

What Happens Next?

Transport Scotland's consultant will take forward the development, assessment and promotion of the preferred option for the project (DMRB Stage 3 Assessment).

Transport Scotland will look to publish draft Road & Compulsory Purchase Orders and an Environmental Statement for the scheme in 2017 for public comment and feedback.

The draft Road Orders will define the line of the developed preferred option. The draft Compulsory Purchase Order will define the extent of land required to deliver and maintain the project.

What Happens Next? DMRB Stage 3

The next stage of assessment process will include:

- Consultation with affected parties such as land and property owners, statutory bodies, Community Councils and other relevant interest groups;
- Design development;
- Ground investigation works;
- Identification of the land required for the project and preparation of draft Orders;
- Environmental Impact Assessment of the developed preferred option and preparation of the Environmental Statement; and
- Development of suitable mitigation measures to reduce impacts on the environment e.g appropriate construction management plans, mammal (eg. badger and otter) underpasses, ledges and fences; landscape planting and noise barriers or environmental bunds.

The next stage of the design will include further development of:

- The preferred option alignment;
- The layout of the grade separated junction;
- Layouts of all side roads and private means of access;
- Proposals for lay-bys;
- Any proposed amendments to NMU paths; and
- The location and layout of road drainage infrastructure, including detention basins/treatment ponds.

Comments and feedback

Your comments and feedback on the route options and junction layouts presented will help inform the ongoing project development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and by **22nd April 2016**.

We invite you to provide written feedback by:

Email to: A9dualling@jacobs.com

Post to: Sarah Morgan
Stakeholder and Communications Manager
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

Contact details for Transport Scotland's Dualling Team

Telephone: **0141 272 7100**

Email: A9dualling@transport.gov.scot

Further consultation through local drop-ins and one-to-one engagement is also planned during 2016. We will keep you updated through a range of direct communications and consultations.

You can contact Jacobs UK Ltd's Stakeholder and Communication Managers - Sarah Morgan or Fergus Allan at any time:

- Sarah Morgan: 07833 936 426 or Sarah.Morgan@jacobs.com
- Fergus Allan: 0131 659 1579 or Fergus.Allan@jacobs.com

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

www.transport.gov.scot/project/a9-dualling-perth-inverness

You can also view the exhibition online on the following websites:

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

A9 Dualling Killiecrankie to Glen Garry Project



March 2016

Introduction

Welcome to this joint exhibition on the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects of the A9 Dualling programme. As part of the A9 Dualling programme, Transport Scotland has been taking forward route option assessment work. In May and June 2015, exhibitions were held for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects to seek public feedback on the route options being developed.

The purpose of this exhibition is to provide the public with an overview of the outcome of the route option assessment work and to present the preferred option for the projects. This exhibition outlines the Manual for Roads and Bridges (DMRB) Stage 3 process to develop and assess the preferred option. Feedback from consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the preferred options. Further consultation and engagement will also be undertaken on the junction and access strategy, as well as access to properties and land adjacent to the A9.



Transport Scotland staff and their consultants can direct you to the content of the exhibition for each project and will be happy to assist you with any queries you may have. This leaflet contains summary information about the projects and is available for you to take away. A feedback form is also available where we would welcome your comments.

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.

Options Assessment Bruar/Calvine Grade Separated Junction

Junction Option C is preferred for the following reasons:

- Junction Option C has less landscape, visual and view from the road impacts compared to Junction Option B;
- Constructing the new junction separately from the existing A9 will aid constructability;
- Better connectivity can be achieved with the existing layout at Bruar compared to Junction Option A, which would have required northbound traffic to travel a longer distance via the B847 and increasing traffic volumes passing Pitagowan. Option C is therefore a better outcome for the community of Pitagowan, improving safety for both motorised and non-motorised users (pedestrians, cyclists and equestrians);

- Junction Option C ties in directly with the existing junction with the B8079 and B847, ensuring effective onward travel to Calvine and Blair Atholl;
- Junction Option C will also not impact the car parking or access arrangements at the House of Bruar; and
- Junction Option C retains all of the existing movements to/from the A9 provided by the existing Bruar Junction.



