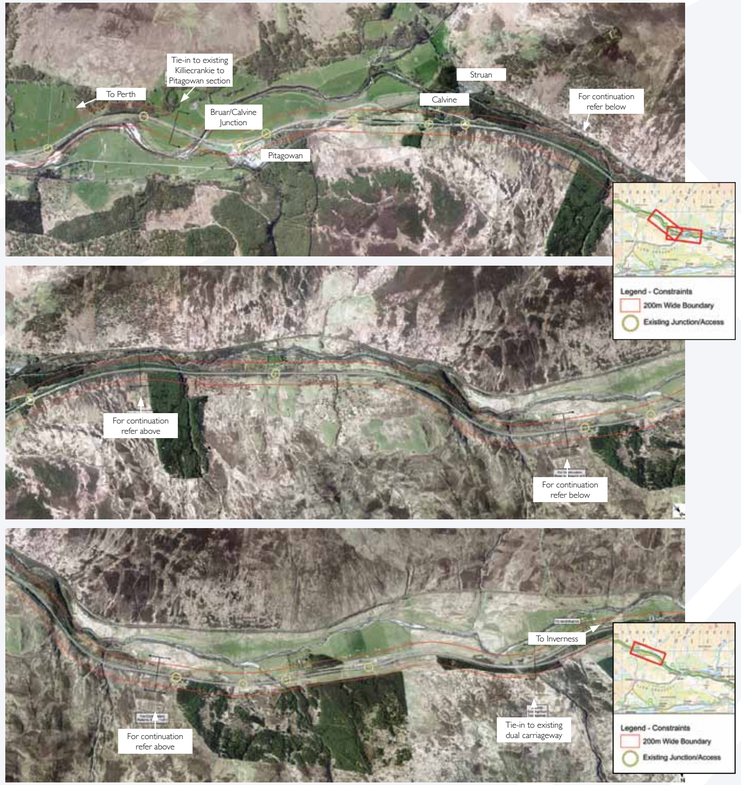
Accesses

In conjunction with the route options, we are also developing the strategy to address access to communities, properties and land adjacent to the A9. As was shown at the exhibitions in 2014, the A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Some left-in/left-out accesses may be provided but only in exceptional circumstances.

If you will be affected by the potential closure of any of the accesses shown on the plan below, please approach a member of our team today who will arrange a one-to-one discussion with you.



Junction Options

The Junction and Access Strategy, as shown at exhibitions in 2014, identified a need for a grade separated junction to be provided in the vicinity of the existing at-grade junctions at Bruar/Calvine, which provide access to Calvine and Pitagowan via the B847 and Blair Atholl via the B8079.

Traffic surveys and modelling have identified that the junction should be located in the vicinity of the existing at-grade junction at Bruar as the majority of the traffic using the junction will be travelling in the direction of Blair Atholl.

Further, in accommodating a grade separated junction at Calvine, there would be significant earthworks required on both sides of the A9 in the vicinity of Calvine and the village would also experience an increase in through-traffic travelling to and from the Blair Atholl direction.

The following constraints have been identified in the vicinity of the proposed junction location at Bruar:

- Communities of Pitagowan, Bruar and Calvine;
- Businesses;
- Local roads (B8079 and B847);
- Pitaldonich (River Garry) Bridge Structure;
- River Garry (part of the River Tay Special Area of Conservation (SAC)) and floodplain;
- Cairngorms National Park;
- Scheduled Monument (Clach na h'Iobairt, Standing Stone); and
- Non-Motorised Users Route(s) including NCN 7.

Plans of the junction options are available to view on the Transport Scotland website: **www.transportscotland.gov.uk**

What Happens Next?

Your comments on the route options and junction layouts presented will help inform the ongoing project development. Your feedback is important and the options presented, together with any other options you identify during the public consultation, may be subject to further development.

Further consultation through local drop-ins and one-to-one engagement is also planned during 2015. The Design Manual for Road and Bridges (DMRB) Stage 2 Assessment will consider advantages, disadvantages and constraints associated with the design options, in relation to environmental, engineering, economic and traffic issues. We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions. A preferred option is expected to be selected towards the end of 2015.

