



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA



DUALLING
PERTH TO INVERNESS
Killiecrankie to Glen Garry

A9 Dualling

Killiecrankie to Glen Garry project

Draft Orders public exhibitions

transport.gov.scot/project/a9-killiecrankie-glen-garry

Welcome

In December 2011, the Scottish Government announced its commitment to dual the A9 between Perth and Inverness by 2025.

This public exhibition presents the **draft Orders** and **Environmental Statement** for the Killiecrankie to Glen Garry project, which is one of eleven sections that make up the A9 Dualling Programme.

Information on the following panels includes background on the project and an explanation of the statutory processes that have been followed.

Copies of the **Environmental Statement Non-Technical Summary** are available for you to take away.

Transport Scotland staff and their consultants, Jacobs, will be happy to assist you with any queries you may have.



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Further information can be found on the project website:

transport.gov.scot/project/a9-killiecrankie-glen-garry



Introduction

In 2012, Transport Scotland started its programme of public engagement to support the design and development of the Killiecrankie to Glen Garry project. The project originally consisted of two sections; **Killiecrankie to Pitagowan** which was 10.2km in length, and **Pitagowan to Glen Garry** which was 11.4km in length.

In May 2015, Transport Scotland presented and sought feedback on the corridor assessment work and route options development carried out at that time. In March 2016, the preferred route for both sections of the

A9 Dualling Programme was announced and further feedback was sought from members of the public. The two sections were later combined to encompass the full 21.6km route from **Killiecrankie to Glen Garry**.

Following consultation with landowners, tenants, residents and other interested parties, the design of the project has now been developed to a stage where a sufficient level of detail exists to establish the land-take requirements and to progress the project through the statutory processes.



View (from left to right) of Tulach Hill, the River Garry, Killiecrankie, the existing A9 and the Killiecrankie Battlefield

Scheme objectives

The development of the A9 Dualling Killiecrankie to Glen Garry project has taken into account the A9 Dualling Programme objectives.

These 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
- Improve integration with public transport facilities.



Need for the scheme

The A9 is an important transport link which is used by a combination of different vehicle types including coaches, heavy goods vehicles (HGVs), agricultural vehicles, tourist transport, local and long-distance traffic.

This diversity of road usage affects journey times and journey time reliability, and has led to an increase in driver frustration, particularly during the summer months and holiday periods.

Along this section of the A9, and in common with the rest of the route between Perth and Inverness, there is a lack of safe overtaking opportunities which can lead to driver frustration.

This can result in a higher proportion of severe accidents. When incidents occur they can cause severe delays.



View north from a lay-by near Pitagowan



View south from Killiecrankie lay-by

The Killiecrankie to Glen Garry project

The existing 21.6km stretch of single carriageway between Killiecrankie and Glen Garry will be upgraded to a dual carriageway, providing safe and guaranteed overtaking opportunities in both directions.

River Garry

The River Garry crossing at Essangal will keep the existing structure as the southbound carriageway and a new structure will be provided for northbound traffic, which will mirror the existing bridge. In addition, a number of existing structures will be replaced or upgraded, including numerous watercourse crossings.

The drainage design has been prepared in accordance with appropriate best practice guidance. This includes sustainable drainage systems (SuDS), developed in consultation with the [Scottish Environmental Protection Agency \(SEPA\)](#).

Left-in / left-out junctions

In order to improve safety, direct accesses onto the A9 will generally be closed, with a number of access solutions to maintain connections to the road. Three left-in / left-out junctions are on the northbound carriageway to maintain connectivity and access to farmland, residential properties and businesses including Shierglas Quarry.

Two left-in / left-out junctions are on the southbound carriageway to maintain and improve connectivity and access to farmland and residential properties.

Lay-bys

The project includes ten new lay-bys, five on the northbound carriageway and five on the southbound carriageway. The lay-bys will be separated from the carriageway by a segregation island and each will provide 100 metres length for parking.

Non-Motorised Users (NMUs)

Various measures are included to maintain and enhance routes for NMUs including pedestrians, cyclists and equestrians. This includes a dedicated NMU crossing under the A9 carriageway at Tulach Hill.

 Plans of the route are available to view today. Please speak to a member of our team if you need any assistance or have any questions.

Grade-separated junctions: Aldclune and Bruar / Calvine



Visualisation of Aldclune junction



Visualisation of Bruar / Calvine junction

The project includes two grade-separated junctions at **Aldclune** and **Bruar / Calvine** to accommodate access to and from the A9 to both northbound and southbound traffic.

The **Bruar / Calvine** junction needs a new bridge to be built over the River Garry. The existing bridge would be kept as the southbound entry slip road.

