

08 October 2020

Dear Sir/Madam,

The M9/A9 Trunk Road (Winchburgh Junction 1B at the B8020) (Extinguishment of Public Rights of Way) Order 202[]

The M9/A9 Trunk Road 9 Winchburgh Junction 1B at the B8020) (Special Road) (Side Roads) Order 202 []

The M9/A9 Trunk Road (Winchburgh Junction 1B at the B8020) Special Road Scheme 202 []

We request that Transform Scotland's objection to the above Road Orders be recorded.

The National Transport Strategy, which was published in February 2020, identifies four main priorities for the transport systems in Scotland, to reduce inequalities, taking climate action, helping deliver inclusive economic growth and improving health and wellbeing. The A9 Winchburgh Junction project fails to address any of these priorities. Especially in the context of the climate crisis, moving forward with a proposal that increases space allocated to private motor vehicles appears ill-conceived and contrary to Scotland's plan to become carbon neutral by 2040.

New road building schemes lead to induced demand and rather than discouraging travel by private car and the added capacity that this scheme provides will encourage more people to drive. The EIA for the scheme acknowledges that the "[d]evelopment of the Winchburgh Masterplan will result in increased traffic on the M9 motorway and proposed junction." It is therefore unacceptable that climate change and GHG emissions have been excluded as topics for consideration from the EIA. Before progressing this scheme a full assessment of the climate change impacts of this development should be carried out.

This is particularly relevant as the public transport improvements promised in the Winchburgh Masterplan have not made any significant progress, which will lock residents into using unsustainable private car use. The prioritisation of this road building project over improving public transport links connecting the development to its surrounding area contravenes the National Transport Strategy as

well as the Sustainable Transport Hierarchy. Rather than progressing the A9 Winchburgh junction, priority should be given to the promised rail station the associated park and ride facility and improved bus connections. We do not believe that any further expenditure should be outlaid on this project until the plans for a rail station and improved bus connections laid out in the Winchburgh Masterplan have been progressed and an assessment of the climate impact of the A9 Winchburgh Junction has been carried out and included in the EIA.

Finally, the proposed scheme claims to provide considerations for active travel and while it does include additional provision for walking and cycling the overall benefits of the scheme to people walking and cycling remain questionable due to the low quality of the proposed provision. Transform Scotland therefore strongly objects to this proposal.

Please acknowledge the receipt of this objection.

Yours faithfully,

Marie Ferdelman
Policy Officer, Transform Scotland