

# A9 Dualling Pitagowan to Glen Garry Project Welcome

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.

This exhibition marks the start of engagement on more developed route and junction options. No detailed assessment has taken 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.

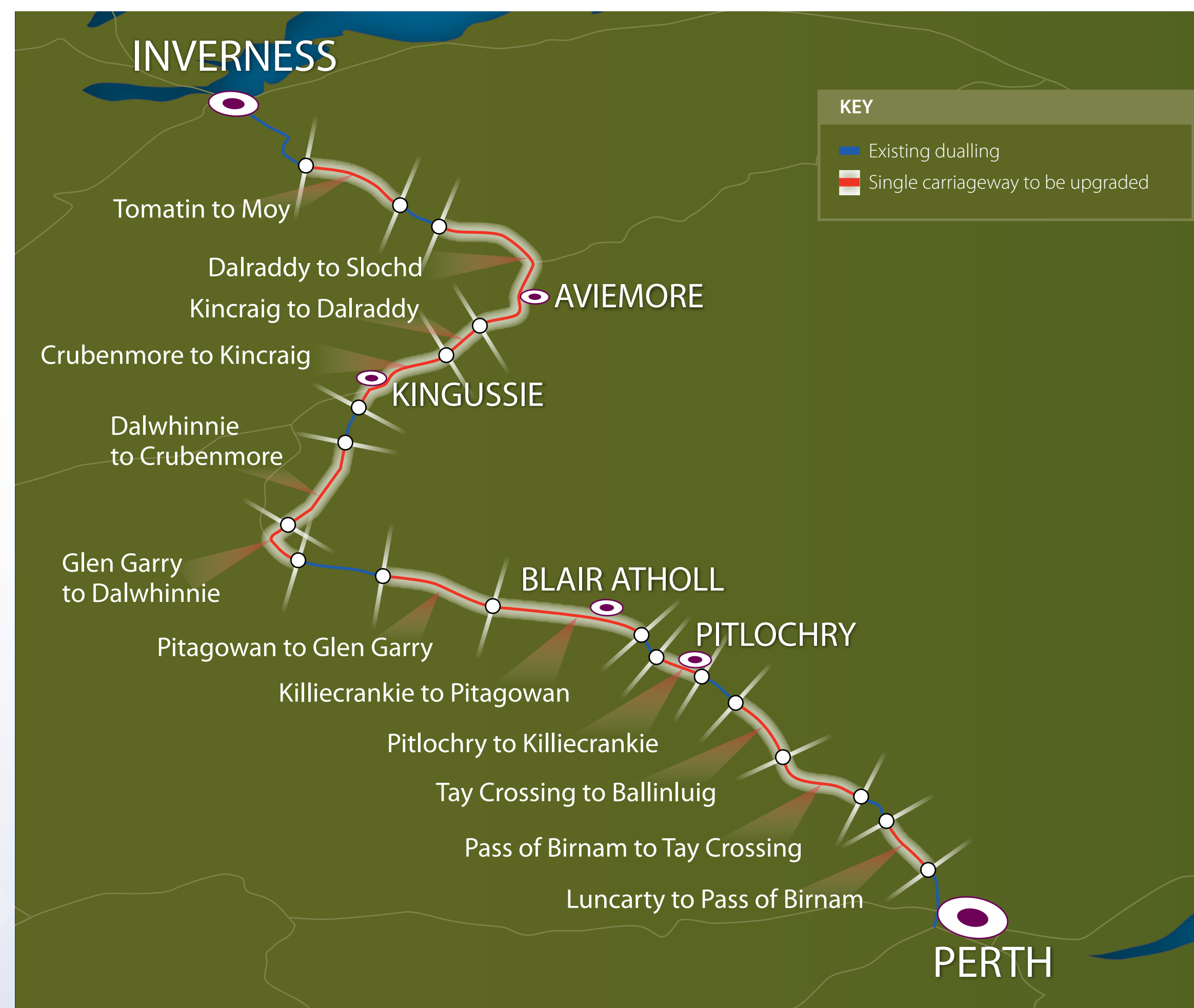
In particular we would appreciate your views on the following:

- 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.

Please take your time to study the information on display and to speak to one of the members of the team present today. It will assist us in our assessment work if you could complete the feedback form available.



View immediately south of the Bruar/Calvine junction showing the River Garry crossing.



**JACOBS**





# A9 Dualling Pitgowan to Glen Garry Project Programme Objectives



The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025. The A9 Dualling Programme objectives are to:

