



**A9 Dualling: Killiecrankie to Glen Garry**  
**Draft Orders Public Exhibitions**  
**Summary Report**

**February 2018**



## A9 Dualling: Killiecrankie to Glen Garry

Transport Scotland

### Draft Orders Public Exhibitions Summary Report

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February 2018

TS/MTRIPS/SER/2013/03

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## **A9 Dualling: Killiecrankie to Glen Garry**

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## Contents

<b>1.</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Scheme Development .....	1
1.2	Draft Orders Public Exhibition .....	1
<b>2.</b>	<b>Preparation for Exhibition .....</b>	<b>3</b>
2.1	Advertising.....	3
2.2	Exhibition Materials .....	3
2.3	Exhibition Boards.....	4
2.4	GIS and Visualisations .....	4
2.5	Staffing .....	4
<b>3.</b>	<b>Attendance and Feedback.....</b>	<b>5</b>
3.1	Attendance .....	5
3.2	Feedback.....	5
<b>4.</b>	<b>Summary .....</b>	<b>6</b>

**Appendix A – Exhibition Invitation Letter**

**Appendix B – Exhibition Advert and Poster**

**Appendix C – Exhibition Boards**

## **1. Introduction**

### **1.1 Scheme Development**

- 1.1.1 The Cabinet Secretary for Infrastructure and Capital Investment launched the Scottish Governments' Infrastructure Investment Plan (IIP) on 6th December 2011, which provides an overview of the Scottish Government's plans for infrastructure investment over the future decades. Contained within the plan is a commitment to complete the dualling of the A9 Trunk Road between Perth and Inverness by 2025.
- 1.1.2 The A9 forms a strategic link between Central Scotland and the Scottish Highlands. The 177 kilometre (km) route between Perth and Inverness consists of seven single carriageway sections interspersed between eight existing dual carriageway sections. Approximately 129 kilometres of these single carriageway sections are proposed to be dualled in order to complete the overall dualling of the A9.
- 1.1.3 The overall A9 Dualling Programme has been divided into twelve discrete projects for design and development purposes. In August 2014 Jacobs U.K. Limited (Jacobs) was awarded the commission to progress 5 of these projects (titled the 'A9 Dualling Perth to Inverness Southern Section: Pass of Birnam to Glen Garry'). This report relates to two of the twelve originally defined projects: 'A9 Killiecrankie to Pitagowan' and 'A9 Pitagowan to Glen Garry', which has now been combined into one project, titled 'A9 Killiecrankie to Glen Garry', which is approximately 21.6km in length.
- 1.1.4 The A9 Killiecrankie to Glen Garry project has recently completed the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment, which developed the design of the preferred route options for the A9 Killiecrankie to Pitagowan and A9 Pitagowan to Glen Garry projects that were identified in the DMRB Stage 2 Assessment process and displayed at Public Exhibitions in March 2016.
- 1.1.5 Throughout the DMRB Stage 3 Assessment, public consultation has been undertaken to inform the further development, refinement and assessment of the preferred route. Public consultation has been achieved partly via a series of drop-ins alongside ongoing consultation meetings with local people and other stakeholders. Throughout the Stage 3 design process they have also been given the opportunity to provide feedback on developed route options, to help inform the ongoing development and assessment of the dualling proposals.
- 1.1.6 On 28 November 2017, Draft Road Orders, Compulsory Purchase Orders and the Environmental Statement were published for the scheme and issued to affected parties. This commenced an 8-week period whereby representations to the draft Orders, including objections could be made until the closing date of 23 January 2018.

### **1.2 Draft Orders Public Exhibition**

- 1.2.1 This report concerns the draft Orders public exhibitions held during the statutory consultation period in the Killiecrankie Village Hall on the 13th December 2017 and Blair Atholl Village Hall on 14<sup>th</sup> December 2017 as listed in Table 1.1 and mapped in Figure 1.1 overleaf. The purpose of the exhibition was to present the draft Orders and Environmental Statement for the Killiecrankie to Glen Garry project and information was provided on the background to the project and an explanation of the statutory processes that have been followed.
- 1.2.2 This report provides a summary of the Draft Orders Exhibition and any feedback received from the public exhibition. It does not discuss any representations to the draft Orders, including objections received.

