A9 Dualling
Killiecrankie to Pitagowan Project

A9 DUALLING
PERTH TO INVERNESS
Killiecrankie to Pitagowan

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, develop route options, junctions and accesses. Jacobs UK Ltd is developing the projects for the southern section between Pass of Birnam and Glen Garry.

These exhibitions mark 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.

A9 northbound on approach to Aldclune Junction

JACOBS

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

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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
- Improve integration with public transport facilities.

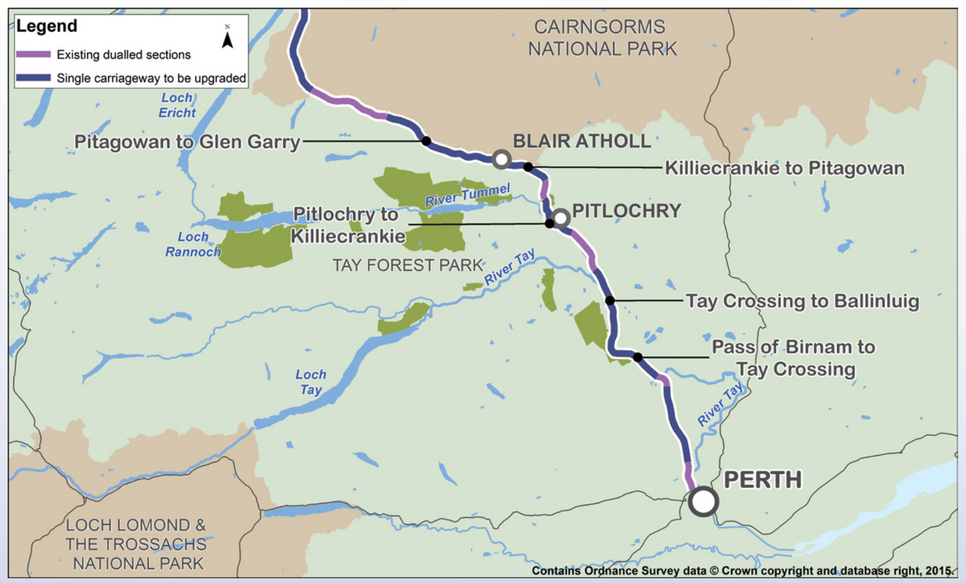
Reflections on Loch Faskally captured during ecological survey

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.

Today's exhibition is for the Killiecrankie to Pitagowan Project.



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Route Options Development

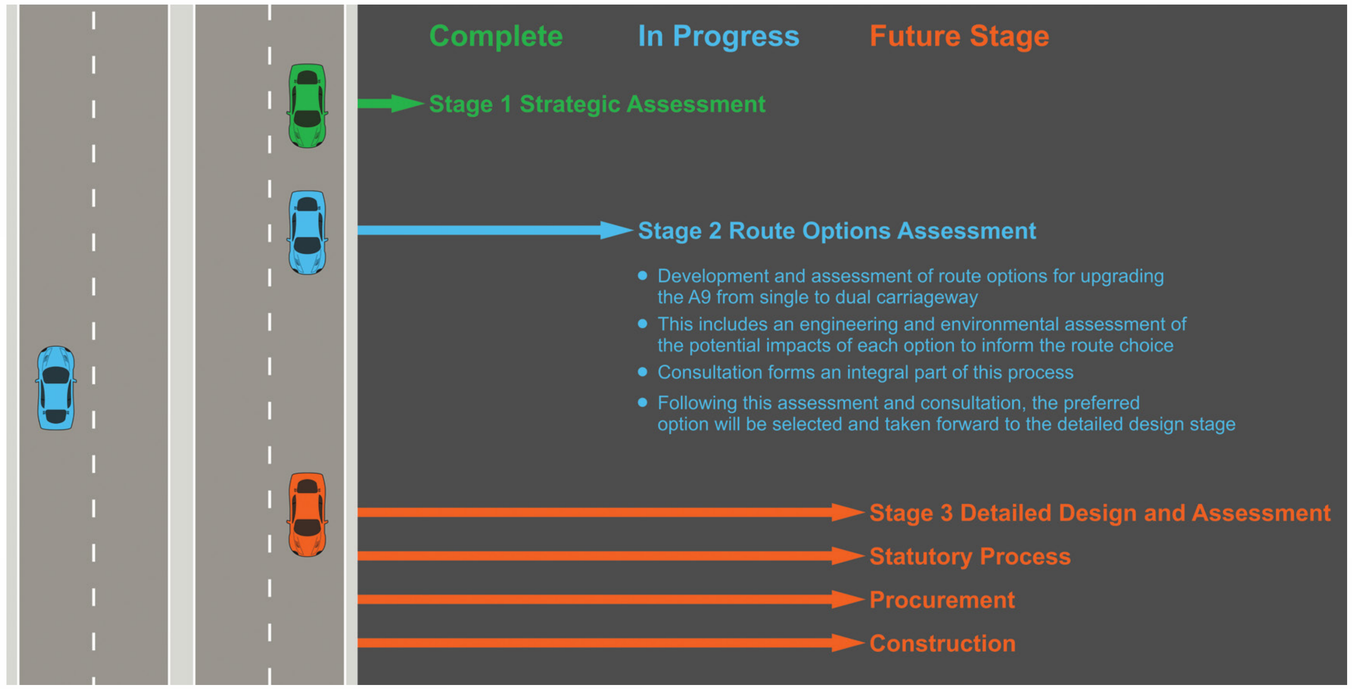
We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The current work (referred to as Stage 2) covers the development and assessment of route options and builds on the previous Preliminary Engineering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