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

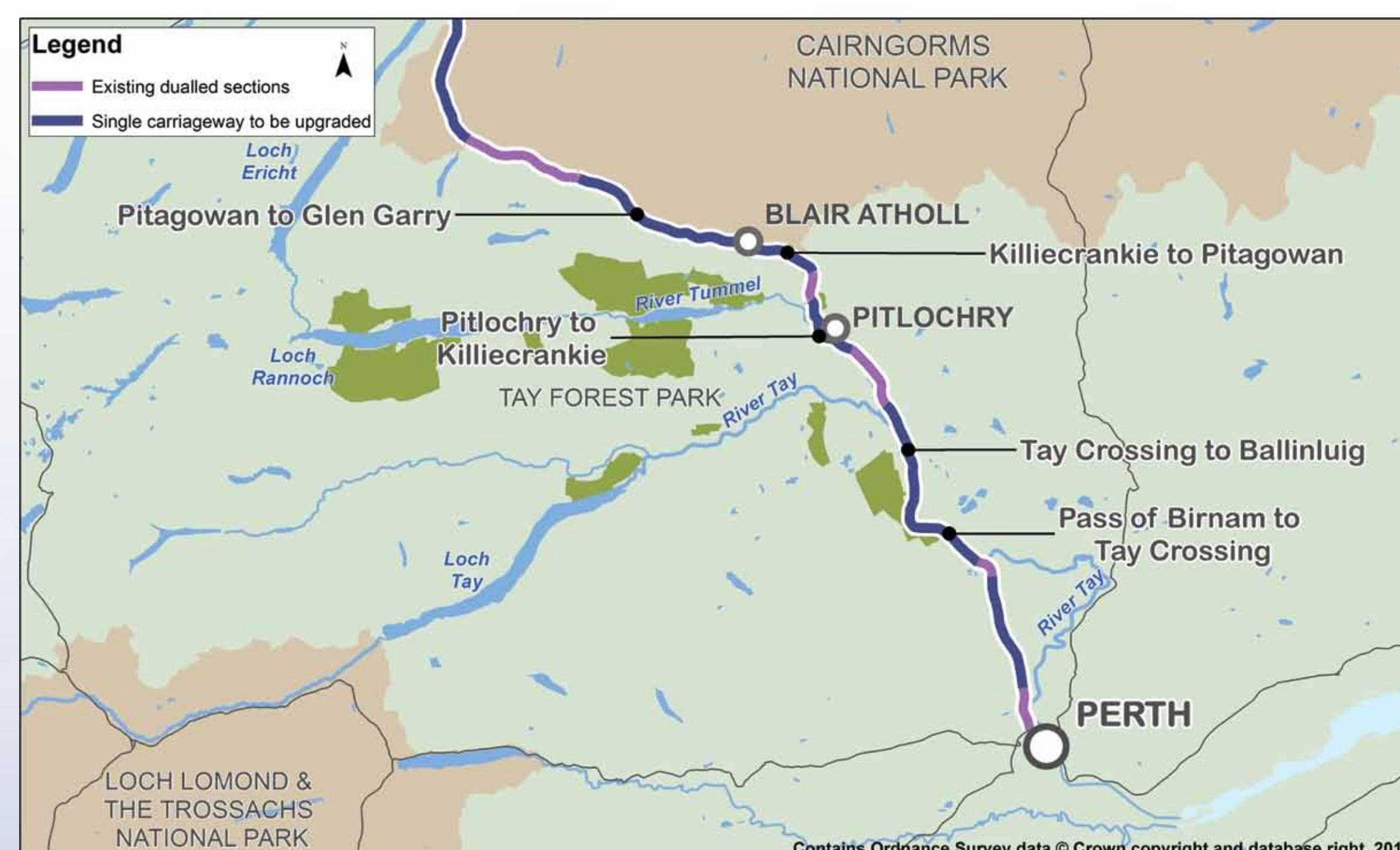


## Southern Section Projects

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 Pitgowan; and
- Pitgowan to Glen Garry.

Today's exhibition is for the Pitgowan to Glen Garry Project.





# A9 Dualling Pitagowan to Glen Garry Project Route Options Development



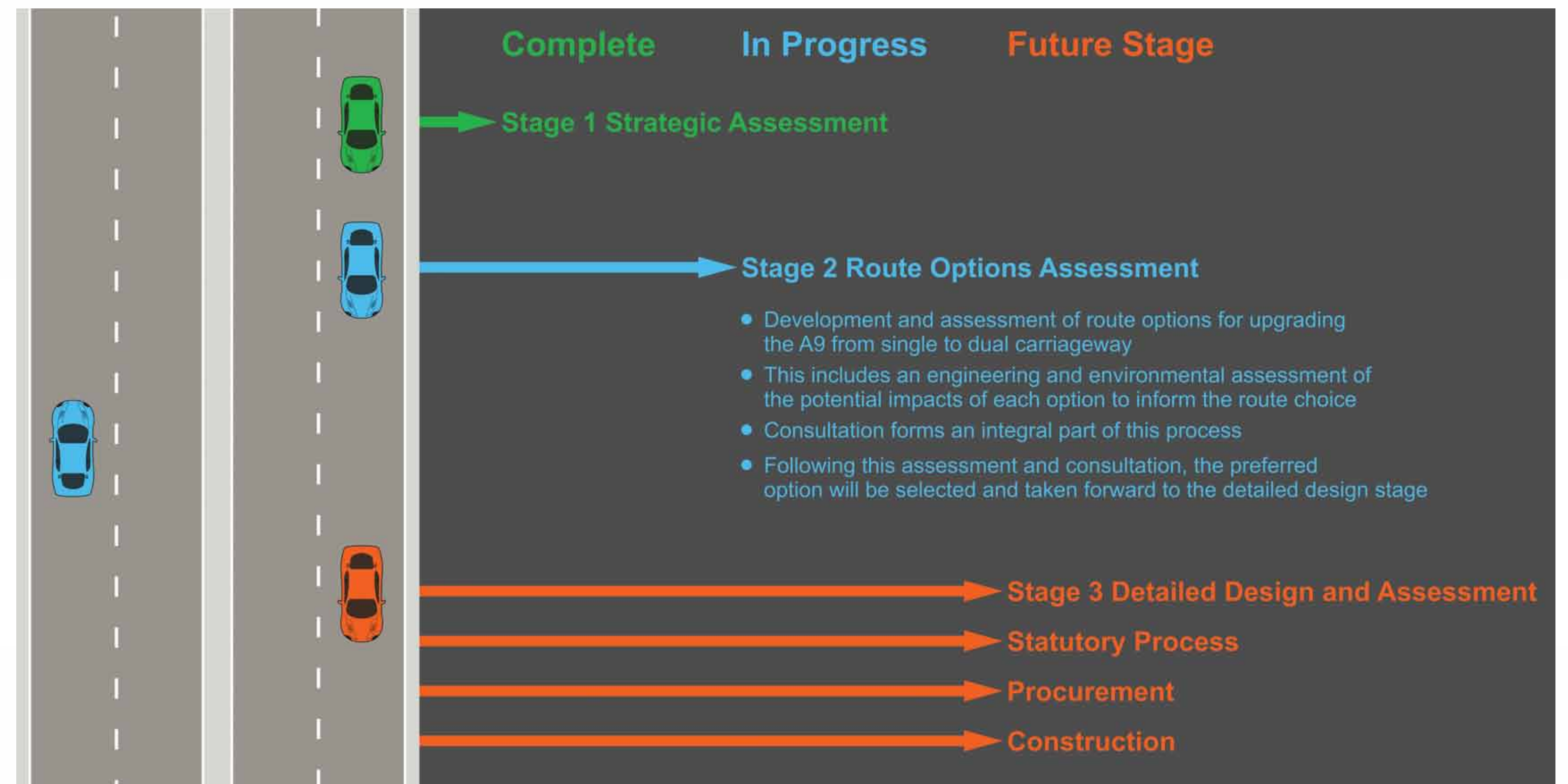
We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The current work (referred to as Stage 2) covers the development and assessment of route options and builds on the previous Preliminary Engineering Services (PES) and Strategic Environmental Assessment (SEA) completed 2014.