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Date	Time	Venue
Wednesday 13 <sup>th</sup> December 2017	13:00 – 19:00	Killiecrankie Village Hall, PH16 5LG
Thursday 14 <sup>th</sup> December 2017	13:00 – 19:00	Blair Atholl Village Hall, PH18 5SG

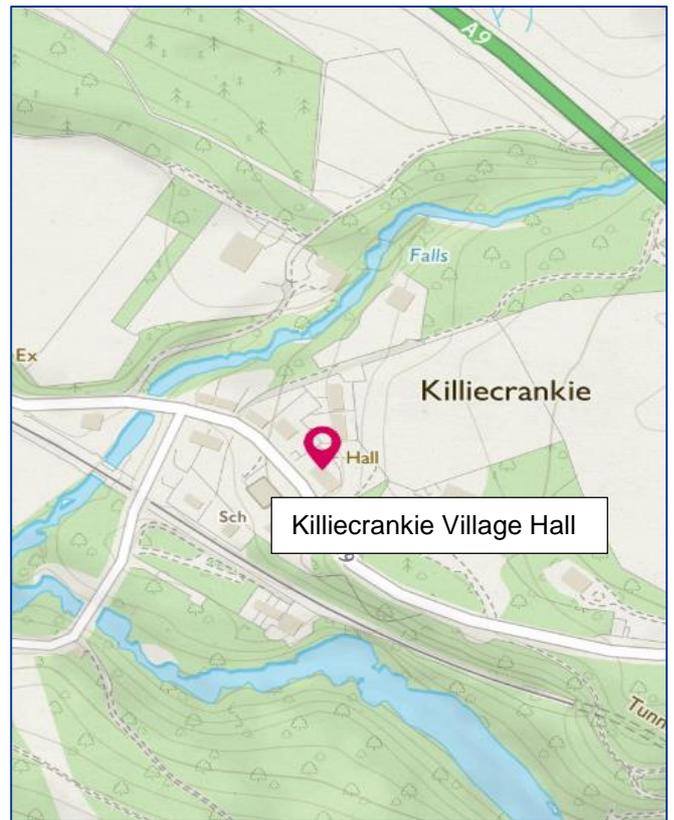
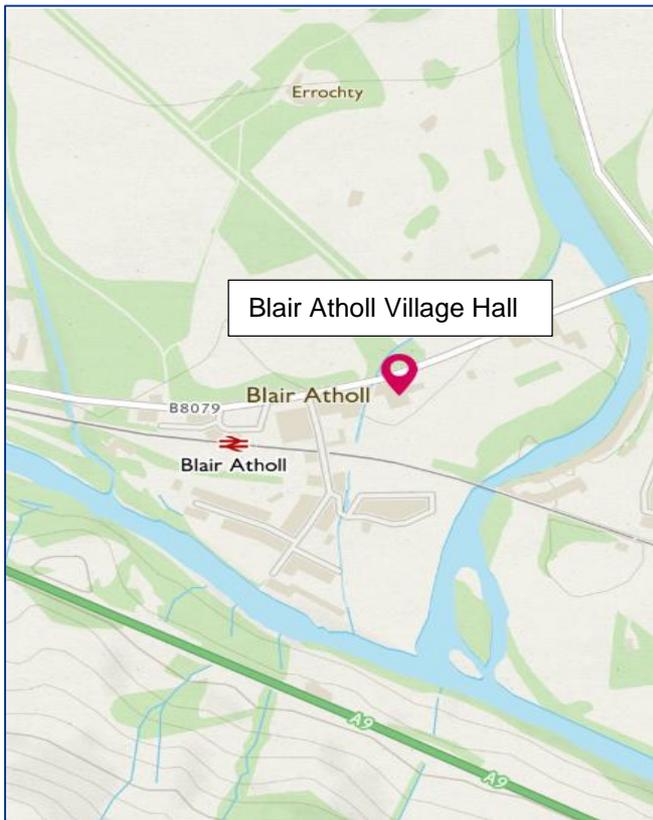


Figure 1.1 - Exhibition Locations



Photograph 1.1 - Blair Atholl Village Hall Exhibition

## 2. Preparation for Exhibition

### 2.1 Advertising

- 2.1.1 Prior to the Draft Orders Public Exhibition, letters were issued to landowners, property owners and occupiers within the Killiecrankie to Glen Garry indicative 200m wide corridor. Letters were also issued to community councils, key stakeholders and other organisation with an interest in the A9. In total 429 letters and 86 emails were issued.
- 2.1.2 Letters were sent to 45 organisations along the A9 corridor from Perth to Blair Atholl, including village halls, churches, post offices and local shops asking them to display a poster advertising the exhibitions.
- 2.1.3 The event was also advertised on local radio, Heartland FM, in the run up to the event; 7 plays per day over 6 days.
- 2.1.4 An example of the exhibition invitation letter is provided as Appendix A of this report and a copy of the exhibition advertisement and poster is provided as Appendix B of this report.