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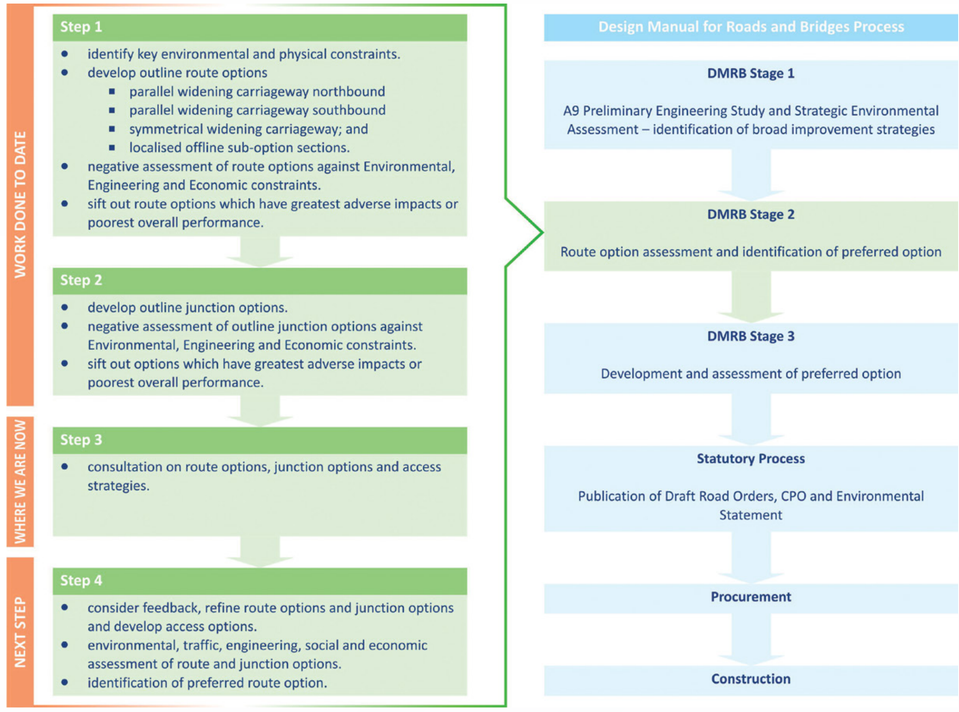
Route Options Development

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.



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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 2015

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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.

