



# A9 Dualling Programme Engaging with Communities

Summer 2016 update





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# A9 Dualling Programme – Engaging with Communities

## I. Introduction

As well as bringing many benefits, new road projects inevitably come with impacts for those living along the route. This is why communities lie at the heart of the Scottish Government and Transport Scotland's route design and planning.

A local perspective on the main impacts and opportunities associated with road construction is not only welcome, but vital.



The Scottish Government and its transport agency, Transport Scotland, are committed to encouraging public interest and involvement in the development of proposals for dualling the A9 between Perth and Inverness by 2025.

This document, A9 Dualling: Engaging with Communities Summer 2016 update, outlines:

- how Transport Scotland and its appointed design consultants and contractors will engage with the public during the design, development and construction phases
- how you will be able to take part
- how you can contact us for information or advice.

In addition to meeting all statutory requirements, Transport Scotland will ensure that:

- arrangements for participation are inclusive, open and transparent
- a wide range of participants are encouraged to get involved at the appropriate time
- information is provided at key stages to allow for full consideration
- communication is carried out through a range of methods in appropriate locations
- all representations will be fully considered and feedback provided.



A9 Dualling Programme, ground investigation borehole.

## 2. Background to the A9 Dualling Programme

In 2008, the Scottish Government's Strategic Transport Projects Review (STPR) set out the future investment programme for transport in Scotland over two decades including the proposed upgrade of the A9. As part of this upgrade work, the STPR identified dualling sections from Perth to Blair Atholl, then Aviemore to Inverness and Blair Atholl to Aviemore.

Then, in December 2011, the Scottish Ministers confirmed a commitment to upgrade the A9 between the cities of Perth and Inverness to full dual carriageway by 2025 as part of their Infrastructure Investment Plan (IIP), which outlined £60 billion of spending by 2030. This also committed to dual the A96 by 2030, ensuring the road network between all Scottish cities will be dual carriageways.

Transport Scotland, the national transport agency for Scotland, is progressing the A9 Dualling Programme at an estimated cost of £3 billion.

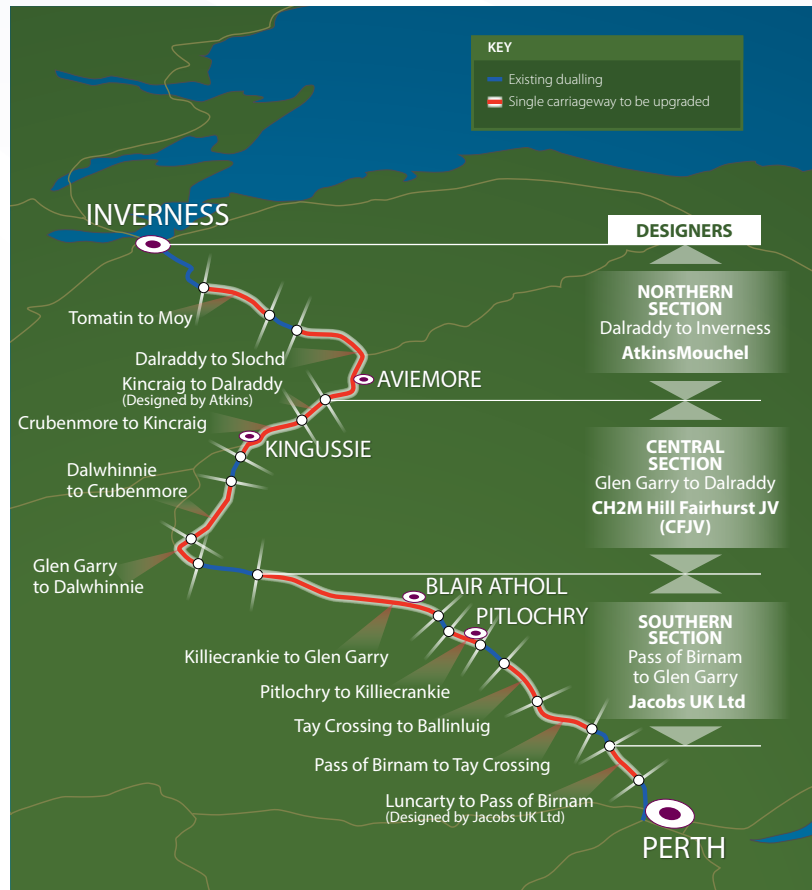
Running from Dunblane to Thurso, the A9 is the major link between the central belt and the far north of Scotland. At 439 kilometres (273 miles), it is the longest trunk road in Scotland.