### 2.2 Exhibition Materials

- 2.2.1 The Draft Orders Public Exhibition material presented included:
- Exhibition boards (12 no.);
  - Killiecrankie to Glen Garry Key Plan;
  - Killiecrankie to Glen Garry Strip Plans (13 no.);
  - Killiecrankie to Glen Garry Environmental Mitigation Drawings (16 no.);
  - The A9 Trunk Road (Killiecrankie to Glen Garry) (Trunking) Order 201[ ];
  - The A9 Trunk Road (Killiecrankie to Glen Garry) (Side Roads) Order 201[ ];
  - The A9 Trunk Road (Killiecrankie to Glen Garry) (Extinguishment of Public Rights of Way) Order 201[ ];
  - The A9 Trunk Road (Killiecrankie to Glen Garry) Compulsory Purchase Order 201[ ];
  - Environmental Statement Non-Technical Summary;
  - Environmental Statement Volume 1 – Main Report;
  - Environmental Statement Volume 2 – Technical Appendices; and
  - Environmental Statement Volume 3 – Figures.
- 2.2.2 All materials displayed are available to view on the Transport Scotland website at the following location:

<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-killiecrankie-to-glen-garry/>

## 2.3 Exhibition Boards

2.3.1 The Draft Orders Public Exhibition material was presented on twelve exhibition boards as listed below. A copy of the exhibition boards is provided as Appendix C of this report.

1. Title
2. Welcome
3. Introduction
4. Scheme objectives
5. Need for the scheme
6. The Killiecrankie to Glen Garry project
7. Protection of the environment
8. Environmental Impact Assessment (EIA)
9. Environmental design and mitigation
10. Construction
11. Draft Orders and Environmental Statement
12. What happens next?

## 2.4 GIS and Visualisations

2.4.1 To complement the exhibition material and provide the facility to view graphics at a larger scale, an interactive GIS application 'Project Mapper' was presented on a touchscreen display. The GIS application contained digital maps of the proposed Stage 3 design. Also shown were the landscaping and planting proposals. The system included features such as distance and area measurement tools, address search and item identification, all of which were useful in facilitating discussions around design and constraints at specific locations. Jacobs and Transport Scotland staff assisted most visitors in moving around the maps and were on-hand to explain the information on display.

2.4.2 To assist in the communication of the scheme design, a 3D visualisation was created to display all Stage 3 design features including planting and landscaping proposals. This enabled the public to view the proposed design and to gain a greater understanding of the scheme and how they could be affected. Feedback on the displays was positive.

2.4.3 The 3D visualisation of the scheme is available to view on the Transport Scotland website at the following location:

<https://www.transport.gov.scot/media/visualisation-killiecrankie-to-glen-garry-a9-dualling>

## 2.5 Staffing

2.5.1 The events were staffed by representatives of Transport Scotland and Jacobs.

### 3. Attendance and Feedback

#### 3.1 Attendance

3.1.1 A total of 89 people attended over the two days, with 48 attendees on Wednesday 13th and 41 on Thursday 14th December 2017. The majority of attendees were local residents, as can be seen in Figure 3.1 below. Attendees from outside the local community were either visitors, tourists or people who travel along the A9 regularly.