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 this exhibition.

Feedback from consultation, including today's exhibition, 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. There is some information available at this exhibition about these aspects.

Further work, including engagement with affected people, local 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 Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which will support identification of the preferred route option for the project.





# A9 Dualling Pitagowan to Glen Garry Project Route Options Development

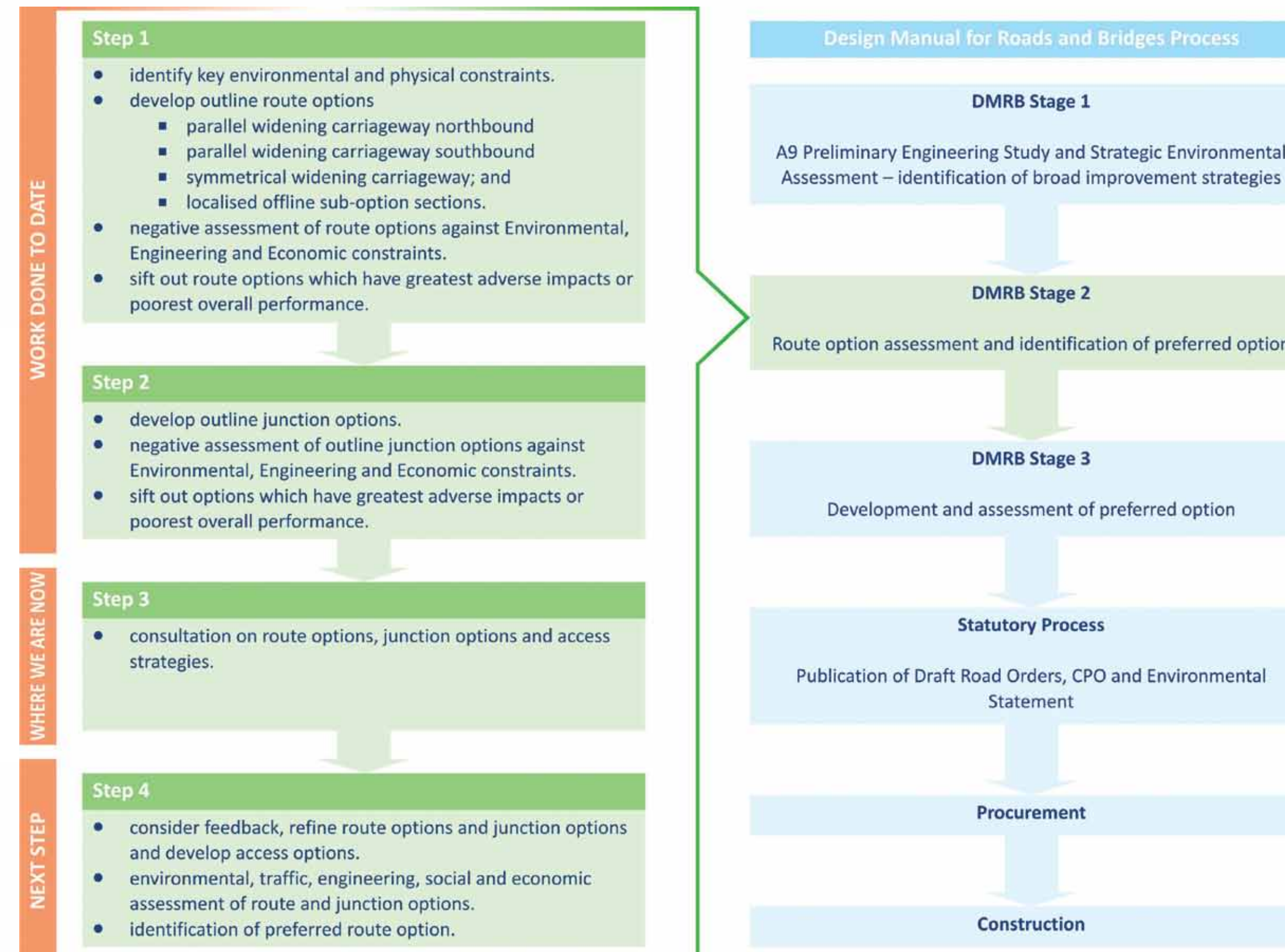


The Stage 2 design work has initially considered how to provide the dual carriageway and what the main junctions could look like.

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.

Initial options were assessed considering environmental, engineering, traffic and economic factors. The options which would have the greatest adverse impacts or poorest overall performance have been sifted out and suspended from further consideration at this stage.





# A9 Dualling Pitagowan to Glen Garry Project Information Gathering



## Baseline data-gathering and surveys

During the SEA and PES, a large amount of data was gathered and consultation 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.



Winter woodland captured during ecological survey.



Ecological work includes red squirrel surveys.



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



Ecological survey team member winter 2014.





# A9 Dualling Pitagowan to Glen Garry Project 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'lobairt, 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.



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



Existing direct accesses onto the A9 at Calvine.



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.



View of the A9 crossing the Allt Anndeir watercourse, one of several watercourse crossings between Pitagowan and Glen Garry.