Please provide your comments and feedback as soon as possible and before Friday 24 July 2015, by email to:
A9dualling@Jacobs.com

Or by post to:
Sarah Morgan
A9 Dualling Project Team Stakeholder Manager
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

You can also contact Jacobs UK Ltd's Stakeholder Managers, Keith Sheridan or Sarah Morgan, at any time on:

- Keith: 07437 435 952 or keith.sheridan@jacobs.com
- Sarah: 07833 936 426 or sarah.morgan@jacobs.com

View south towards the A9 and Glen Garry from ground above Calvine.

For Further Information

For further general information on the A9 Dualling Programme please visit the Transport Scotland website at:
www.transportscotland.gov.uk/project/a9-dualling-perth-inverness

If you have any queries or any comments, on the project, please contact the A9 Dualling team:

Telephone: 0141 272 7100
Email: A9dualling@transportscotland.gsi.gov.uk

A9 Dualling
Pitagowan to Glen Garry Project

A9 DUALLING
PERTH TO INVERNESS
Pitagowan to Glen Garry

June 2015

TRANSPORT SCOTLAND
COMHDHAIL ALBA

Introduction

In summer 2014, Transport Scotland held exhibitions along the A9 to help inform the development of options for the A9 Dualling Programme. Work undertaken at that time built a picture of the challenges and opportunities that the dualling may bring across the corridor. A 200m study corridor around the existing A9, within which the dualling will generally fit, was identified.

Over the course of the last year, Transport Scotland has appointed designers to take forward the more detailed assessment work required to consider environmental mitigation and develop route options, junctions and accesses. Jacobs UK Ltd is developing the projects for the southern section between Pass of Birnam and Glen Garry.

Detailed assessment has yet to take place at this stage and we are seeking public feedback on the options being developed to help inform the ongoing development and assessment of the dualling proposals.

In particular we would appreciate your views on the following:

- Any local features or constraints that you think may be important for us to know;
- How the different options may affect you; and
- Any other options that you think we should consider.

Programme Objectives

The A9 Dualling Programme objectives are to:

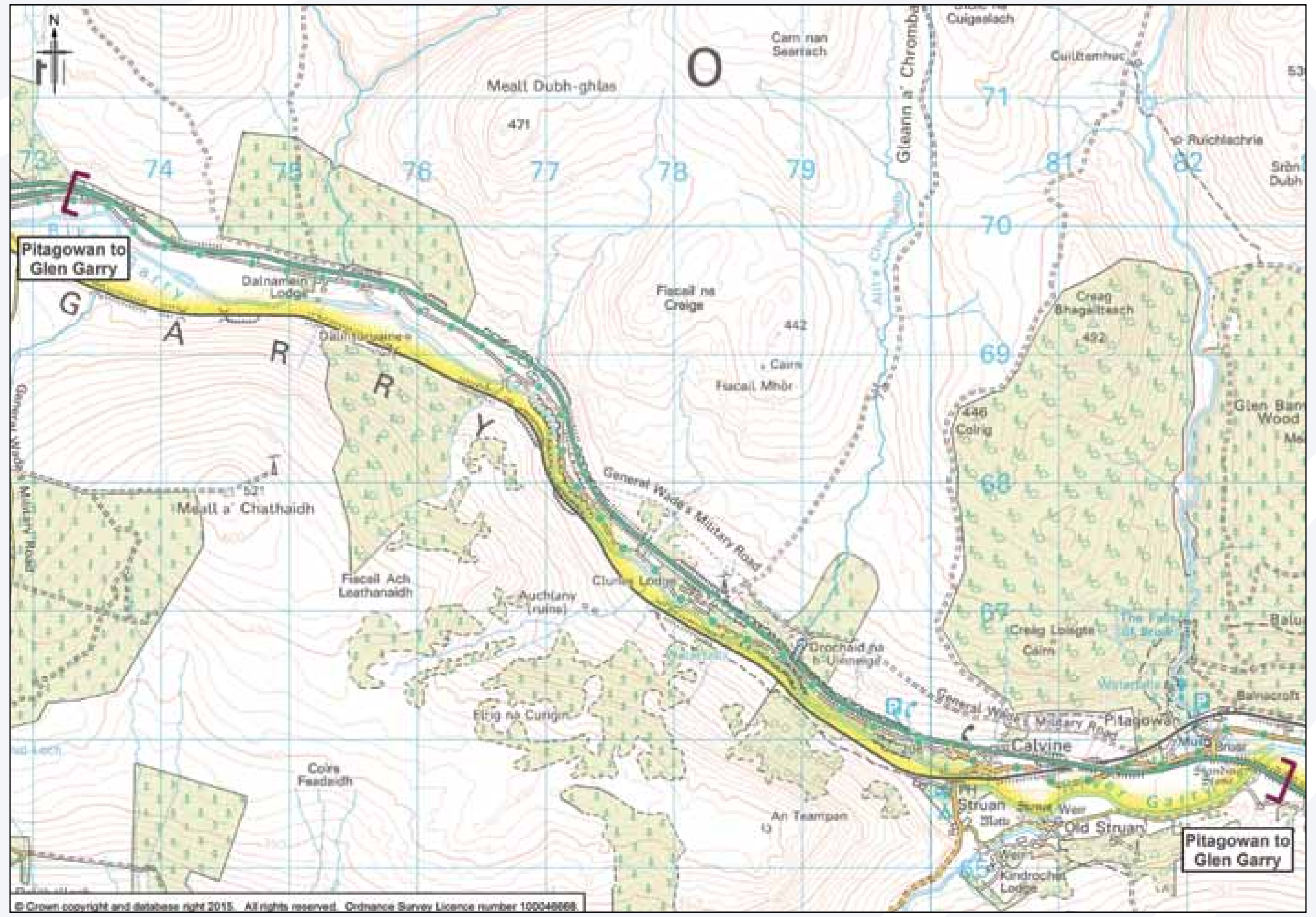
- Improve the operational performance of the A9 by:
  - reducing journey times; and
  - improving journey time reliability.
- Improve safety for both motorised and Non-Motorised Users (NMUs) by:
  - reducing accident severity; and
  - reducing driver stress.
- Facilitate active travel within the corridor; and
- Improve integration with public transport facilities.