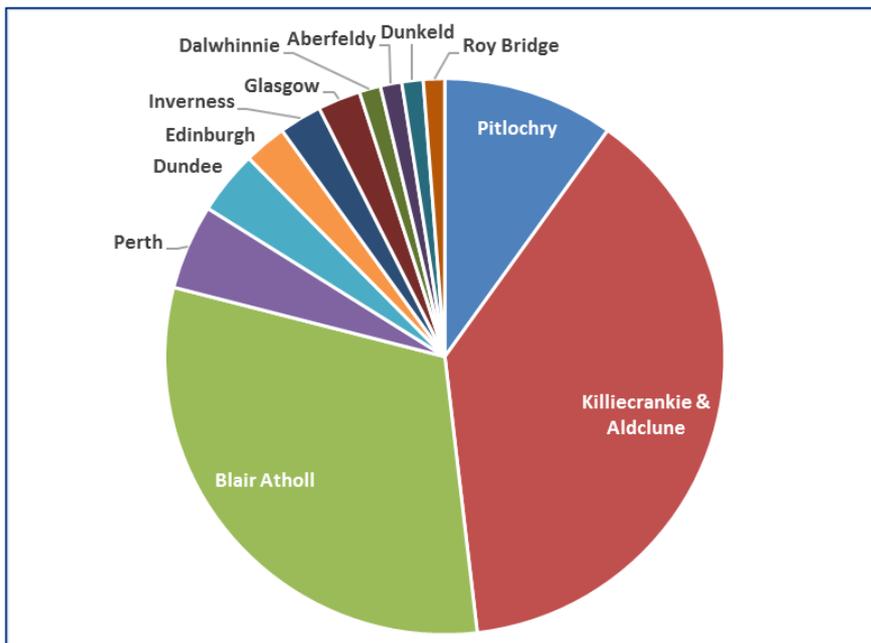


Figure 3.1 Area of Residence of Exhibition Attendees

#### 3.2 Feedback

3.2.1 As the Draft Road Orders, Compulsory Purchase Orders and Environmental Statement for the scheme had been published on the 28<sup>th</sup> November 2017, there was no formal feedback form provided to exhibition attendees. Attendees were invited to make representations to the draft Orders, including objections, in writing to Transport Scotland via either the postal address or email address displayed at the exhibition. The addresses were also included within the Non-Technical Summary of the Environmental Statement handed out to attendees. The deadline for representations and objections was stated as 23 January 2018.

3.2.2 Comments varied from general questions about the scheme design and road design to specific queries and issues regarding land take and Compulsory Purchase Orders. In particular, a number of the Killiecrankie attendees were concerned about the potential noise and visual impact assessed in the Environmental Statement. There were also questions asked about the impact on the Killiecrankie Battlefield.

3.2.3 A small number of attendees enquired about the objection process and the potential route to a Public Local Inquiry.

## 4. Summary

- 4.1.1 The A9 Dualling: Killiecrankie to Glen Garry public exhibition held on 13th and 14th December 2017 presented and allowed the public to discuss the draft Orders and Environmental Statement for the Killiecrankie to Glen Garry project and information was provided on the background to the project and an explanation of the statutory processes that have been followed.
- 4.1.2 In total 89 people attended the exhibition, over the 2 days.
- 4.1.3 The exhibitions were advertised on the Transport Scotland website and by direct invitation to stakeholders, landowners, residents and interested parties. The event was also advertised on local radio, Heartland FM, in the run up to the event; 7 plays per day over 6 days.
- 4.1.4 The exhibition venue and times were deemed satisfactory. Exhibitions were held at the Killiecrankie Village Hall on the 13th December and Blair Atholl Village Hall on the 14<sup>th</sup> December during the daytime, which allowed people to visit more than once to discuss the scheme and their concerns.
- 4.1.5 The exhibition boards were well received, containing a proportional amount of text and visual representation. The touchscreens containing the mapping and the 3D visualisations were a valuable tool and well received by the public. The touchscreens allowed them to interact directly with images of the scheme and assess the impacts of the proposed scheme on the surrounding landscape. The 3D visualisations were the most popular medium at the exhibitions. The visualisations allowed the public to view the proposed design in relation to the surrounding landscape from different heights and positions and this greatly enhanced their understanding of the design.

## **Appendix A. Exhibition Invitation Letter**

## Major Transport Infrastructure Projects

Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF  
Telephone: 0141 2727100  
Fax: 0141 272 7272  
A9Dualling@transport.gov.scot



«Person\_Name»  
«Address\_1»  
«Address\_2»  
«Address\_3»  
«Address\_4»  
«Address\_5»  
«Address\_6»  
«Post\_Code»

Your ref: «Person\_ID»

Our ref: B2140005/FA/DR

Date: 28 November 2017

Dear «Correspondence\_Name»,

### **A9 Dualling Programme: Perth to Inverness Killiecrankie to Glen Garry Draft Orders Public Exhibition**

Following the Publication of Orders and Environmental Statement on 28<sup>th</sup> November 2017 for the Killiecrankie to Glen Garry project, part of the A9 Dualling Programme, we write to advise you of the public exhibition which is to be held in Killiecrankie and Blair Atholl.