### Perth to Inverness

The Perth to Inverness section forms 177 kilometres (110 miles) of the total route. The existing dual carriageway sections between Perth and Inverness total 48 kilometres (30 miles), leaving 129 kilometres (80 miles) to be dualled.

There are 11 dualling projects which make up the A9 Dualling Programme:

- Luncarty to Pass of Birnam
- Pass of Birnam to Tay Crossing
- Tay Crossing to Ballinluig
- Pitlochry to Killiecrankie
- Killiecrankie to Glen Garry
- Glen Garry to Dalwhinnie
- Dalwhinnie to Crubenmore
- Crubenmore to Kincaig
- Kincaig to Dalraddy
- Dalraddy to Slochd
- Tomatin to Moy.



Dualling the A9 between Perth and Inverness will provide a number of benefits, including:

- supporting sustainable economic growth
- improving road safety for motorised and Non-Motorised Users (NMUs) such as pedestrians and cyclists - e.g. by reducing accident severity and reducing driver stress
- improving journey times and reliability
- supporting access to tourist and recreation sites, including the Cairngorms National Park
- helping to create better links to pedestrian, cycling and public transport facilities.

# A9 Dualling Programme – Engaging with Communities

## 3. Project development

Following Preliminary Engineering and Strategic Environmental Assessment (SEA) work, the A9 Dualling Programme has been divided between three design consultants, the last of which was appointed in December 2014. The details of the contracts and the consultants taking the design work forward are as follows:

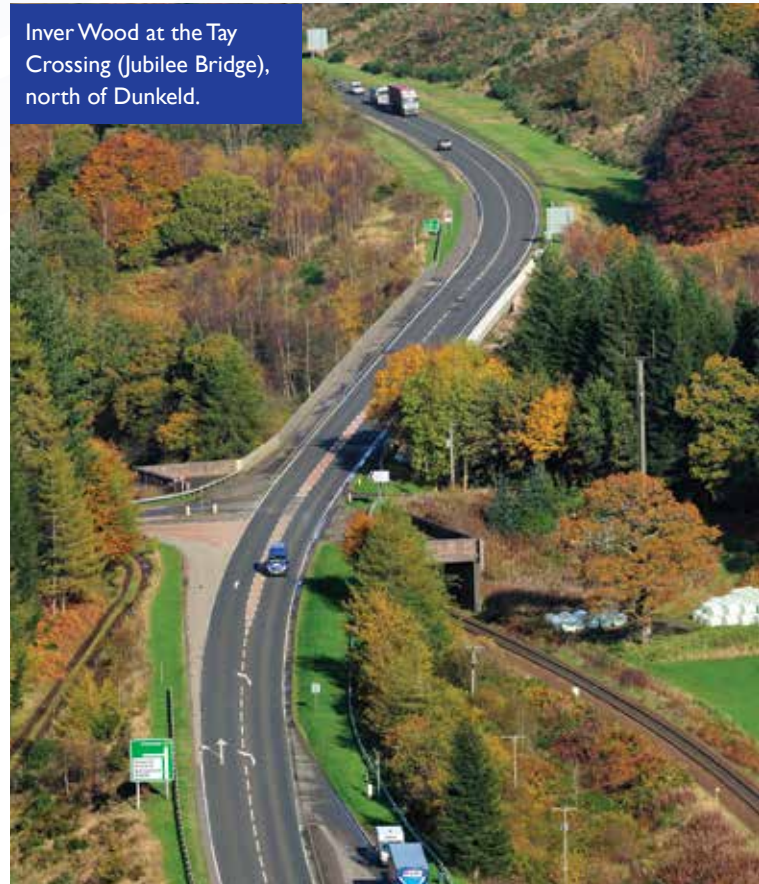
- southern section: Pass of Birnam to Glengarry – Jacobs UK Ltd
- central section: Glen Garry to Dalraddy – CH2M HILL Fairhurst Joint Venture (CFJV)
- northern section: Dalraddy to Inverness – AtkinsMouchel.