Blair Castle, within the Blair Castle Gardens and Designed Landscape

Old Faskally Underpass providing access to Killiecrankie

River Garry, part of the River Tay Special Area of Conservation

View of A9 from Shierglas Quarry, Killiecrankie

Current at-grade crossing of A9 for walking access to Tulach Hill

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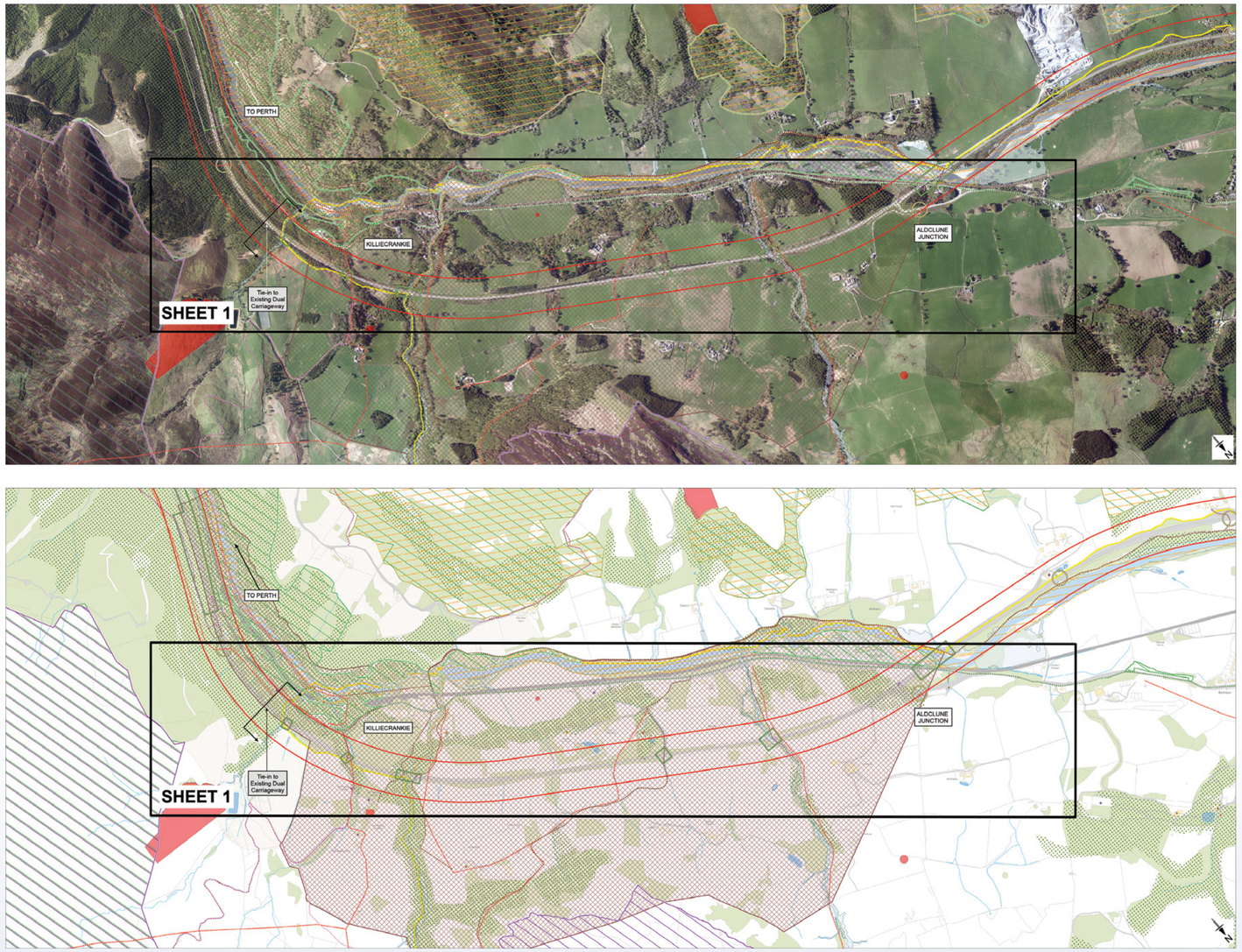
Route Options