The purpose of the public exhibition is to present the Draft Orders (formal notification of the plans for the scheme) and the Environmental Statement to local communities, road users and other stakeholders. Transport Scotland officials and our design consultant, Jacobs, will be at the event to answer any questions. There will be an opportunity to feedback on the exhibition materials and the scheme plans.

The details of the public exhibition are as follows:

Date	Time	Venue
Wednesday 13 <sup>th</sup> December	13:00 – 19:00	Killiecrankie Village Hall, PH16 5LG
Thursday 14 <sup>th</sup> December	13:00 – 19:00	Blair Atholl Village Hall, PH18 5SG

Outwith these exhibitions, copies of the Draft Orders and Environmental Statement can be viewed at the following locations.

#### **Pitlochry Library**

26 Atholl Road  
Pitlochry  
Perthshire  
PH16 5BX

Telephone: 01796 474635

Wednesday 14:00 – 16:00 and 17:00 – 19:00  
Thursday 10:00 – 12:00 and 14:00 – 19:00  
Friday 14:00 – 16:00  
Saturday 09:00 – 13:00

#### **Transport Scotland**

Major Transport Infrastructure Projects  
(MTRIPS)  
Buchanan House  
58 Port Dundas Street  
Glasgow  
G4 0HF

Telephone: 0141 272 7100

Monday to Thursday 08:30 – 17:00  
Friday 08:30 – 16:30

In addition, the Draft Orders and Environmental Statement can be viewed at [www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-killiecrankie-to-glen-garry/](http://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-killiecrankie-to-glen-garry/)

If you are unable to attend, the materials on display at the public exhibition will be available to view on the website following the event.

If you have any further questions, please contact our Consultant's Stakeholder Manager, Fergus Allan, by email [fergus.allan@jacobs.com](mailto:fergus.allan@jacobs.com) or by telephone 0131 659 1579 or 07470 199266.

Yours sincerely

A handwritten signature in black ink that reads "Jo Blewett". The signature is written in a cursive style with a large, looping initial "J".

Jo Blewett  
A9 Dualling Programme Manager

**cc Jacobs**

## **Appendix B. Exhibition Advert and Poster**

# A9 Dualling

Killiecrankie to Glen Garry project

**Draft Orders public exhibitions**



TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA

Public exhibitions are being held on **13 and 14 December 2017** for the A9 Dualling Killiecrankie to Glen Garry project.

Locals and road users will be able to view our proposals for this section of the A9 following the publication of draft Orders and the Environmental Statement for the project on 28 November 2017.

Transport Scotland officials and the project's design consultants will be on hand to discuss the design work and answer any questions.

For further information on the A9 Killiecrankie to Glen Garry project visit:

**[transport.gov.scot/project/a9-killiecrankie-glen-garry](http://transport.gov.scot/project/a9-killiecrankie-glen-garry)**

**Details of the public exhibitions are as follows:**

## **Killiecrankie Village Hall**

**Wednesday 13 December,  
1pm – 7pm**

Killiecrankie Village Hall,  
Killiecrankie, PH16 5LG

## **Blair Atholl Village Hall**

**Thursday 14 December,  
1pm – 7pm**

Blair Atholl Village Hall, Main  
Road, Blair Atholl, PH18 5SG



# A9 Dualling

Killiecrankie to Glen Garry project

## Draft Orders public exhibitions



TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA



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Transport Scotland officials and the project's design consultants will be on hand to discuss the design work and answer any questions.

For further information on the A9 Killiecrankie to Glen Garry project visit:

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PH16 5LG

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**Thursday 14 December, 1pm – 7pm**  
Blair Atholl Village Hall, Main Road,  
Blair Atholl, PH18 5SG



# A9 Dualling

Killiecrankie to Glen Garry project

## Draft Orders public exhibitions



TRANSPORT  
SCOTLAND  
CÒMHDAHAIL ALBA



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For further information on the A9 Killiecrankie to Glen Garry project visit:

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**Details of the public exhibitions are as follows:**