Protection of the environment

One of the main considerations has been the need to avoid or reduce potential adverse impacts on the environment.

The design of the project has therefore been informed by detailed environmental assessments, including the ecological, physical and historic environment; local communities and landowners; and the current or planned future use of the environment.

The mitigation we have developed has considered the environment in the vicinity of the route, building on

the strategic environmental and design work carried out for the wider A9 Dualling Programme to provide a consistent approach.

An **Environmental Impact Assessment (EIA)** of the project has been completed. Environmental constraints and issues have been identified and considered as part of the decision-making process throughout the design development of the project. Transport Scotland has published an **Environmental Statement (ES)** for the project, which reports the findings of the EIA.



Environmental Impact Assessment (EIA)

The **Environmental Statement (ES)** contains full details of the EIA, including the mitigation to avoid or reduce potential impacts. A **Non-Technical Summary (NTS)** outlines the key issues in the ES, including the beneficial and adverse impacts considered to be of particular importance. Copies of the ES are available to view here today. A copy of the NTS is available for you to take away.

The Environmental Statement provides information regarding:

- **Community and private assets:** private properties; local communities and community facilities; community land; development land; and agricultural, forestry and sporting interests
- **Effects on all travellers:** pedestrians, cyclists, equestrians (referred to as Non-Motorised Users or NMUs), and vehicle travellers
- **Geology, contaminated land and groundwater**
- **Road drainage and the water environment:** hydrology and flood risk; erosion risk and sediment flow in rivers; and water quality
- **Ecology and nature conservation:** protected species such as otters, Atlantic salmon and bats; habitats; ecosystems; and designated sites including the River Tay Special Area of Conservation (SAC)
- **Landscape and visual:** impacts on the landscape resource and views experienced from buildings, outdoor public areas, local roads and NMU routes
- **Cultural heritage:** archaeological remains, historic buildings and landscapes including the Killiecrankie Battlefield
- **Air quality**
- **Noise and vibration**
- **Materials:** use and consumption of resources and management of waste.



River Garry near Killiecrankie



View south towards the Pass of Killiecrankie

To inform the EIA process, extensive consultation was carried out with statutory consultees including: **Perth and Kinross Council, Cairngorms National Park Authority, Historic Environment Scotland, Scottish Natural Heritage** and **Scottish Environment Protection Agency**, non-statutory consultees, interested parties and community councils.

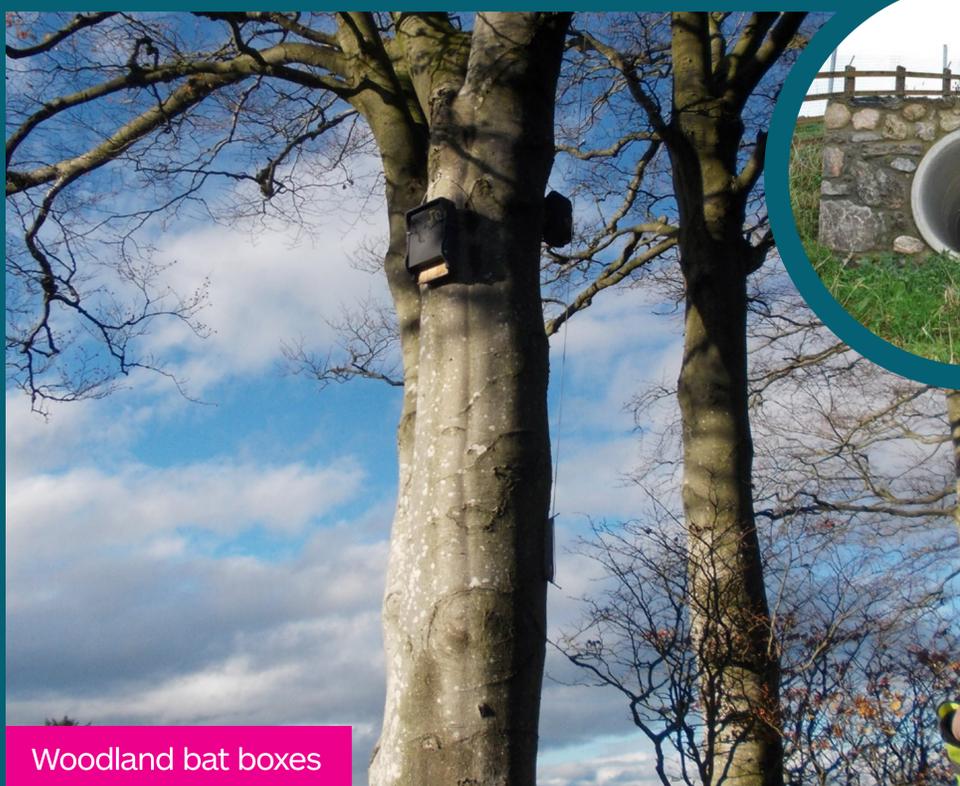
We have also gathered information and feedback from consultation with local landowners, residents and local communities. The project team has worked closely with these groups to develop a design that aims to reduce environmental impacts through careful design and by avoiding sensitive features wherever possible.