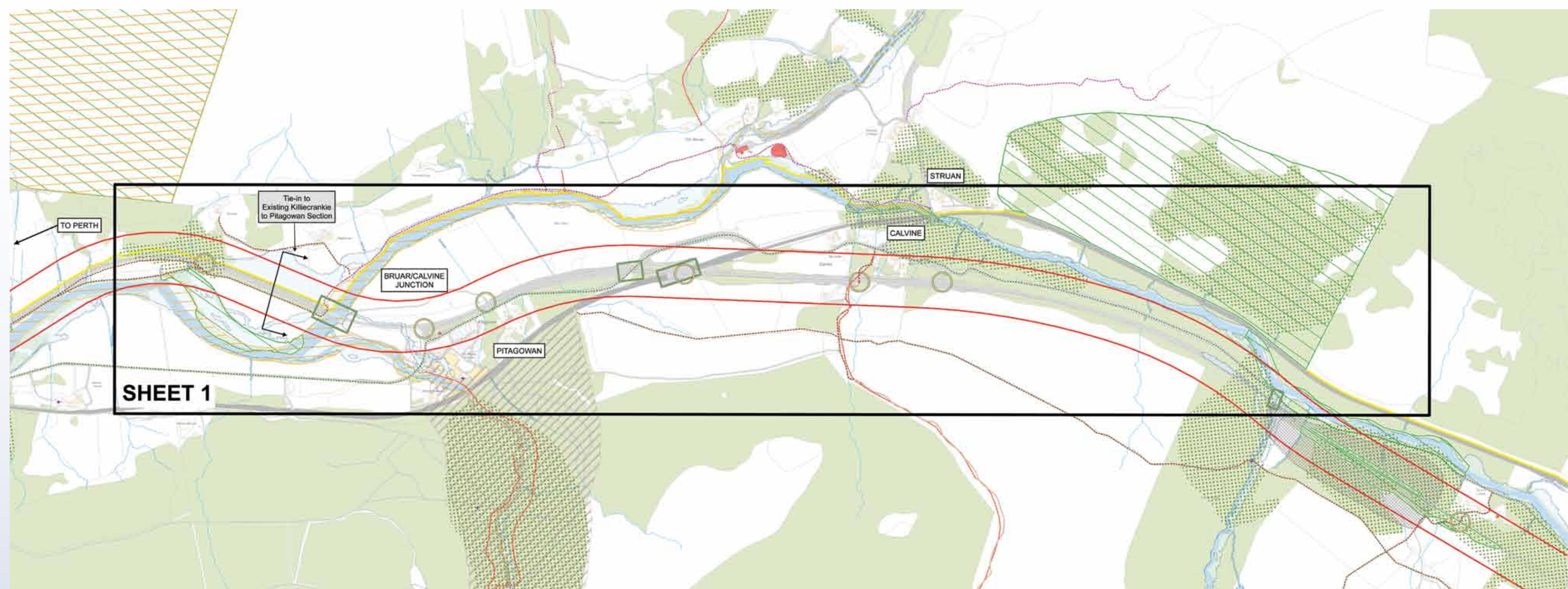
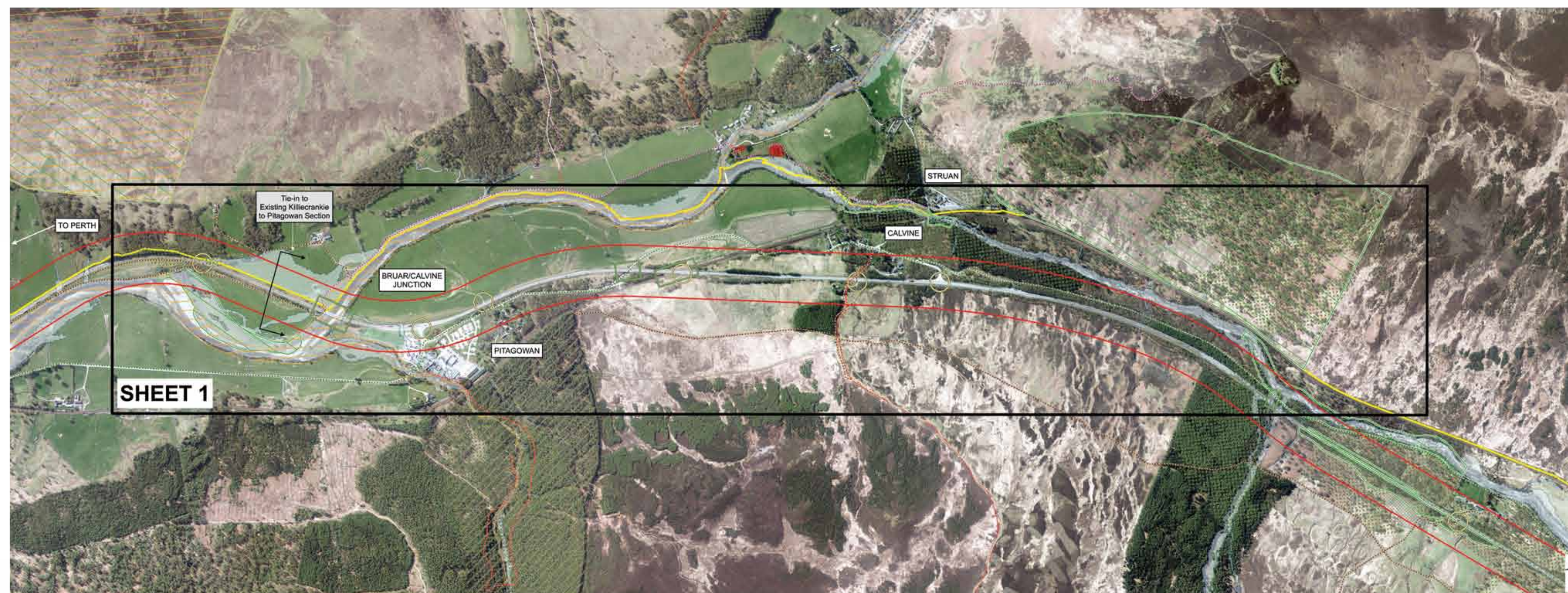


View of the National Cycle Network Route 7 that is generally parallel to the A9 between Calvine and Glen Garry.