### Killiecrankie Village Hall

**Wednesday 13 December, 1pm – 7pm**  
Killiecrankie Village Hall, Killiecrankie,  
PH16 5LG

### Blair Atholl Village Hall

**Thursday 14 December, 1pm – 7pm**  
Blair Atholl Village Hall, Main Road,  
Blair Atholl, PH18 5SG



## **Appendix C. Exhibition Boards**



TRANSPORT  
**SCOTLAND**  
CÒMHDHAIL ALBA



# A9 Dualling

Killiecrankie to Glen Garry project

**Draft Orders public exhibitions**

[transport.gov.scot/project/a9-killiecrankie-glen-garry](https://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](https://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)

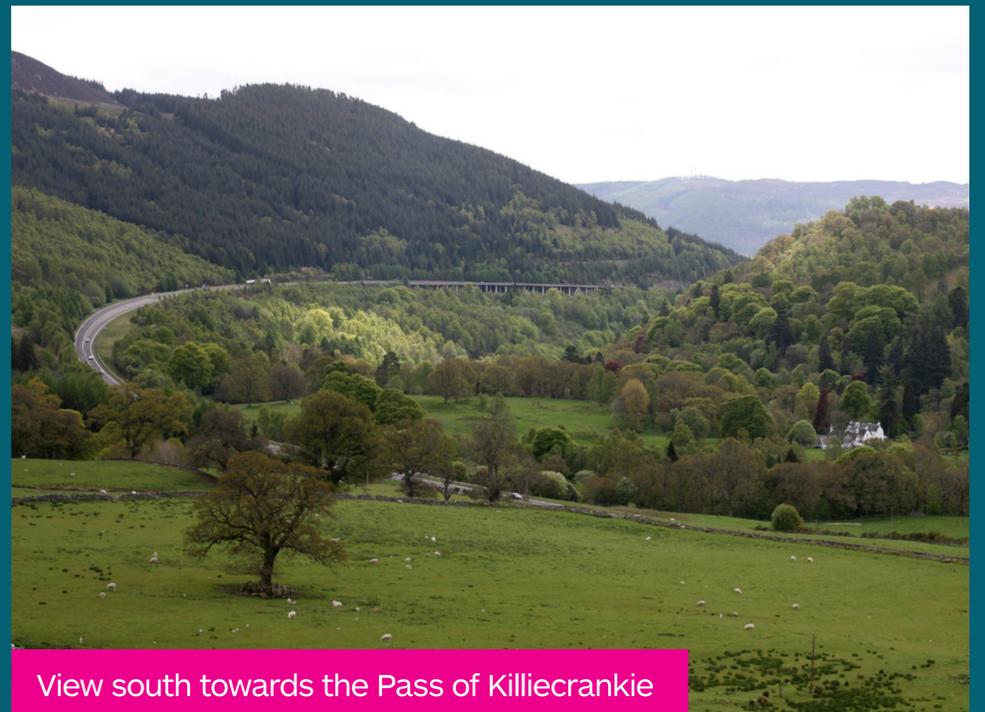
The **Environmental Statement (ES)** contains full details of the EIA, including the mitigation to avoid or reduce potential impacts. A **Non-Technical Summary (NTS)** outlines the key issues in the ES, including the beneficial and adverse impacts considered to be of particular importance. Copies of 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.