Legend - Constraints

- 200m Wide Boundary
- Existing Junction/Access
- Existing Structure
- Snow Gate
- Buildings
- Roads and Tracks
- Rail
- Sustrans NCR
- Perth & Kinross Core Path
- Local Paths
- 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
- Cairngorms 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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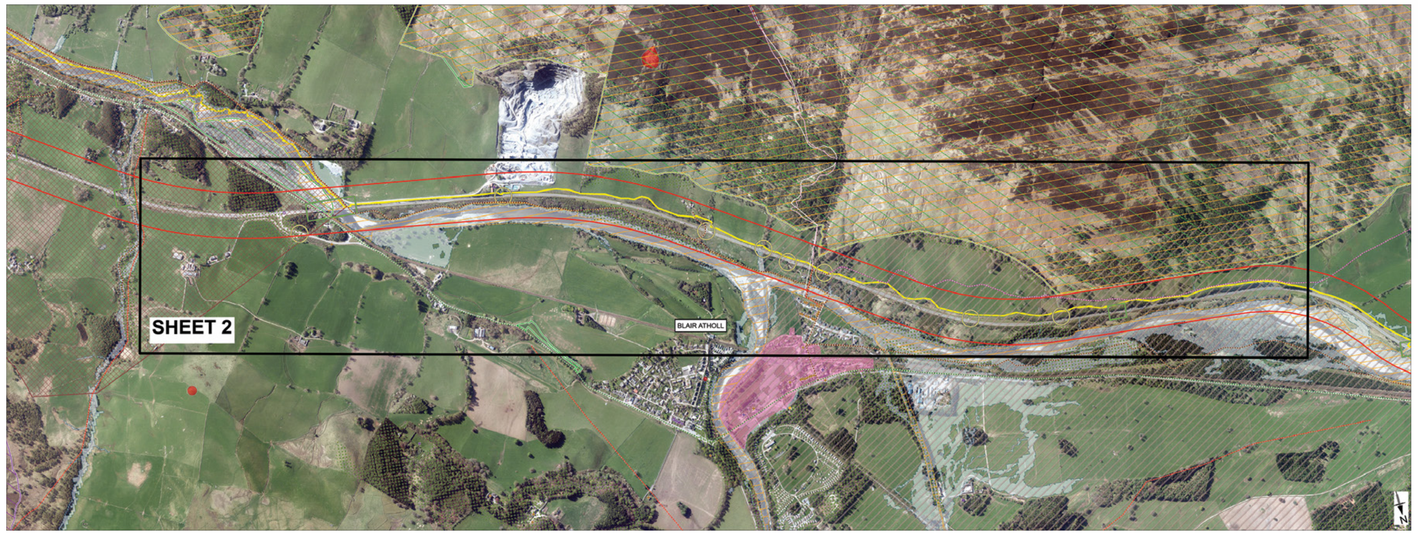
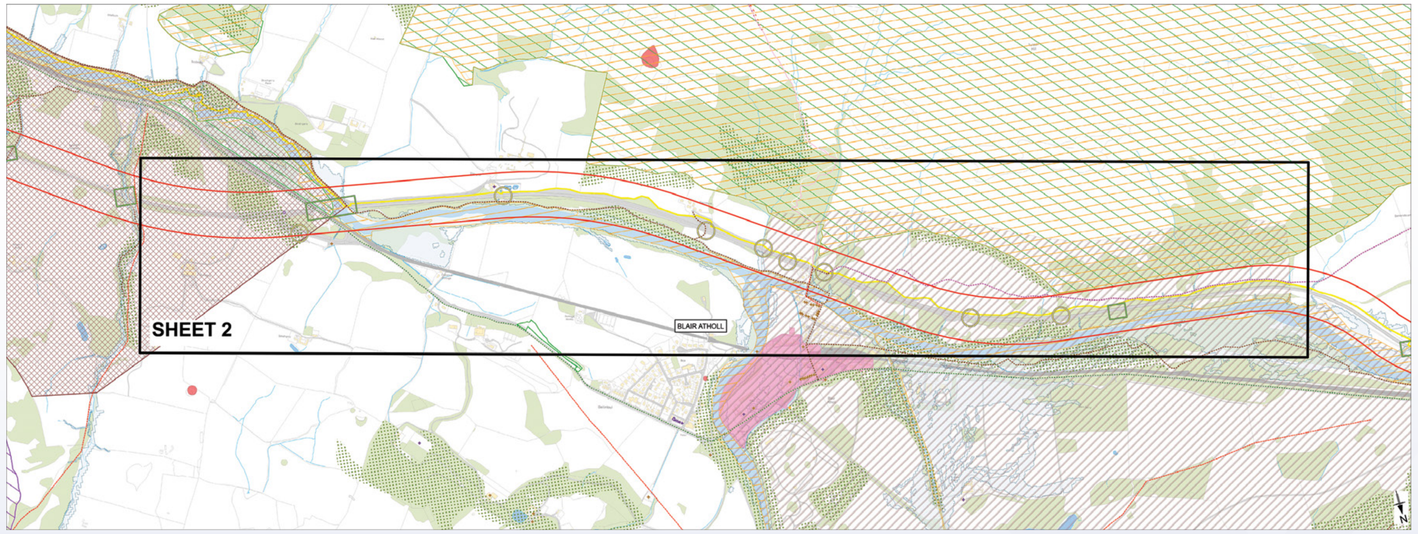
Route Options