There are two projects at different stages of development:

**Kincraig to Dalraddy** – This is the first scheme to be dualled, with construction underway, and work expected to be completed in summer 2017. The scheme designer is Atkins and the contractor is Wills Bros John Paul Joint Venture.

**Luncarty to Pass of Birnam** – Statutory approvals were received in Spring 2016. Designer is Jacobs UK Ltd.

Inver Wood at the Tay Crossing (Jubilee Bridge), north of Dunkeld.



A9 at Ralia junction.



Northern section.



## 4. The planning process

Design and construction will be phased over several years, with each section of the route requiring in-depth planning and design, to ensure that impacts on communities, businesses and the environment are kept to a minimum.

Proposals are developed based on standards set out in the Design Manual for Roads and Bridges (DMRB). Prior to construction, the design development stages to be completed for each section of the A9 are:

### Stage 1: Strategic Assessment

- strategic planning and development of improved transport links between Perth and Inverness
- the Strategic Transport Projects Review (STPR), published in 2008, broadly defined the need for the A9 to be dualled between Perth and Inverness
- a Strategic Environmental Assessment and Preliminary Engineering assessment was undertaken from 2012-2014. This work helped define an online corridor for the dualling programme.

### Stage 2: Route Options Assessment

- development and assessment of route options for upgrading the A9 from single to dual carriageway. This includes an engineering and environmental assessment of the potential impacts of each option to inform route choice and consider potential locations for junctions and accesses
- consultation during option development is an integral part of this stage
- following this assessment and consultation, the preferred option is then selected and taken forward to the detailed stage.

### Stage 3: Detailed Design and Assessment

- detailed assessment and definition of the preferred dualling option
- ongoing public consultation
- an Environmental Statement is prepared and the land required for the dualling is identified.

### Statutory Process: Publication of Environmental Statement and Orders

- the draft Compulsory Purchase Order (CPO) (which defines the extent of the proposed land required to deliver the project), the draft Roads Orders (which define the line of the proposed infrastructure, its junctions and how it will integrate into the existing road network) and the Environmental Statement (ES) are published
- any statutory objections, which are lodged during the defined period, but remain unresolved, are then considered at a Public Local Inquiry (PLI)
- if objections are upheld following the PLI, the scheme may have to be amended and taken through the statutory process again. If the objections are resolved or set aside, then the draft Orders are finalised and made
- following publication of the Made Orders, there is a legal challenge period. After this point, the legal permissions have been obtained and the proposed scheme can proceed with the necessary acquisition of land.



Laggan junction,  
looking north.

### 5. National standards for community engagement

Transport Scotland is committed to undertaking a rolling programme of regular public and stakeholder engagement to ensure those affected by the work over the next decade, and beyond, are kept fully informed.

As the programme is designed, procured and constructed, Transport Scotland will consider points raised during engagement and act upon them where reasonable and appropriate.

The A9 Dualling Programme will comply with the National Standards for Community Engagement.

These National Standards are aimed at ensuring communities and affected individuals have their voices heard in the planning and delivery of services. The standards were launched in May 2005 and have been widely adopted in Community Planning Partnerships and in other areas of government since their original endorsement by the Convention of Scottish Local Authorities (COSLA), Scottish Council for Voluntary Organisations (SCVO), Association of Chief Police Officers, Scottish Health Council and the Poverty Alliance. They have been recommended by Audit Scotland as good practice, and their impact was the subject of a positive evaluation in 2008.

The standards set out best practice principles for the way that government agencies, councils, health boards, police and other public bodies engage with communities. They are not compulsory, but they are good practice.