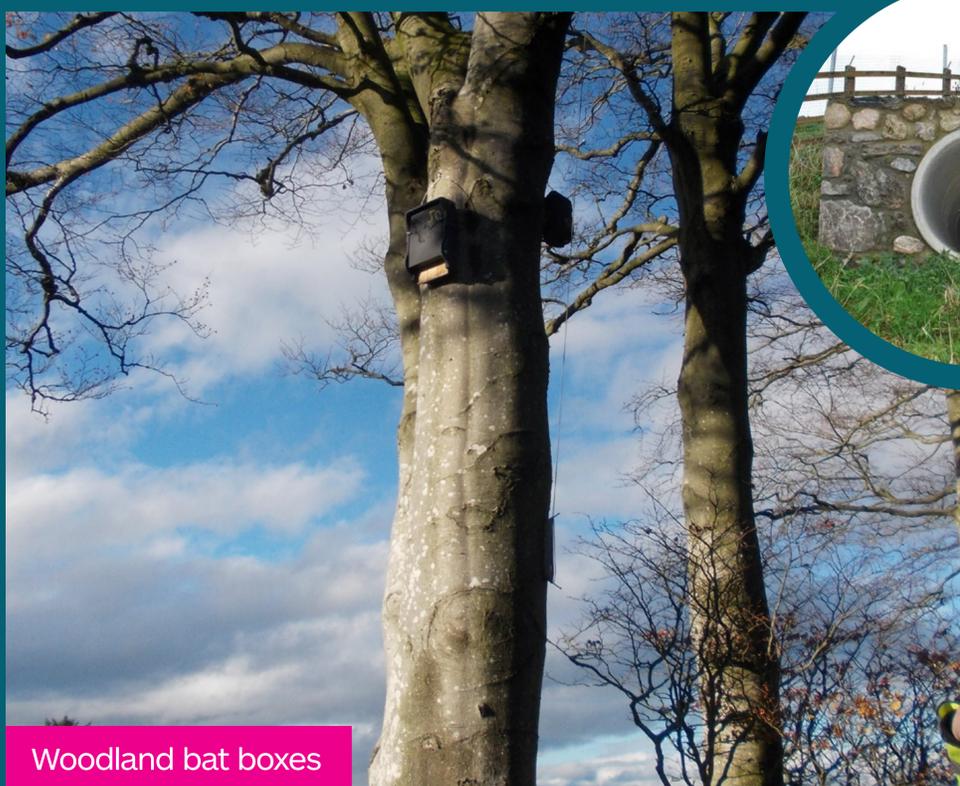
We have also gathered information and feedback from consultation with local landowners, residents and local communities. The project team has worked closely with these groups to develop a design that aims to reduce environmental impacts through careful design and by avoiding sensitive features wherever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

# Environmental design and mitigation

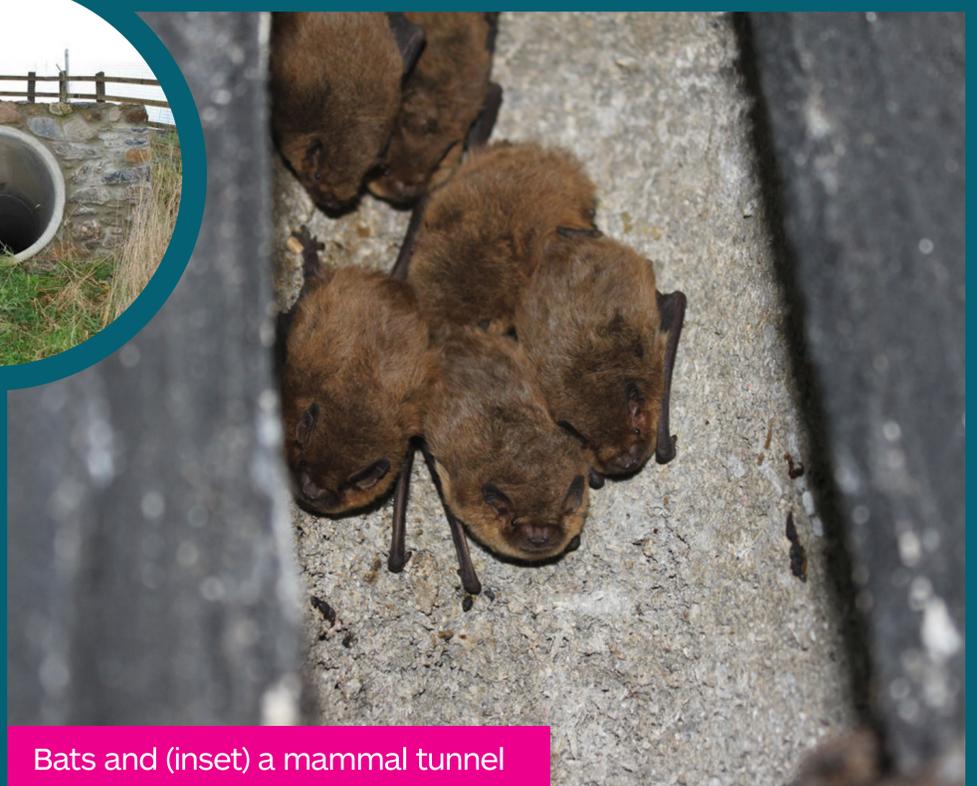
The Killiecrankie to Glen Garry project involves the upgrade of an existing road rather than the construction of a new road. This helps to limit the potential for adverse environmental impacts to occur. However, the project passes through a rural area with some environmentally sensitive and protected 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](https://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](https://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](mailto: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](https://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](https://transport.gov.scot/a9dualling)**