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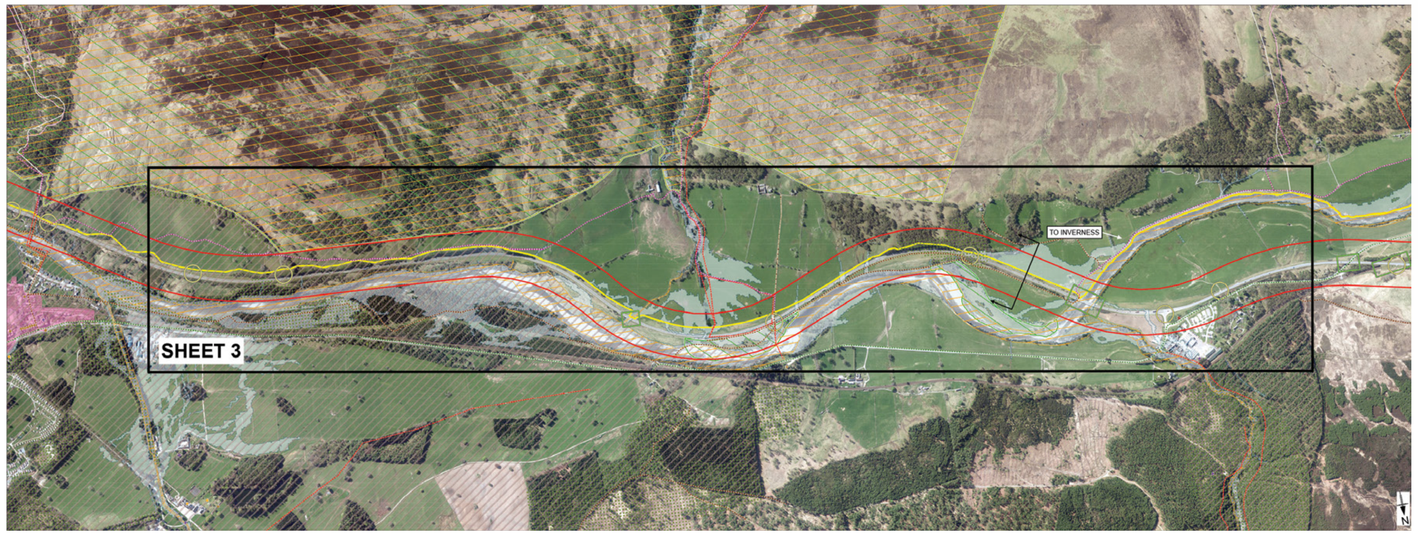