Southern Section Projects

The southern section of the route contains five projects, with dedicated teams working on each project:

- Pass of Birnam to Tay Crossing;
- Tay Crossing to Ballinluig;
- Pitlochry to Killiecrankie;
- Killiecrankie to Pitagowan; and
- Pitagowan to Glen Garry.

This leaflet covers the Pitagowan to Glen Garry project.



Route Options 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 current work (referred to as Stage 2) covers the development and assessment of route options and builds on the previous Preliminary Engineering Services (PES) and Strategic Environmental Assessment (SEA) completed in 2014.

The Stage 2 design work has initially considered how to provide the dual carriageway and what the main junctions could look like. As part of this work, options have been developed considering:

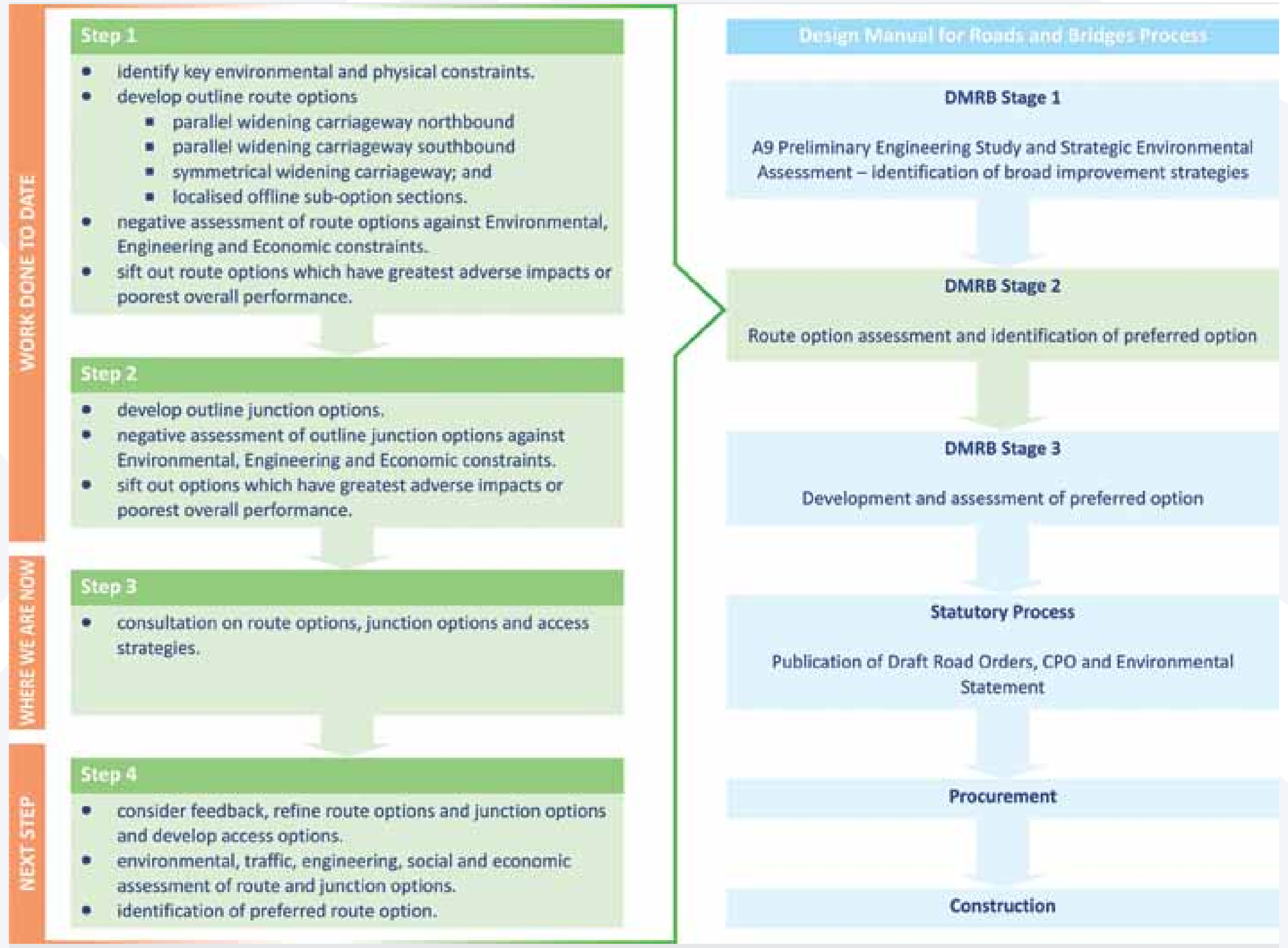
- Mainline dual carriageway: whether the A9 should be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9; and
- Junctions: what type of junctions could be provided, considering factors such as nearby properties, environmental features, landscape, topography, engineering and operational considerations and cost.