DMRB Stage 3 Preferred Route Option Development

As part of the DMRB Stage 3 assessment, the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects will be combined into one single project titled the **A9 Dualling Killiecrankie to Glen Garry project**. The combination of these two projects will provide several benefits throughout the remaining stages of the A9 Dualling Programme. These benefits include:

- The combined project results in a better earthwork balance, minimising the impact of material disposal / import and associated costs;
- Combining the projects will allow for development of more effective environmental mitigation strategies in relation to potential environmental impacts on the flood plain and designated sites;
- Combining the projects allows for a more effective strategy to be developed for assessing existing local access arrangements and access requirements to properties and land adjacent to the A9, particularly at the interface between the two current projects;
- Combining the projects allows for a more effective strategy to be developed for considering traffic movements between the A9 and Blair Atholl and the surrounding area as the combined project will include grade separated junctions both to the south and north of the town; and
- Combining the projects allows for a greater understanding of the potential cumulative construction impacts resulting from the individual projects and allows the potential opportunities for reducing certain construction impacts to be assessed, such as minimising the distance travelled by HGVs transporting earthworks material.

The preferred route options are available to view on the Transport Scotland website: www.transport.gov.scot

A9 Dualling Killiecrankie to Glen Garry Project

The Project Pitagowan to Glen Garry

The Pitagowan to Glen Garry project involves dualling 11.4km of the existing A9 from the River Garry Crossing located south east of Pitagowan to the existing dual carriageway through Glen Garry. For the Stage 2 route option assessment process, four different mainline route option combinations were considered for this section along with four different junction options.



Dualled A9 on approach to Pitaldonich Underbridge.

Details of the preferred option for this project and the key findings of the route option assessment process are as follows:

A9 Carriageway Dualling

The preferred option is Route Option 3

- A new localised offline dual carriageway south of Pitagowan;
- A 'best fit' alignment through Calvine including both northbound and southbound widening;
- Northbound widening through the remainder of the project; and
- Existing Pitaldonich Underbridge across the River Garry retained as part of the new grade separated junction and a new bridge crossing provided for the mainline carriageway only.

Bruar/Calvine Grade Separated Junction

The preferred option is Junction Option C

- A grade separated junction at Bruar serving all directions and the B847/B8079 local roads; and
- An underpass for access to and from the A9 northbound carriageway.

Options Assessment Preferred Option Details



Killiecrankie looking towards Creag Eallaich.

Mainline Route Option 3 is preferred for the following reasons:

Option 3 requires less significant excavation of cuttings than for southbound widening options with less impact on the landscape character. There will also be fewer significant visual impacts on viewpoints and a lesser impact on the view from the road compared to southbound widening options.

From a structural aspect, the existing Pitaldonich Underbridge across the River Garry will be retained as part of the new junction southbound slip road and a new structure constructed for the mainline carriageway only, whereas other options required its demolition and replacement with a new wider structure.

Building a localised offline dual carriageway section past Bruar Junction will also aid constructability.

Constructing the dual carriageway on the northbound side throughout the northern half of the project will prevent the need for carriageway cross-overs during the construction. This will minimise the extent of traffic management that would be required during construction and minimises construction complexity and potential for delays during construction.

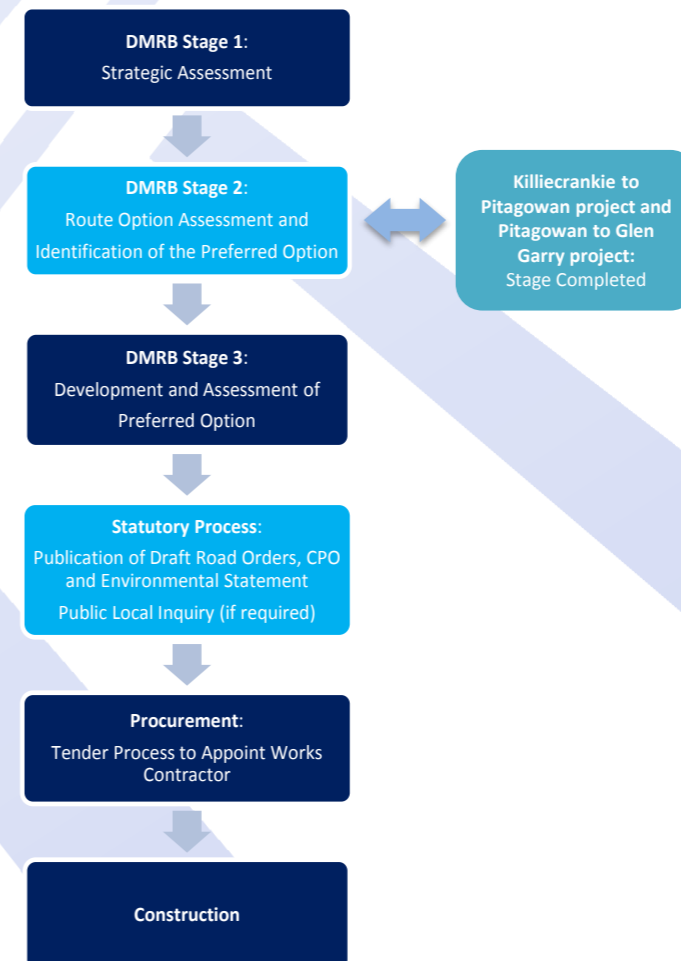
In addition, in the northern section, Option 3 does not have the potential to alter valley mire (peat bog) habitats to the extent that southbound widening options do.