These standards are:

- **Involvement:** we will identify and involve the people and organisations who have an interest in the focus of the engagement
- **Support:** we will identify and overcome any barriers to involvement
- **Planning:** we will gather evidence of the needs and available resources and use this evidence to agree the purpose, scope and timescale of the engagement and the actions to be taken
- **Methods:** we will agree and use methods of engagement that are fit for purpose
- **Working together:** we will agree and use clear procedures that enable the participants to work with one another effectively and efficiently
- **Sharing information:** we will ensure that necessary information is communicated between the participants
- **Working with others:** we will work effectively with others who have an interest in the engagement
- **Improvement:** we will actively develop the skills, knowledge and confidence of all the participants
- **Feedback:** we will feed back the results of the engagement to the wider community and agencies affected
- **Monitoring and evaluation:** we will monitor and evaluate whether the engagement achieves its purposes and meets the national standards for community engagement.

More information on the National Standards for Community Engagement can be found at:  
[www.gov.scot/Topics/Built-Environment/regeneration/engage/HowToGuide/NationalStandardspdf](http://www.gov.scot/Topics/Built-Environment/regeneration/engage/HowToGuide/NationalStandardspdf)



## 6. Community consultation and engagement

Transport Scotland is committed to placing public engagement and meaningful dialogue with directly affected communities and other stakeholders at the heart of the development and delivery of its projects.

We want to ensure that communities have the opportunity to comment on the proposals for the A9 dualling project at every stage in the process and Transport Scotland is keen to hear people's views.

Since January 2012, Transport Scotland has been engaging with many partners, key agencies, communities and interested parties to identify the risks and benefits which need to be considered as part of delivering the project.

This initial consultation identified a series of risks and opportunities that have helped shape the dualling strategy. This collaborative engagement will be ongoing throughout the project to deal with the challenges.

In December 2012, community consultation was extended through a series of exhibitions held in venues along the route between Perth and Inverness. These highlighted key steps which must be completed in order to produce a suitable design for the road and the likely associated challenges.

The public feedback received informed engineering and strategic environmental assessment work. The outcome of that work was consulted on in a series of public exhibitions in June 2013, which allowed for the identification of route options to begin.

In March 2014, we announced that the design and the development of the dualling programme would be split into 12 projects.

A series of roadshows were held along the route in May / June 2014 to give locals and road users the opportunity to comment on preliminary route options and constraints to the new dualling projects.

The A9 Dualling Programme is being taken forward by three design consultancies – see map on page five. Contact details for each consultancy can be found in **section eight** of this document.

Community consultation and engagement is now more localised, with consultation events and drop-in sessions being held for specific projects, rather than for the whole dualling programme.

Since being appointed, the stakeholder managers for the three consultancies have been building relationships in the section of the route they are responsible for by meeting landowners, tenants, businesses, other stakeholders and local communities. A series of drop-in sessions have been held for the projects in all three sections, with more planned.

Consultation events were held during 2015 and 2016 to provide an opportunity for the public to see and provide feedback on the developing route options.

In March 2016, we were able to let locals and road users see and comment on the preferred route for three of the dualling schemes.

Along with the consultation events and drop-in sessions, the three consultancies have been undertaking important fact finding exercises to better understand junction and access arrangements, environmental sensitivities and land use adjacent to the A9. This will help ensure the design options being developed take into account existing access and junctions, and that the design teams are made aware of any issues that may impact on their proposed design at an early stage in the process.

The contract to dual the stretch of the A9 between Kincaig and Dalraddy, the first section to be dualled, was awarded to Wills Bros John Paul Joint Venture (WBJPJV). Work began on-site in September 2015. The contractor held a drop-in session for the local community within the first month of construction work getting underway. Local residents and businesses attended the Kincaig Community Hall where staff were available to explain more about the construction of the project and answer questions on how work may affect local communities.

The contractor publishes community newsletters and their community liaison officer regularly engages with members of the local community, ensuring that those residents who may be directly affected by the project are kept informed as work progresses. This engagement with the local community will continue throughout the duration of the project.