# A9 Dualling Pitagowan to Glen Garry Project Route Options



- Legend - Constraints
- 200m Wide Boundary
  - Existing Junction/Access
  - Existing Structure
  - Snow Gate
  - Buildings
  - Roads and Tracks
  - Rail
  - Sustrans NCR
  - Perth & Kinross Core Path
  - Local Path
  - Rights of Way
  - A Listed Building
  - B Listed Building
  - C Listed Building
  - Scheduled Monument
  - Conservation Area
  - Gardens and Designed Landscapes
  - Battlefield Site
  - Site of Special Scientific Interest (SSSI)
  - Special Protection Area (SPA)
  - Special Area of Conservation (SAC)
  - Wetland of International Importance (Ramsar)
  - National Nature Reserve
  - Geological Conservation Review Site
  - Ancient Woodland Inventory
  - Woodland
  - RSPB Reserve
  - Important Bird Area
  - Inland Water
  - SEPA 1 in 200 year Fluvial Flood Zone
  - National Scenic Area
  - Calningorms National Park Boundary

Notes

1. While still indicative at this stage, the main A9 Dual Carriageway is likely to be within the illustrated 200m wide corridor. However, side roads, junctions and other associated works will be required beyond this zone.

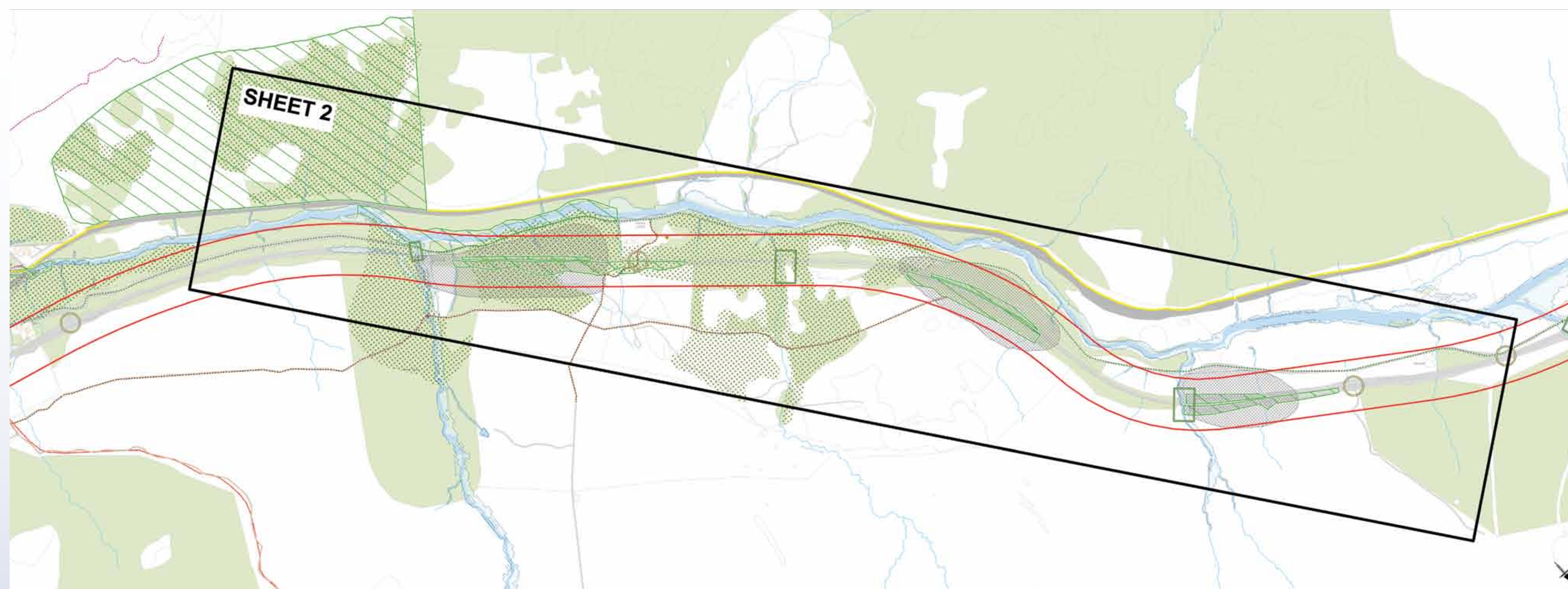
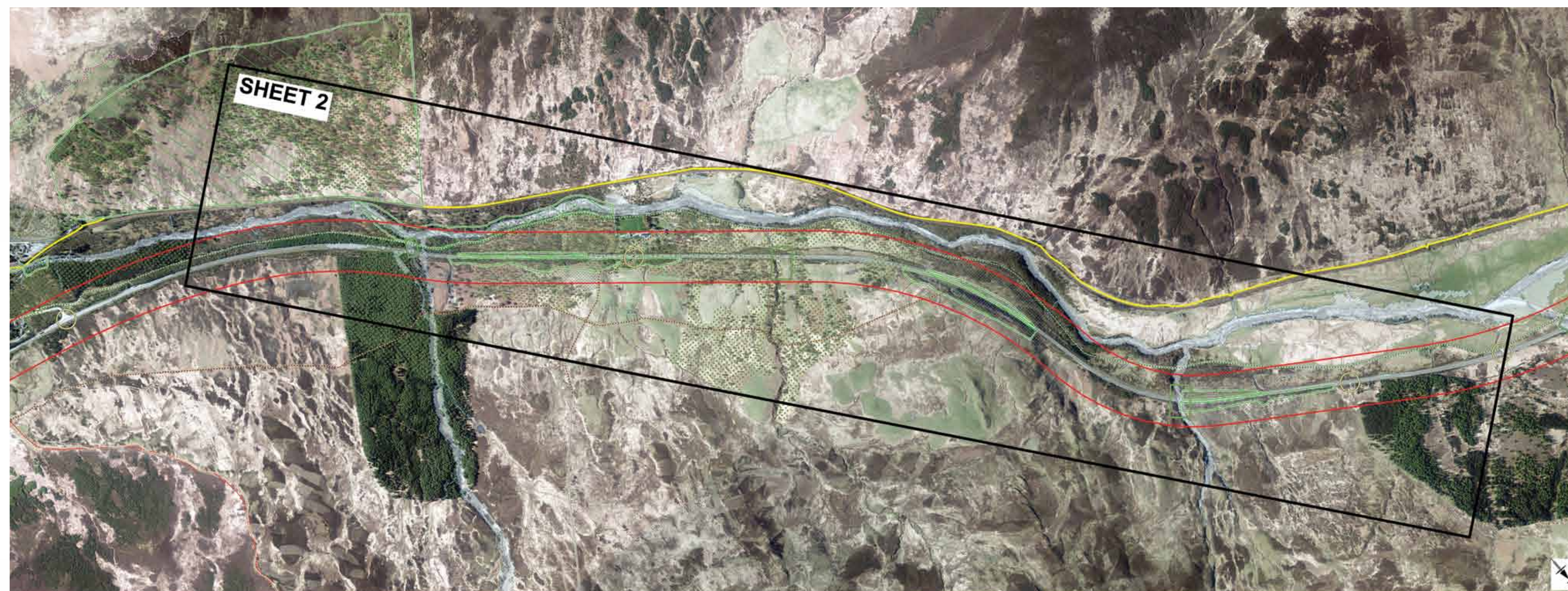
Plans of the mainline route options on which we are consulting today are available to view at this exhibition. The options are also available to view on the touchscreen computers and a member of our team will assist you if you want to use this media to view the options.