Some early work has allowed the number of route and junction options to be reduced by sifting out those that had the highest potential for environmental impacts, engineering constraints, traffic impacts or increased costs. Information about options that were considered and sifted out is available at the exhibition.

Feedback from the public consultation will be considered as part of the further development, refinement and assessment of the route options. The next stages will also include more detailed consideration of accesses, laybys and facilities for pedestrians, cyclists and other Non-Motorised Users (NMUs).

Further work, including engagement with affected people, communities and the public, will be undertaken as we develop our options further.

After this, the route options will be considered as part of the DMRB Stage 2 Assessment, which will support identification of the preferred route option for the project.



Information Gathering

Baseline data-gathering and surveys

During the SEA and PES, a large amount of data was gathered and consultation was undertaken. This information has helped inform the design and selection of route options. We have also carried out additional field surveys including:

- Ecological, landscape and visual surveys;
- Other environmental surveys;
- Traffic surveys; and
- Topographical surveys.

We also continue to consult with a range of organisations and local communities including:

- Consultation with individual land and property owners;
- Drop-in sessions for the public at local communities;
- Attending community council meetings;
- Consultation with environmental groups; and
- Consultation with walking, cycling, equestrian and accessibility/disability groups.

Ecological survey team member winter 2014.

Consultation at the drop-in session March 2015, Blair Atholl.

Route Options

The route options for Pitagowan to Glen Garry were developed taking into consideration the constraints identified in the vicinity of the project including:

- Communities of Pitagowan, Bruar and Calvine;
- Businesses and outlying residential properties, including accesses;
- River Garry (part of the River Tay Special Area of Conservation (SAC)) and floodplain;
- Glen Garry Site of Special Scientific Interest (SSSI);
- Geological Conservation Review Sites (GCRs);
- Ancient Woodland;
- Cultural Heritage Assets including the Clach na h'Iobairt, Standing Stone Scheduled Monument and listed buildings;
- Cairngorms National Park;
- The existing road network;
- Highland Main Railway Line; and
- Non Motorised User Route(s) including NCN 7.

Plans of the route options are available to view on the Transport Scotland website: **www.transportscotland.gov.uk**

View of the A9 crossing over the River Garry, part of the River Tay Special Area of Conservation.

View south of the A9 passing through an area of rock cutting, part of the Glen Garry Site of Special Scientific Interest and a Geological Conservation Review Site.