## 7. Communication methods

We recognise that communicating with the communities affected by the A9 Dualling Programme and maintaining that engagement is key to the success of this project.

We will use a range of communication methods on an ongoing basis throughout the duration of the programme, as appropriate, including:

Participation method	Benefits	Commitments
Letters	Direct contact with statutory organisations and other groups/ individuals/landowners/community/ interest groups and affected residents.	<ul style="list-style-type: none"> <li>• To introduce them to the project</li> <li>• To invite stakeholders to meetings</li> <li>• To request information</li> <li>• To have direct communication with landowners</li> <li>• To enable the contractor to communicate with affected residents</li> <li>• To ensure that information issued to stakeholders is copied to constituency and list MSPs, MPs, MEPs and elected local councillors.</li> </ul>
Email correspondence	A dedicated email address has been established <a href="mailto:a9dualling@transport.gov.scot">a9dualling@transport.gov.scot</a> to allow the public to contact the project team. Faster and more cost effective than post in targeting consultee groups/individuals.	<ul style="list-style-type: none"> <li>• To respond to email queries received.</li> </ul>
Telephone	Allows landowners and the public to contact any consultants or contractors or the Transport Scotland project team. Transport Scotland's A9 Dualling team: 0141 272 7100	<ul style="list-style-type: none"> <li>• Consultants and / or contractors to have dedicated phone number for any calls from landowners and the public.</li> </ul>
Project website	An important central resource for the public, media and all stakeholders to access up to date information. The website will feature a document archive, timeline, frequently asked questions (FAQs), feedback mechanisms, information about events, news articles etc. Information can be downloaded. <a href="http://www.transport.gov.scot/a9dualling">www.transport.gov.scot/a9dualling</a>	<ul style="list-style-type: none"> <li>• To keep the website up to date throughout the project</li> <li>• To include all published project documents</li> <li>• To use online feedback mechanisms</li> <li>• To provide an email enquiry and response service.</li> </ul>
Leaflets	Provide regular information on specific project sections and topics and highlight feedback mechanisms.	<ul style="list-style-type: none"> <li>• For use during public exhibitions and to keep key groups (e.g. community councils and landowners) informed with details of specific sections.</li> </ul>

Participation method	Benefits	Commitments
Newsletter	To provide regular information and opportunities for individuals to feedback comments.	<ul style="list-style-type: none"> <li>• To keep all affected parties and the general public informed about project development</li> <li>• To make this information accessible to a wide audience by distributing through libraries and other community facilities</li> <li>• To ensure that information issued to stakeholders is copied to constituency and list MSPs, MPs, MEPs and elected local councillors</li> <li>• Contractors newsletter will inform on progress and forthcoming work.</li> </ul>
Media/news releases	To provide information to as wide an audience as possible using the national and local media and trade press when appropriate.	<ul style="list-style-type: none"> <li>• To keep the media updated on developments throughout the life of the project through news releases and interviews or briefings.</li> </ul>
Briefing sessions	Briefing members of representative stakeholder groups, including responding to questions.	<ul style="list-style-type: none"> <li>• To hold briefing sessions to introduce stakeholder representatives to the project team and set up a communication link with community groups</li> <li>• To ensure that constituency and list MSPs, MPs, MEPs and elected local councillors are invited to briefing sessions, or are provided with a separate briefing session on the topics being presented</li> <li>• To also give consideration to the location and timing of these briefing sessions and ensure that invitations are issued in good time.</li> </ul>

## 7. Communication methods continued

Participation method	Benefits	Commitments
Public exhibitions / drop-ins	Opportunity for the public to feed back views through contact with the project team.	<ul style="list-style-type: none"> <li>• To hold public exhibitions / drop-ins to present information and gain public feedback on proposals</li> <li>• To provide an opportunity for feedback</li> <li>• To ensure constituency and list MSPs, MPs, MEPs and elected local councillors are made aware of public exhibitions and are invited to attend</li> <li>• Contractors may, where required, hold sessions to inform on work.</li> </ul>
Community council, residents associations and landowner meetings	Involving local people, key stakeholders and community groups to establish key issues and solutions. The format can be modified to suit the audience, including formalised presentation, small group discussions and feedback.	<ul style="list-style-type: none"> <li>• To engage effectively with community representatives and affected parties</li> <li>• To follow up on briefing sessions and to provide opportunity for discussion on project developments.</li> </ul>
Reference/focus groups	Structured group process where people's views on specific issues can be sought. Can be directed to a particular group with an interest in the project.	<ul style="list-style-type: none"> <li>• To benefit from the knowledge and expertise of particular groups to benefit the project.</li> </ul>
One-to-one stakeholder meetings	One-to-one meetings with stakeholders most affected by the proposals. Opportunity to resolve potential issues.	<ul style="list-style-type: none"> <li>• To meet specific stakeholders to discuss issues related to the project, develop specific mitigation, etc. (As required or requested.)</li> </ul>



Non-Motorised User (NMU), e.g. pedestrians and cyclists, access alongside the southern end of the A9 Glen Garry section.

Feedback from all consultation events will be recorded, including how the information provided has been taken into account in the development of the project.

Reports summarising feedback from public exhibitions will be produced and made available on the project website and in paper format on request. Additionally, a summary of all consultation activities and feedback during the project will be collated.

### **Engaging with communities during construction**

During each phase of the construction of the A9 Dualling Programme, Transport Scotland will ensure that all appointed contractors continue to communicate with local communities, particularly those directly affected during construction. This will be proportionate to the size of the project and relevant to the individual circumstances of the particular section of the route.

Communication will be carried out on a regular basis, and depending on its nature, could be undertaken in a variety of ways including newsletters, letters, web updates and meetings.

Cycle path to Pitlochry beside the A9.



## 8. Contact information

If you would like further information on the overall A9 Dualling Programme or would like to express your views, please get in touch using one of the following methods:

### Email the project team:

[a9dualling@transport.gov.scot](mailto:a9dualling@transport.gov.scot)

### Write to:

A9 Dualling Team,  
Transport Scotland,  
Buchanan House,  
58 Port Dundas Road,  
Glasgow,  
G4 0HF

### Visit the project website:

[www.transport.gov.scot/a9dualling](http://www.transport.gov.scot/a9dualling)

The design work for the A9 Dualling Programme has been divided into three sections, each overseen by a design consultancy. Below are the main contacts for each section:

#### • southern section: Pass of Birnam to Glen Garry – Jacobs UK Ltd

Jacobs has two dedicated stakeholder liaison managers:

Landowners, tenants and businesses -

Keith Sheridan mobile 07437 435 952

[keith.sheridan@jacobs.com](mailto:keith.sheridan@jacobs.com)

Community councils and statutory bodies -

Sarah Morgan mobile 07833 936 426

[sarah.morgan@jacobs.com](mailto:sarah.morgan@jacobs.com)

#### • central section: Glen Garry to Dalraddy – CH2M Hill Fairhurst

The stakeholder manager for this section is:

Carron Tobin mobile 07715 773 660

[carron.tobin@ruraldimensions.com](mailto:carron.tobin@ruraldimensions.com)

#### • northern section: Dalraddy to Inverness – AtkinsMouchel

The stakeholder manager for this section is:

Robin Smith mobile 07557 172 747

[robin.smith@mouchel.com](mailto:robin.smith@mouchel.com)

#### • Kincairdie to Dalraddy dualling project

The contact for this is Anna Kelly, community liaison officer, Wills Bros John Paul Joint Venture:

mobile 07496 739 401

[AKelly@willsbros-johnpaul.com](mailto:AKelly@willsbros-johnpaul.com)



The A9 at Glen Garry.

In addition, Transport Scotland's stakeholder manager, Sam MacNaughton, who oversees the three design teams' work with stakeholders, can be contacted as follows: mobile 07773 533 342  
[sam.macnaughton@transport.gov.scot](mailto:sam.macnaughton@transport.gov.scot)