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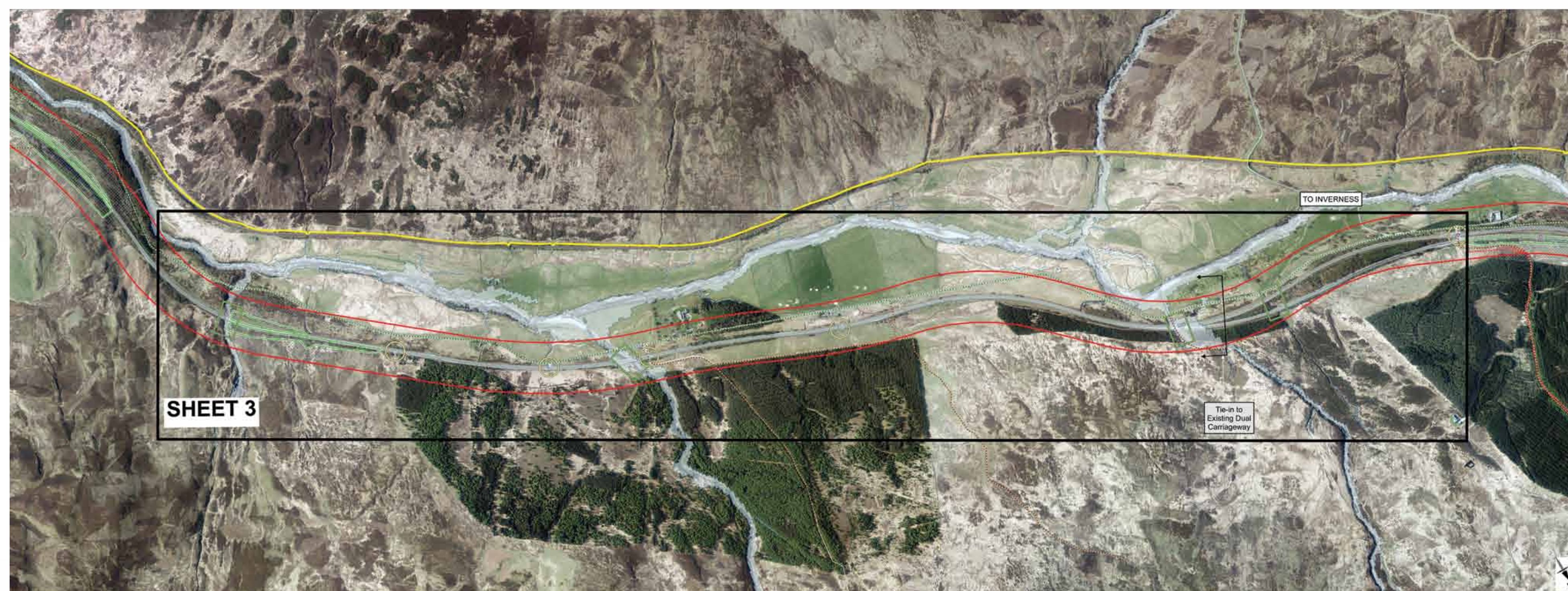
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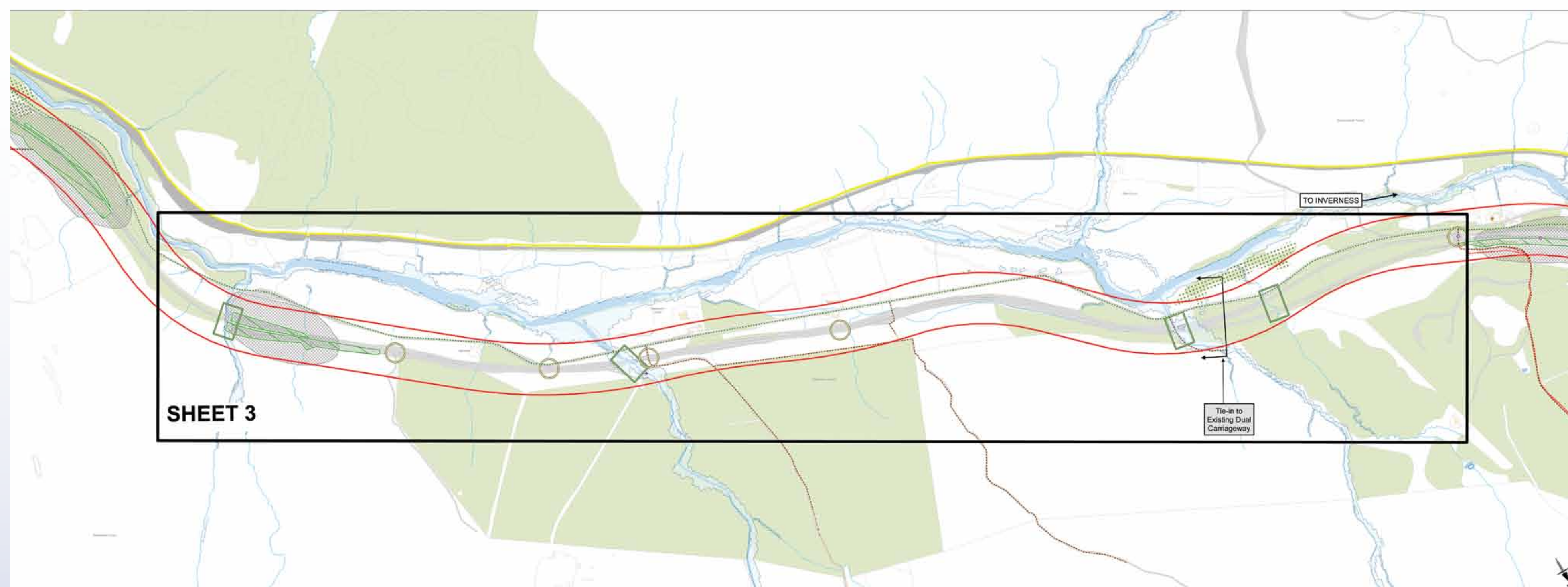