Scheme Assessment Process

Transport Scotland carries out a rigorous assessment to establish the preferred option for a trunk road improvement project, following the process set out in the Design Manual for Roads and Bridges (DMRB). The three stage assessment process covers engineering, environment and traffic and economics.

Throughout this process, Transport Scotland consults a large number of landowners, stakeholders and interested parties, including heritage, environmental and non-motorised user groups.

Following feedback from the previous 2015 public exhibitions, the route option assessment (DMRB Stage 2) process for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects have been completed.



This public exhibition addresses both of these projects and their respective route option assessment outcomes.

The assessment process included consideration of public feedback on the route and junction options which were presented at the previous exhibitions. The outcome of these assessments are summarised at this exhibition.



Geological Site of Special Scientific Interest.

The Project

Killiecrankie to Pitagowan

The Killiecrankie to Pitagowan project involves dualling 10.3km of the existing A9 from the Pass of Killiecrankie to south of the River Garry Crossing located south east of Pitagowan. For the Stage 2 route option assessment process, four different mainline route option combinations were considered for this section along with two different junction options.

Details of the preferred option for this project and the key findings of the route option assessment process are as follows:

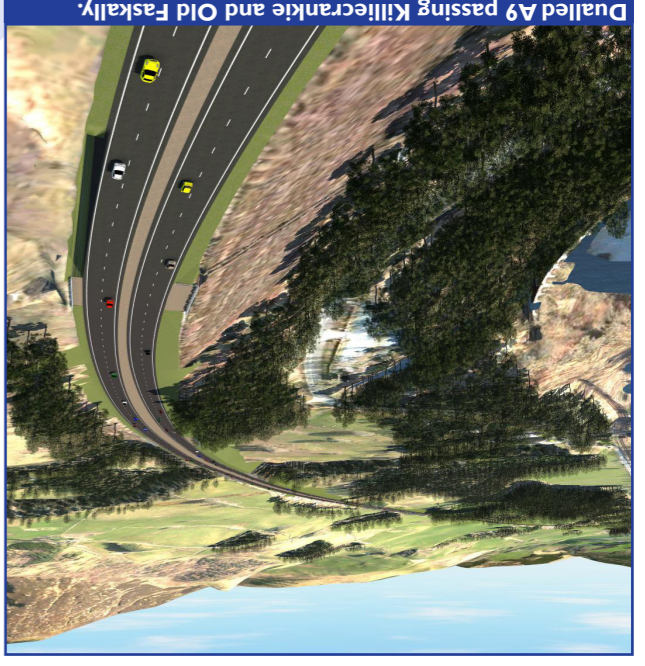
A9 Carriageway Dualling

- Northbound widening past Killiecrankie and Aldlune;
- A best fit alignment past Shierglas Quarry; and Northbound widening from north of Shierglas Quarry to south of the River Garry crossing near Bruar.

