in accordance with the Data Protection Act 1998.

Further consultation 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:
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 wider A9 Dualling Programme, please visit the Transport Scotland website at:
transport.gov.scot/projects/a9-dualling-perth-to-inverness/

For further information on the Tay Crossing to Ballinluig project, and to view the exhibition materials, drawings and visualisations, please visit:
transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tay-crossing-to-ballinluig/



Please feel free to ask questions and provide your feedback and comments.