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# A9 Dualling Pitagowan to Glen Garry Project Junction Options



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'lobairt, Standing Stone); and
- Non-Motorised User Route(s) including NCN 7.

Plans of the junction options on which we are consulting today are available to view at this exhibition. The options are also available to view on the touchscreen computers and a selection are shown on 3D visualisations at the exhibition. A member of our team will assist you if you want to use this media to view the options. Plans of the options which have been discounted at this stage are available to view at this exhibition.



View to the north west showing the A9 passing through rock cuttings.



View to the north west showing Bruar junction and the A9 heading towards Calvine.



View of the B847 local road near Pitagowan. The Clach na h'lobairt Standing Stone, a Scheduled Monument, is located to the left of the B847.



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



View of the A9 crossing over the B847 local road, between Pitagowan and Calvine.



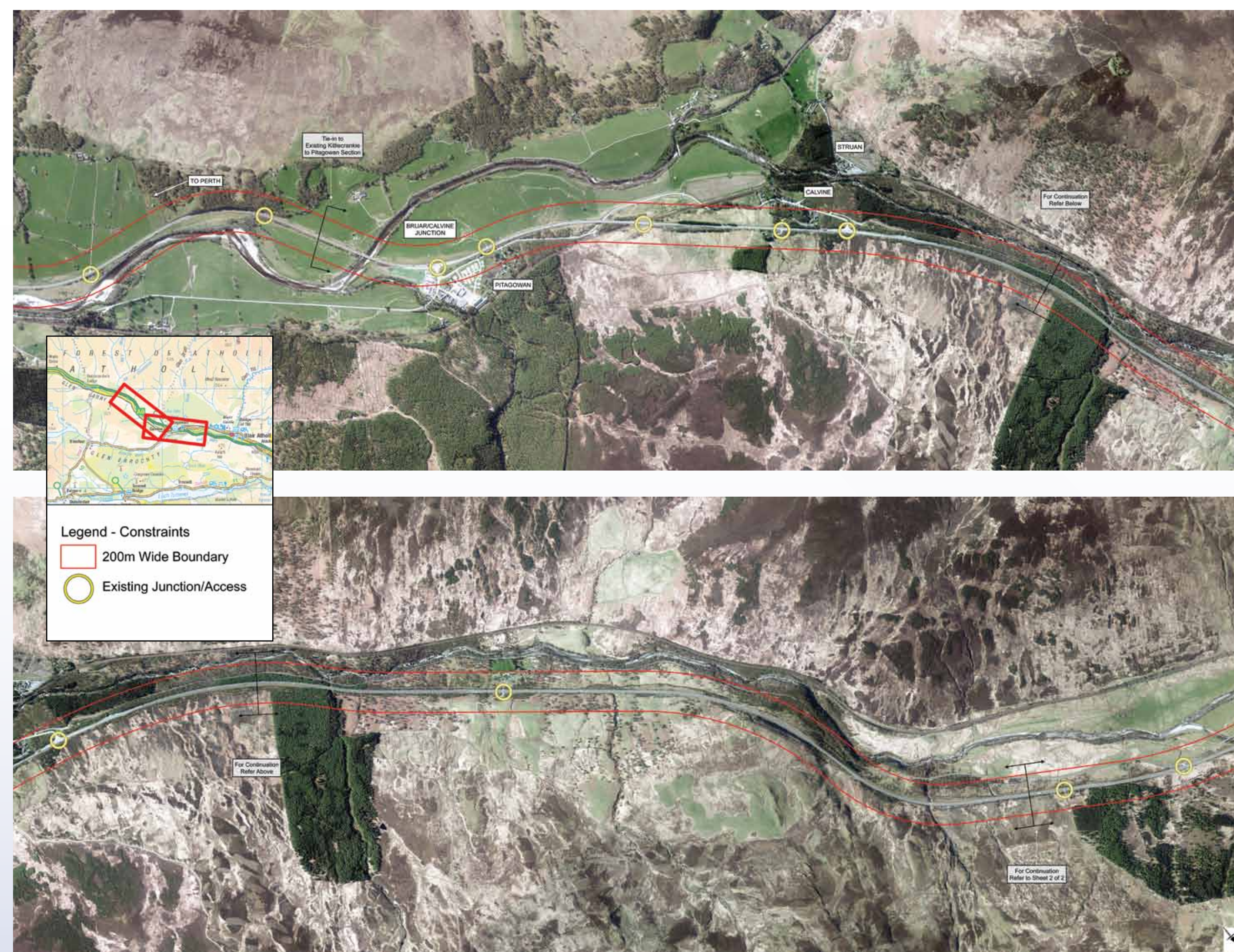


# A9 Dualling Pitagowan to Glen Garry Project Accesses



In conjunction with the route options, we are developing the strategy to cater for 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.



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# A9 Dualling Pitagowan to Glen Garry Project What Happens Next?