Environmental design and mitigation

The Killiecrankie to Glen Garry project involves the upgrade of an existing road rather than the construction of a new road. This helps to limit the potential for adverse environmental impacts to occur. However, the project passes through a rural area with some environmentally sensitive and protected areas. It also runs close to several communities and individual properties. Therefore, in addition to explaining measures taken to avoid or reduce impacts, the **Environmental Statement** presents mitigation commitments prepared for the project as needed to protect the environment.

Some examples of environmental mitigation measures include:

- The use of road surfacing with low noise properties
- New and realigned access tracks and Non-Motorised User (NMU) routes, including new community links between Blair Atholl and Bruar
- Sensitive grading of earthworks, modifying embankments and cutting slopes, and woodland planting along the route, in order to smoothly integrate the project into the surrounding natural landform and wider landscape
- A range of requirements to be implemented during construction including measures to control noise and dust, pollution control, and timing of works to avoid sensitive periods or night-time working
- Installation of new mammal tunnels alongside culverts to support the movement of otter and other species underneath the upgraded carriageway
- Installation of bat and red squirrel boxes in areas of existing woodland.



Woodland bat boxes



Bats and (inset) a mammal tunnel

Information maps available at today's exhibition show the landscape, ecological and access mitigation measures incorporated into the design.

i Please speak to a member of our team if you need any assistance or have any questions.

Construction

Construction of the project can only start following approval under the statutory procedures. The timetable for construction will be determined at that stage.

Construction of the project will generally include work to widen the road to either the northbound or southbound side of the existing A9, with the exception of short localised offline sections where specific constraints exist.

 Please speak to a member of the team regarding the typical approach to widening at any particular location.

Key construction features will include:

- One lane of traffic in both directions to be kept open as far as possible to minimise disruption
- Potential lane closures for particular activities such as bridge beam lifting and tie-in construction
- Measures to restrict the use of certain roads during construction may be implemented
- The works are expected to take three to three-and-a-half years to complete.



Existing A9 carriageway on southbound approach to Invervack

Further consultation with key stakeholders such as Perth and Kinross Council, the emergency services and community councils will be undertaken in the development of the construction stage contract documentation.

A9 Dualling draft Orders public exhibitions

Draft Orders and Environmental Statement

Plans showing the draft Orders are available for viewing here today. These are statutory documents that define the line of the road, associated works and the land to be acquired for the project.

The **draft Orders** and the **Environmental Statement** are also available to view on Transport Scotland's website:

transport.gov.scot/project/a9-killiecrankie-glen-garry

Copies of the draft Orders and Environmental Statement are available for inspection at the following locations:

Pitlochry Library

26 Atholl Rd, Pitlochry PH16 5BX

Telephone: 01796 474 635

Wednesday: 2pm – 4pm and 5pm – 7pm

Thursday: 10am – 12pm and 2pm – 7pm

Friday: 2pm – 4pm

Saturday: 9am – 1pm

Transport Scotland

Buchanan House, 58 Port Dundas Road,
Glasgow G4 0HF

Telephone: 0141 272 7100

Monday to Thursday: 8:30am – 5pm

Friday: 8:30am – 4:30pm



What happens next?

The **Environmental Statement** and **draft Orders** for the Killiecrankie to Glen Garry project were published on **28 November 2017**. This marked the start of the statutory procedures.

There is an eight-week objection period associated with the draft Orders and an eight-week representation period associated with the Environmental Statement. Both the Environmental Statement and draft Orders can be viewed online at:

transport.gov.scot/project/a9-killiecrankie-glen-garry

Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

The normal statutory six-week period for the Environmental Statement and draft Orders has been extended to eight weeks to take account of the festive break, and will therefore end on:

23 January 2018

Your comments

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland, by **23 January 2018** at the latest, to the address below:

Director of Major Transport Infrastructure Projects
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Or by email to: **a9dualling@transport.gov.scot**

Further information

For further information on the Killiecrankie to Glen Garry project, and to view the exhibition materials, drawings and strip plans, please visit:

transport.gov.scot/project/a9-killiecrankie-glen-garry

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

transport.gov.scot/a9dualling