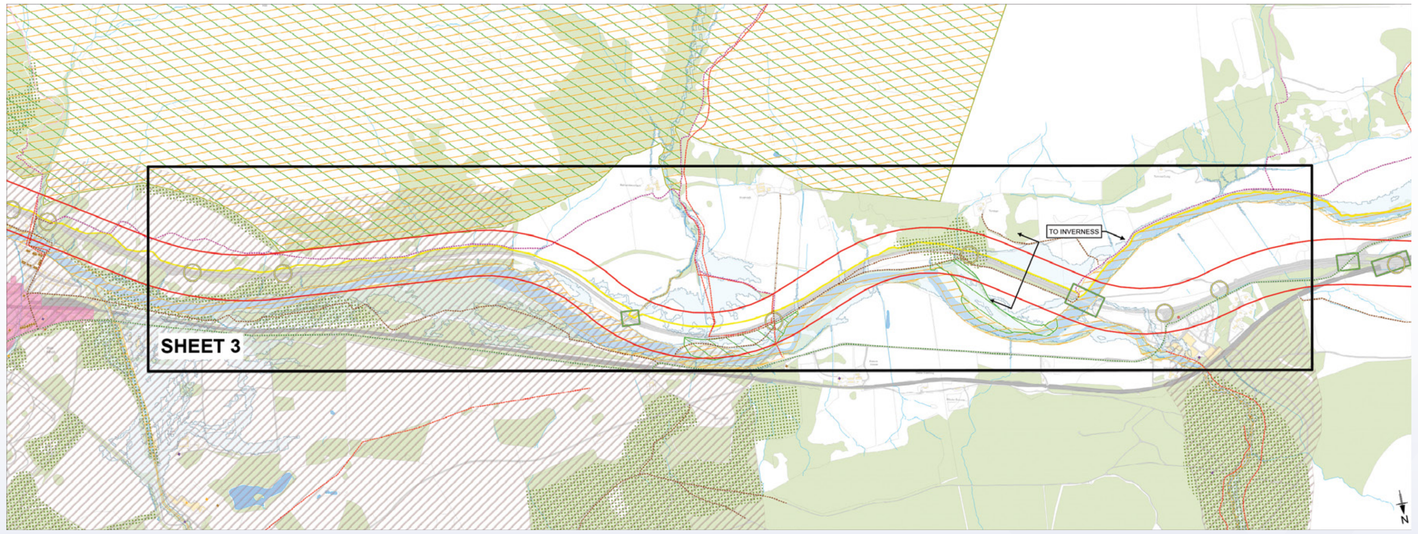

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Junction Options

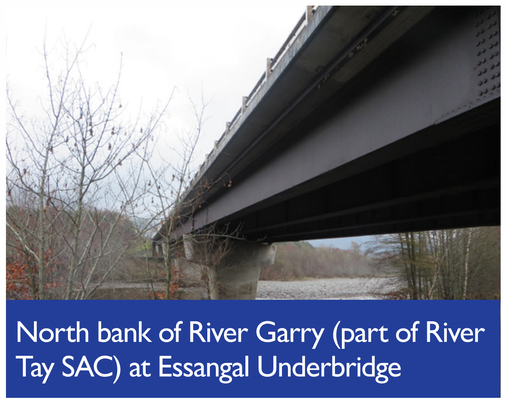
The Junction and Access Strategy, as shown at exhibitions in 2014, identified a need for a grade separated junction to be provided in the vicinity of the existing at-grade junction at Aldclune, which provides access to Killiecrankie and Blair Atholl via the B8079.

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

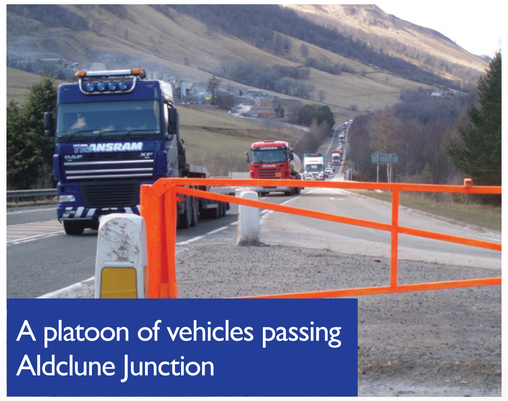
- River Tay SAC, Shingle Islands SAC, Aldclune and Invervack Meadows SSSI;
- Killiecrankie Battlefield, a Category B Listed Lime Kiln and the remains of Aldclune Duns;
- Essangal Bridge at the River Garry and Allt Chluain Bridge;
- Ancient Woodland;
- Cairngorms National Park, Lower Highland Glens' Landscape 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 on which we are also consulting today, which also show the above constraints, are available to view at this exhibition. The options are available to view on the touchscreen computers and 3D visualisations at the exhibition and a member of our team will help if you want to use this media to view the options. Plans of the options which have been discounted at this stage are also available to view at this exhibition.

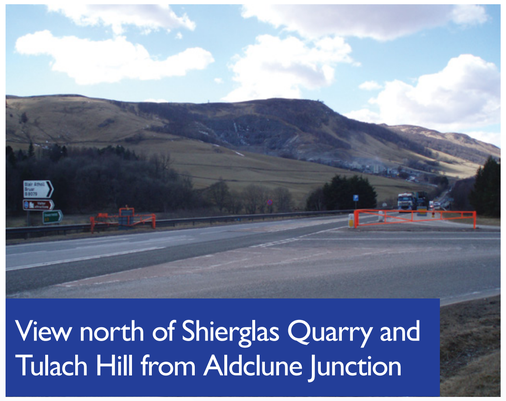
View of Killiecrankie Battlefield from A9