Your comments on the route options and junction layouts presented will help inform the ongoing project development. Your feedback will be considered. We invite you to provide written feedback by:

Email to: [A9dualling@jacobs.com](mailto:A9dualling@jacobs.com)

Post to: Sarah Morgan

A9 Dualling Project Team Stakeholder Manager

Jacobs UK Ltd

95 Bothwell Street

Glasgow

G2 7HX

Please provide feedback as soon as possible and before Friday **24 July 2015**.

The options presented today, together with any other options you identify during these exhibitions, may be subject to further development. Further consultation through local drop-ins and one-to-one engagement is also planned. 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. A preferred option is expected to be selected towards the end of 2015.

We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions. You can contact Jacobs UK Ltd's Stakeholder Managers, Keith Sheridan or Sarah Morgan, at any time:

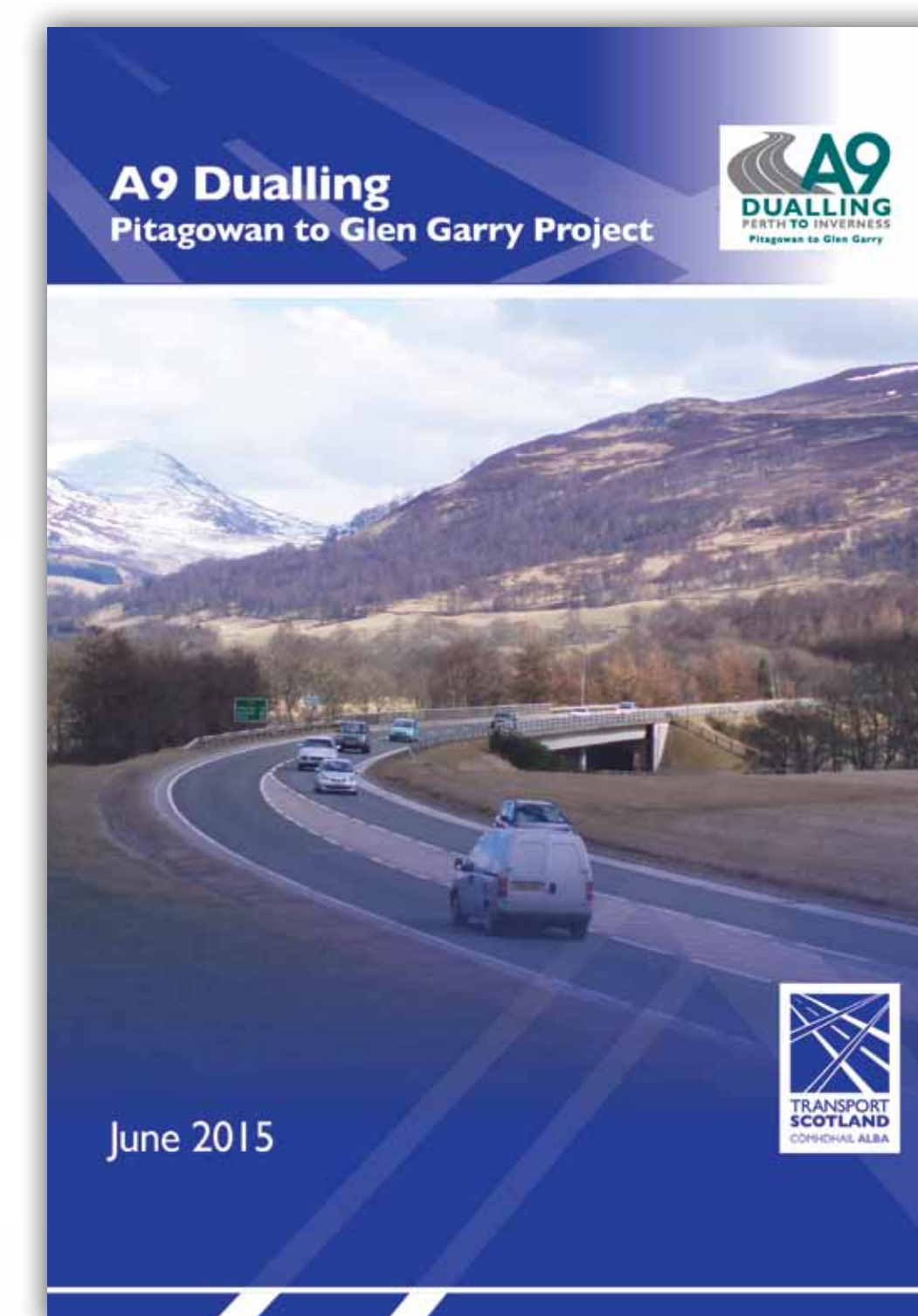
- Keith: 07437 435 952 or [Keith.Sheridan@jacobs.com](mailto:Keith.Sheridan@jacobs.com)
- Sarah: 07833 936 426 or [Sarah.Morgan@jacobs.com](mailto:Sarah.Morgan@jacobs.com)

Further general information on the A9 Dualling Programme can be found on Transport Scotland Dualling website at: **[www.transportscotland.gov.uk/project/a9-dualling-perth-inverness](http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness)**

Contact details for Transport Scotland's A9 Dualling team:

Telephone: 0141 272 7100

Email: [A9dualling@transportscotland.gsi.gov.uk](mailto:A9dualling@transportscotland.gsi.gov.uk)



**A9 Dualling Programme**  
Southern Section Public Exhibitions  
Pitagowan to Glen Garry Project

Feedback form

**Introduction**  
Thank you for attending our A9 Dualling Pitagowan to Glen Garry public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the content of this feedback form and then return this to us by email or post (details below) as soon as possible and before Friday **24 July 2015**.

**Your details (optional)**

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by Friday **24 July 2015** to Jacobs A9 Dualling team, to whom any queries may be directed.

Email: [A9dualling@jacobs.com](mailto:A9dualling@jacobs.com)  
Information: [www.transportscotland.gov.uk/project/a9-dualling-perth-inverness](http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness)

Post to: Sarah Morgan  
A9 Dualling Project Team Stakeholder Manager  
Jacobs UK Ltd  
95 Bothwell Street  
Glasgow  
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PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK.