The preferred option is Route Option 4

Aldlune Grade Separated Junction

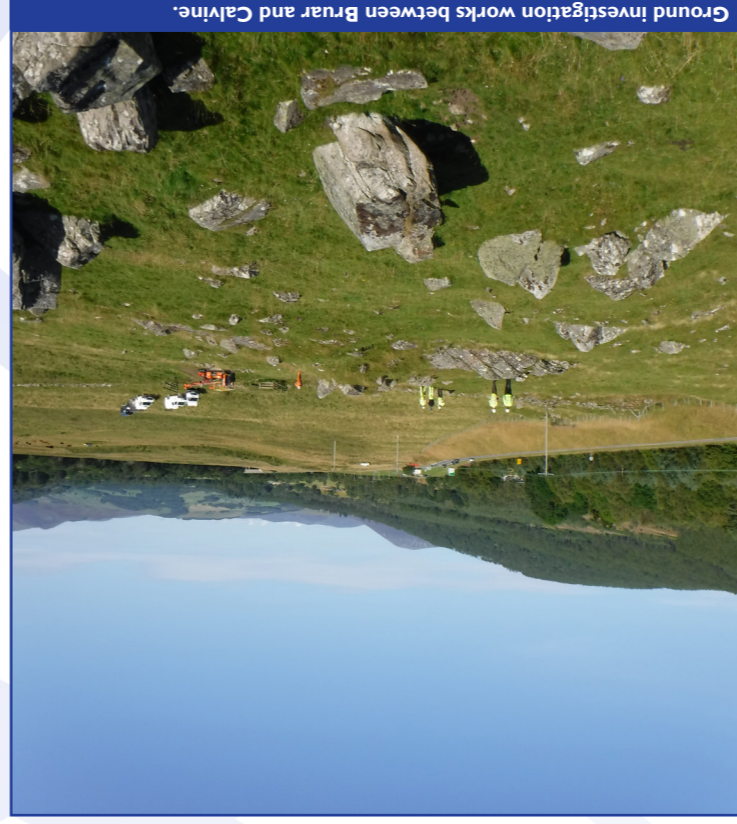
- A grade separated junction serving all directions;
- An upgrade of the existing connection to the B8079 on the southbound side; and
- A new connection to the B8079 formed on the northbound side.



4 Dualled A9 passing Killiecrankie and Old Faskally.

Options Assessment

Preferred Option Details



Ground investigation works between Bruar and Calvine.

Mainline Route Option 4 is preferred for the following reasons:

Option 4 is unlikely to impact on functionally important habitats associated with the River Tay Special Area of Conservation (SAC) including a salmon pool on the southbound side of the River Garry Essangal structure. Option 4 will result in the least volume of material being excavated and will therefore have the lowest impact on waste disposal.

Option 4 will also result in the best balance of earthworks, reducing impacts associated with sourcing and transporting material to site and reducing the overall cost of the project. The existing Allt Chiu and Allt Cirraig underbridges will be retained as the proposed southbound carriageway for Option 4, whereas other options required the demolition and reconstruction of these two bridges.

Constructing the dual carriageway on mainly the northbound side for the majority of the route will prevent the need for carriageway cross-overs during construction, simplifying construction and traffic management.

Options Assessment

Aldlune Grade Separated Junction

Junction Option B is preferred for the following reasons:

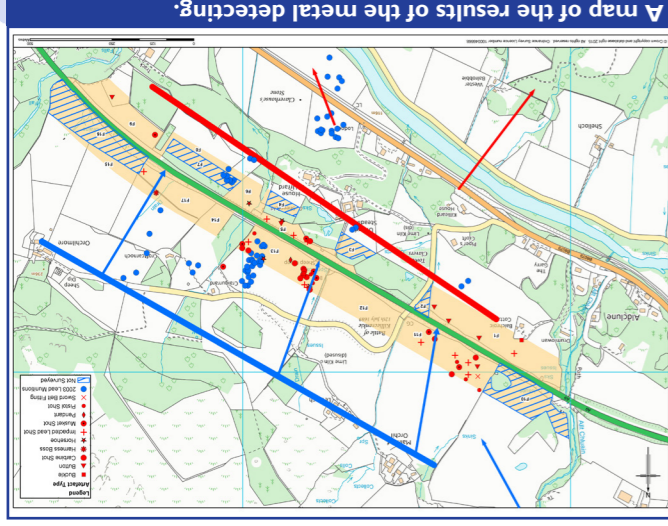
- Junction Option B provides full movements in both northbound and southbound directions (whereas junction Option A would only provide partial movements);
- Operational and maintenance demands result in a preference for an all movements junction;
- The layout of junction Option B avoids an increase in traffic volumes including HGVs on the B8079 through Blair Atholl. This improves safety for both motorised and non-motorised users (pedestrians, cyclists and equestrians) compared to junction Option A;

- Junction Option B ties directly in to the existing connection to the B8079 on the southbound carriageway and provides a new connection to the B8079 on the northbound carriageway, ensuring effective onward travel to Aldlune, Blair Atholl and Killiecrankie;
- Junction Option B retains access to Blair Atholl and therefore has no adverse impact on economic growth; and

- Junction Option B retains all of the movements provided by the existing Aldlune junction.

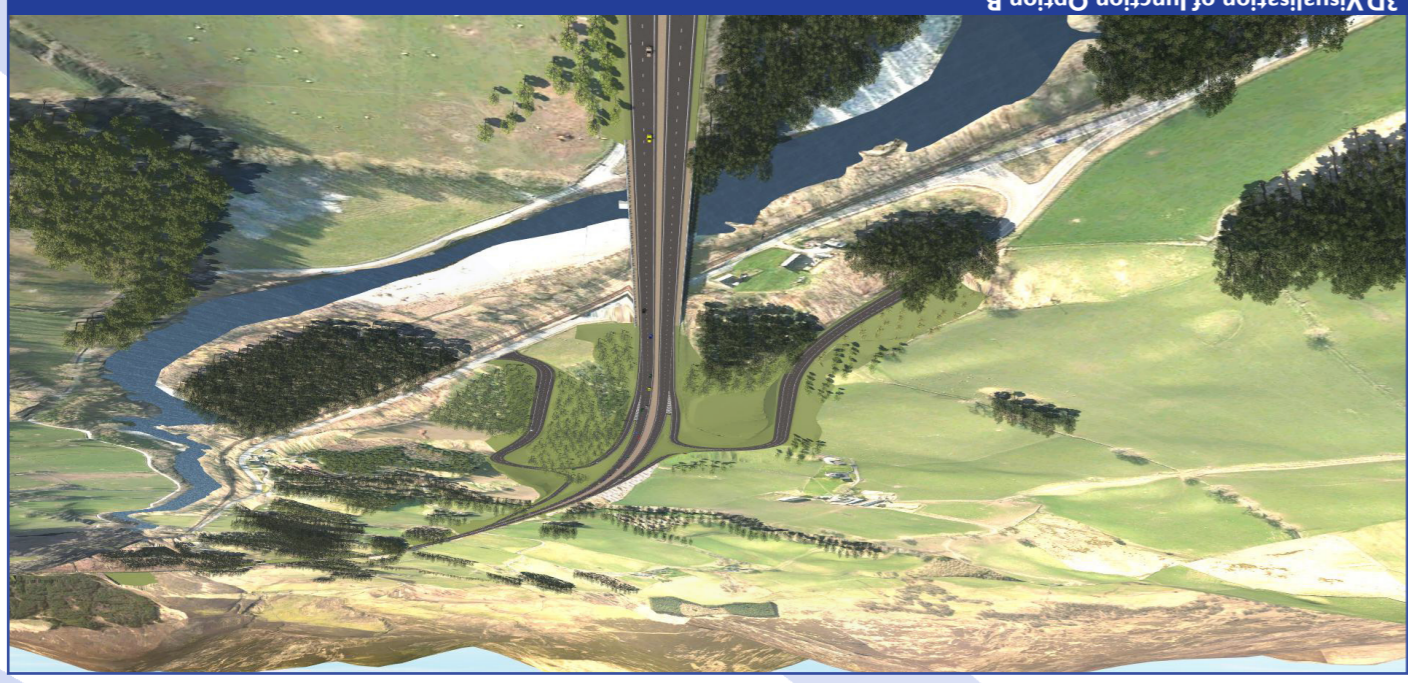
Metal Detecting

A metal detecting survey was commissioned by Transport Scotland and was undertaken within the extents of the Killiecrankie Battlefield site in summer 2015 by professional archaeologists and detectorists from metal detecting societies. Over 500 finds were recovered of which 244 were retained for further analysis. Finds dating to around the time of the battle included musket balls, copper alloy buttons, horse shoes, a copper alloy harness boss and a part of the support for a sword belt.



A map of the results of the metal detecting.

The metal detecting has contributed to our understanding of this important battlefield, has informed the DMRB Stage 2 Assessment and will be used to inform the DMRB Stage 3 Assessment.



5 3D Visualisation of Junction Option B.