North bank of River Garry (part of River Tay SAC) at Essangal Underbridge



A platoon of vehicles passing Aldclune Junction



View north of Shierglas Quarry and Tulach Hill from Aldclune Junction

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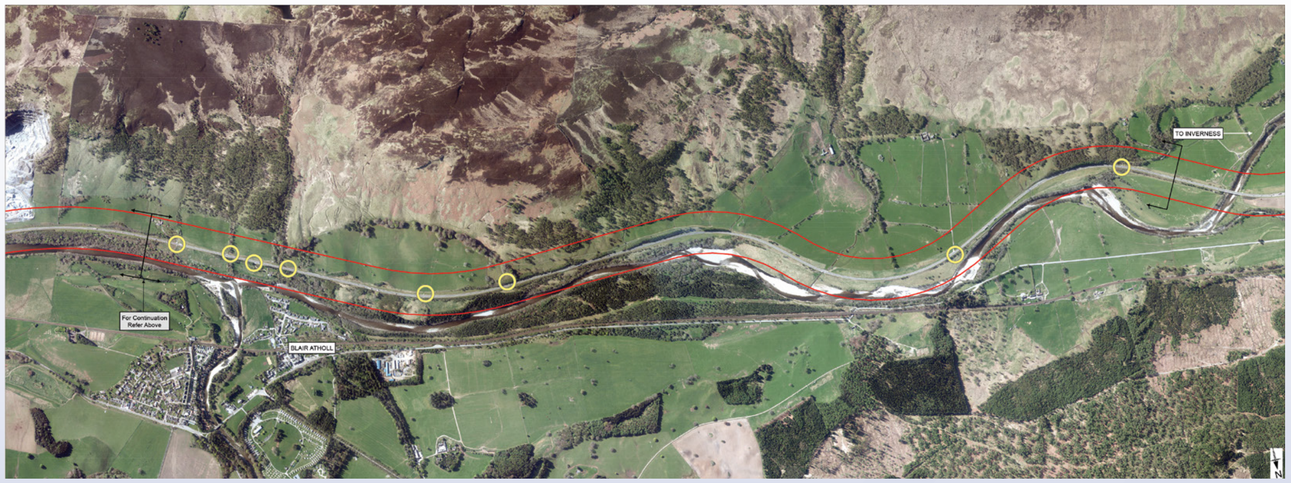
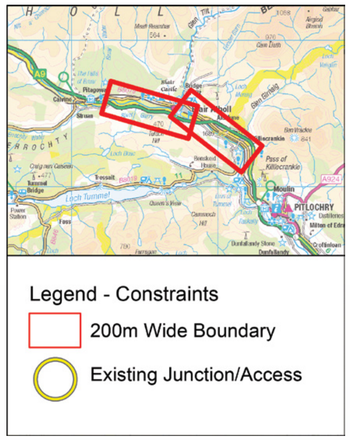
Accesses

In conjunction with the route options, we are 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.





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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 will be considered. We invite you to provide written feedback by:

- Email, to: 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 **17 July 2015**.

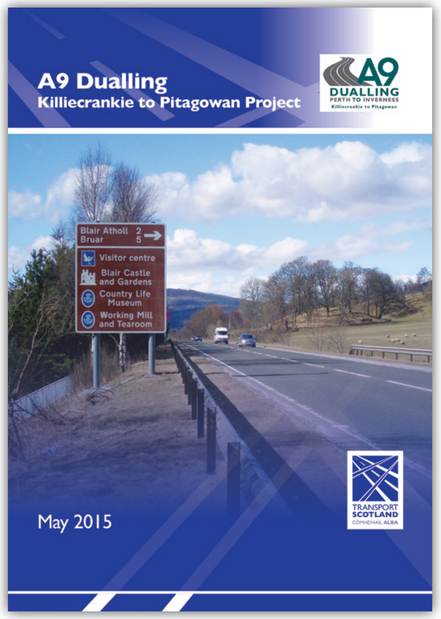
The options presented today, together with any other options you identify during these exhibitions, may be subject to further development. Further consultation through local drop-ins and one-to-one engagement is also planned. The Design Manual for Road and Bridges (DMRB) Stage 2 Assessment will consider 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 around 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 and Keith.Sheridan@jacobs.com
- Sarah: 07833 936 426 and 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

Contact details for Transport Scotland's A9 Dualling team:
Telephone: 0141 272 7100
Email: A9dualling@transportscotland.gsi.gov.uk




A9 Dualling Programme
Southern Section Public Exhibitions
Killiecrankie to Pitagowan Project
Feedback form

Introduction

Thank you for attending our A9 Dualling Killiecrankie to Pitagowan public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as you are able to, but before Friday 17 July 2015.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by Friday 17 July 2015 to Jacobs A9 Dualling team, to whom any queries may be directed.

Email:
A9dualling@jacobs.com
Information:
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
G2 7HX

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK