

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 junction at Aldclune, which provides access to Killiecrankie and Blair Atholl via the B8079.

- The following constraints have been identified in the vicinity of the proposed junction location at Aldclune:
- River Tay SAC, Shingle Islands SAC, Aldclune and Invervack Meadows SSSI;
  - Killiecrankie Battlefield, a Category B Listed Lime Kiln and the remains of Aldclune Duns;

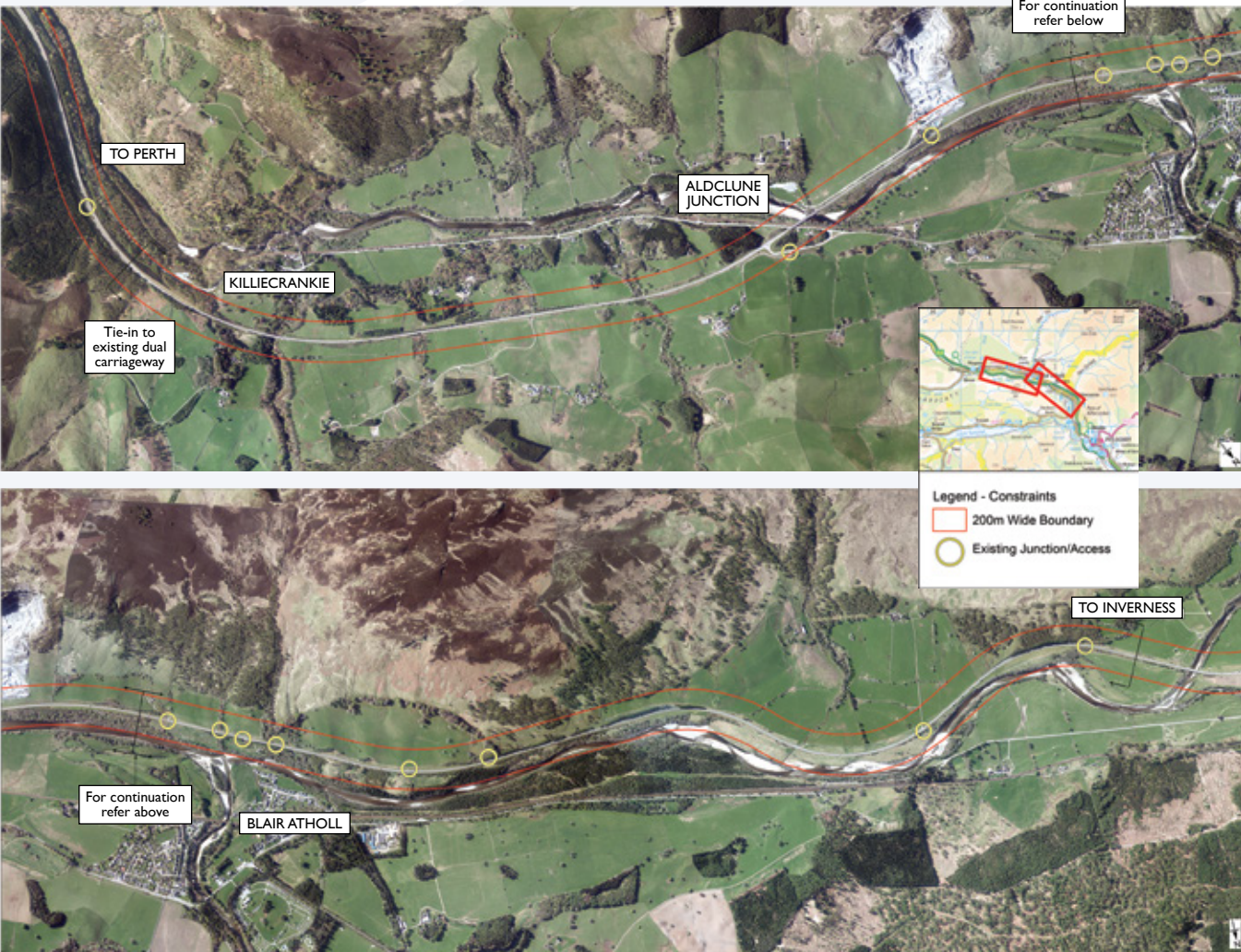
- Essangal Bridge at the River Garry and Allt Chluain Bridge;
- Ancient Woodland;
- Cairngorms National Park, Lower Highland Glens' Landscape Character Area, and Loch Tummel NSA;
- Residential properties at Clunebeg and Essangal;
- The Highland Main Line Railway;
- The B8079; and
- National Cycle Route No.7.

Plans of the junction options are available to view on the Transport Scotland website: [www.transportscotland.gov.uk](http://www.transportscotland.gov.uk)

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 contact a member of our team who will arrange a one-to-one discussion with you.



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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 around the end of 2015.



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



A platoon of vehicles passing Aldclune Junction

Please provide your comments and feedback as soon as possible and before Friday 17 July 2015, by email to: [A9dualling@jacobs.com](mailto: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](mailto:keith.sheridan@jacobs.com)  
Sarah: 07833 936 426 or [sarah.morgan@jacobs.com](mailto:sarah.morgan@jacobs.com)

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](http://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](mailto:A9dualling@transportscotland.gsi.gov.uk)

A9 Dualling  
Killiecrankie to Pitagowan Project



May 2015





# A9 Dualling Killiecrankie to Pitagowan Project

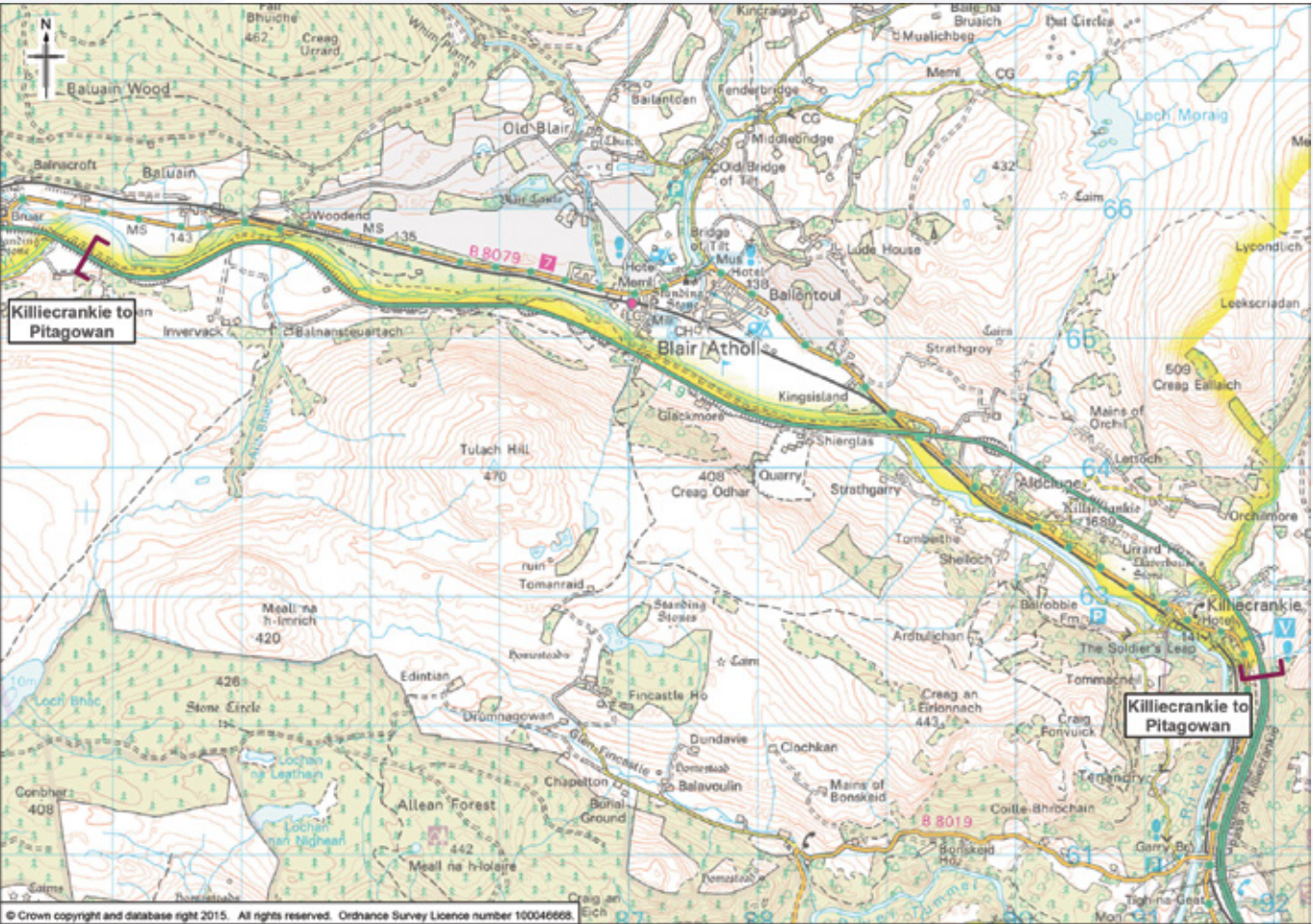
## Introduction

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, 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:

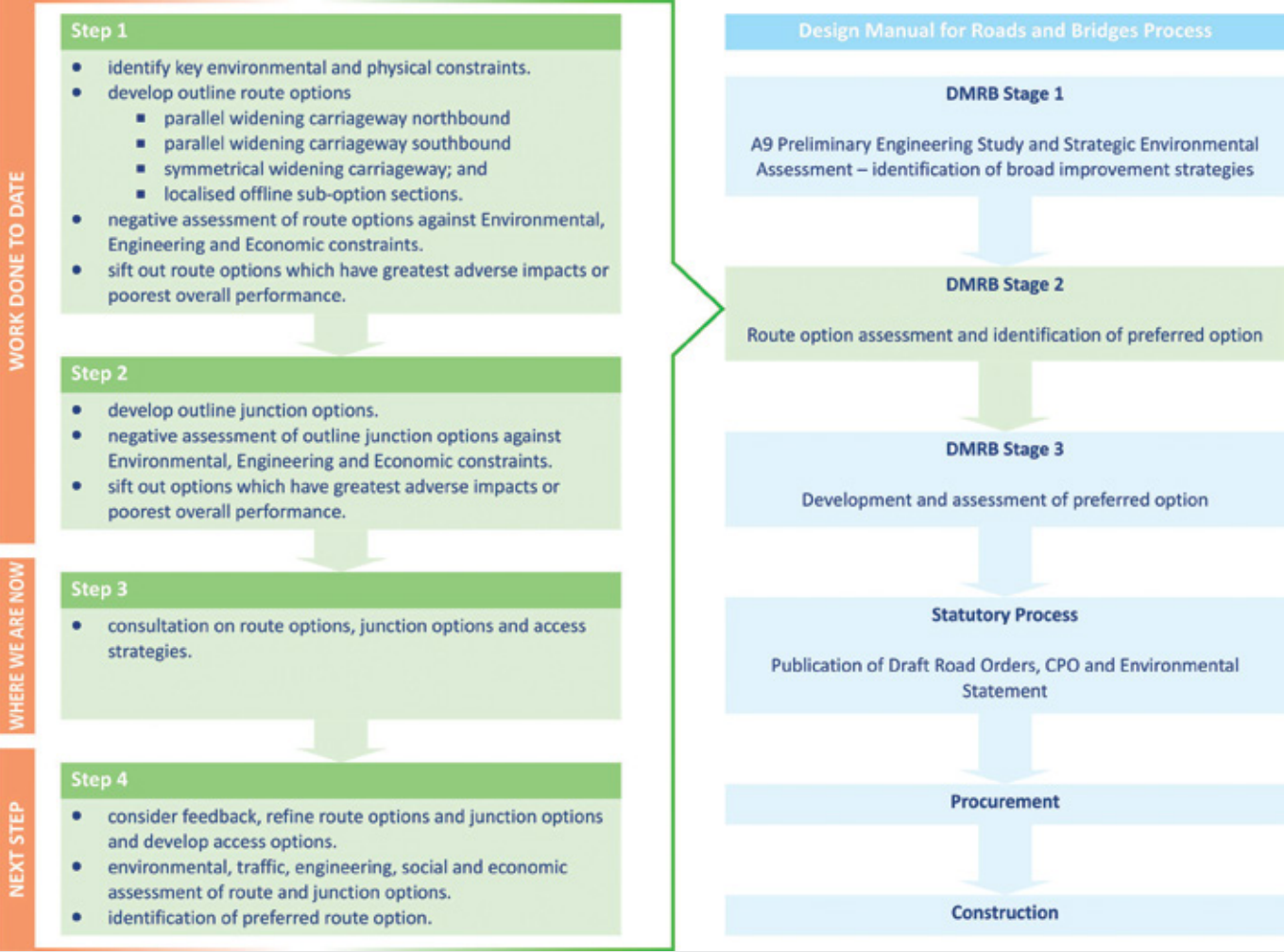
- Pass of Birnam to Tay Crossing;
- Tay Crossing to Ballinluig;
- Pitlochry to Killiecrankie;
- Killiecrankie to Pitagowan; and
- Pitagowan to Glen Garry.

This leaflet covers the Killiecrankie to Pitagowan 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.



## 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.



## Route Options

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

- Special Areas of Conservation (SAC) such as the River Tay SAC and the Tulach Hill and Glen Fender Meadows SAC;
- Sites of Special Scientific Interest including the Pass of Killiecrankie;
- Ancient Woodland;
- Cultural Heritage Assets including the Killiecrankie Battlefield and Blair Castle Gardens and Designed Landscape;
- Landscape Character such as Loch Tummel National Scenic Area (NSA) and Cairngorms National Park;
- The National Cycle Route, footpaths, core paths and public rights of way;
- Underbridges and underpasses at several locations;
- The existing road network;
- Accesses to private properties and fields; and
- The Highland Mainline Railway.

Plans of the route options are available to view on the Transport Scotland website: [www.transportscotland.gov.uk](http://www.transportscotland.gov.uk)

