

From Mrs Sarah Walker Chairperson ByCycle



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A9 DUALLING - LUNCARTY TO TAY CROSSING – PUBLIC CONSULTATION PERIOD

General Comments

Having viewed the proposals for the dualling of the A9 Luncarty to Tay Crossing at the recent local exhibitions ByCycle would like to make the following comments.

NEWMILL JUNCTION

We are delighted to see that provision is being made for the existing access road south from Bankfoot, past Loak Mill, to be linked to the Newmill junction with provision for pedestrians, cyclists and horse riders, known as Non Motorised Users (NMUs), to cross over to the new Luncarty link road and to Stanley. It is noted, however, that there appears to be no provision on the east (Stanley) sliproads to/from the A9 for NMUs to reach the access track to Westwood Farm and Perth & Kinross (P & K) core path number AGVN/110. It is only a short section but could be particularly hazardous for traffic coming off the A9 not expecting to meet pedestrians, cyclists or horse riders on the sliproad going to or from the Westwood access track and the Stanley/Tullybelton road.

BANKFOOT JUNCTION SOUTHBOUND

The provision of a cycle path coming from Bankfoot to the right-turn junction with the road to Stewart Tower and Laguna would be advantageous. Currently, for most cyclists it can be quite hard to negotiate the slight hill from the Hunters Lodge Underpass, check for vehicles behind, indicate, cross to the right-turn lane and turn right up the steep hill of Barns Brae. This situation is exacerbated if there is traffic coming off the A9 causing the cyclist to have to stop in the right-turn lane.

A9

As detailed in my previous submission dated 27 April 2012 and also by Katherine Melville in her e-mail of 9 June 2013, we are concerned that no provision is being shown for any cycle lanes/paths at the sides of the north and south carriageways of the A9. Given the numbers of cyclists, both Land's End to John O'Groats, and recreational/touring/commuting riders who currently use the A9, the inclusion of a top

quality cycle path alongside the main carriageway could only improve safety by separating the cyclists from the vehicular traffic, particularly since this could legally be travelling faster than at present.

BIRNAM TO TAY CROSSING

We feel it is regrettable that the current cycle path from the Bankfoot junction to Dunkeld & Birnam Railway Station (NCR 77) will disappear under the new northbound carriageway but re-routing that section along the Perth Road in Birnam to re-join the existing route at the Birnam Hotel is not seen as a particular problem, providing adequate provision is made for cycle lanes at Birnam Junction.

Regarding the Dunkeld & Birnam railway station and its environs, our concern is that pedestrian and cycle access should remain along Birnam Glen Road to access Ladywell Plantation, Birnam Hill and Glen Garr as at present. The route, P & K core paths numbers DUNK/11, DUNK/24 and DUNK/57, is well used by both walkers and cyclists. For direct access from Birnam to these areas to be removed would be a very retrograde step and not in the interests of recreational activities for either local residents or visitors.

In our previous submission, mention was also made of the crossing point between Ringwood and the vehicle access to Murthly Estate (Grid Ref. NO048398). Although not a recognised crossing point, the path through Ringwood is well used by walkers and cyclists as a link into the Estate. It is also known that there are commuters from Birnam using this route on a daily basis to reach their work destinations in Murthly as it connects into Core Path SPIT/108 giving a virtually traffic-free, level route through Murthly Estate. Their alternative route would be to use the main carriageway of the A9, both longer and less desirable given that a core aspiration is to separate NMUs from motorised traffic. Could consideration be given to installing pedestrian-controlled traffic lights at this point? This is not such a novel, innovative or contentious idea as one might think since this option is used very successfully already on the busy A11 in Cambridgeshire where it is crossed by bridleways.

Cycling has enormous potential benefits, for our health, our economy, our environment and our quality of life. The parliamentary “Get Britain Cycling” enquiry report recommends an increase in cycle use from less than 2% of journeys in 2011, to 10% of all journeys in 2025, and 25% by 2050. The dualling of the A9 provides a valuable opportunity for the inclusion of cycle/pedestrian-friendly features to fulfil the above aims.

Perth & Kinross Cycle Campaign is a voluntary association of organisations and individuals which aims to encourage cycling and publicise its benefits for the community, for individuals and the environment.