

A9 Dualling Killiecrankie to Glen Garry Welcome

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 work that will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 process to develop and assess the preferred option.



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



Pitagowan to Glen Garry: Looking south across the A9 and Glen Garry.

Feedback from consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the preferred option. Further consultation and engagement will also be undertaken on the junction and access strategy, as we address 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. A leaflet containing summary information about the projects is also available for you to take away, as well as a feedback form where we welcome your comments.

Killiecrankie to Glen Garry

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; and
 - Improving journey time reliability.
- Improve safety for motorised and non-motorised users (NMUs) by:
 - Reducing accident severity; and
 - Reducing driver stress.
- Facilitate active travel in the corridor; and
- Improve integration with public transport facilities.



Ground investigation works between Bruar and Calvine.



View of (from left to right) Tulach Hill, Shierglas Quarry, the A9, River Garry and Blair Atholl. Taken from Lettoch Farm.

Killiecrankie to Glen Garry

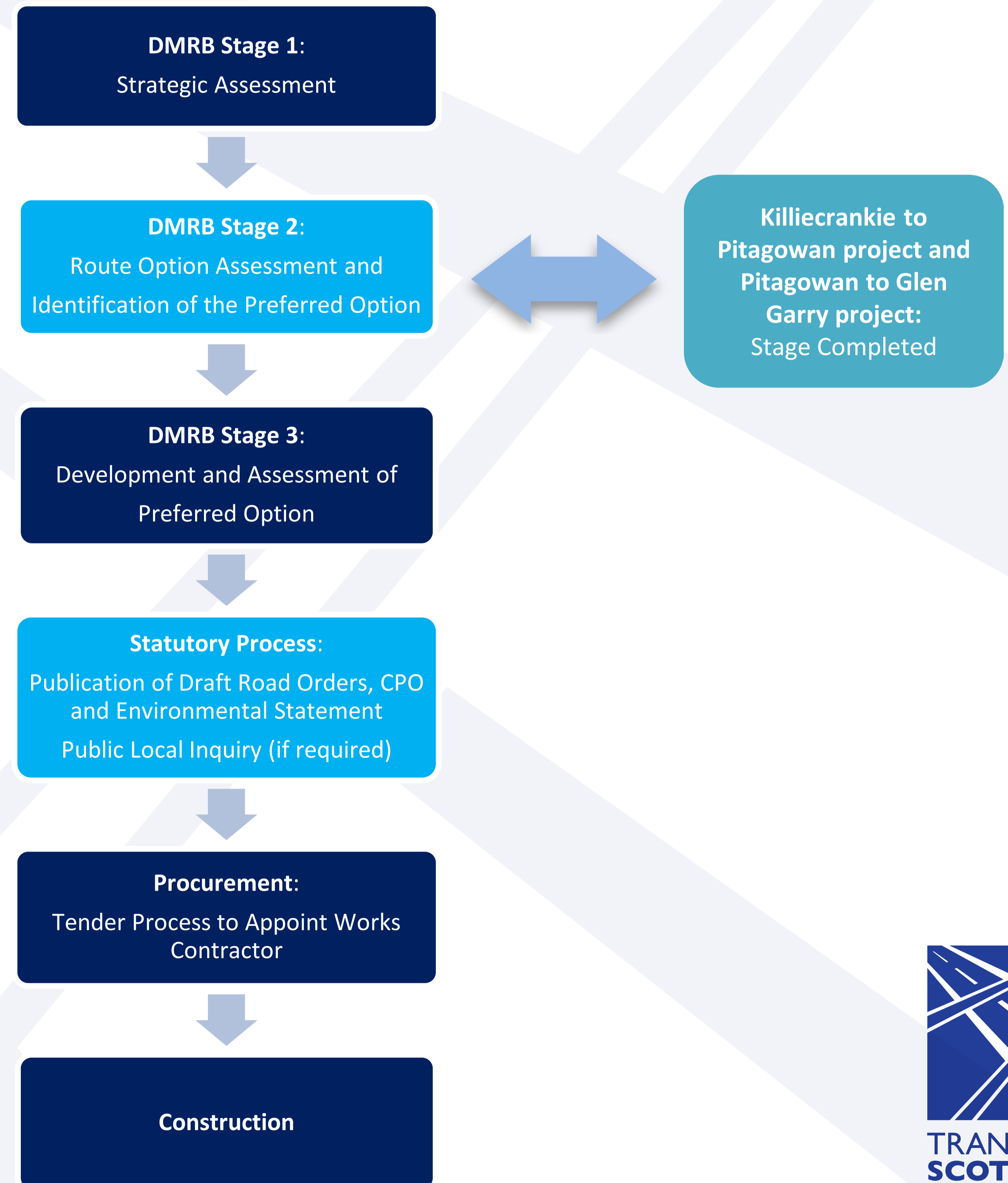
Scheme Assessment Process

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 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 from previous consultations in the assessment of the route and junction options, which were presented at the previous exhibitions. The outcome of these assessments are summarised at this exhibition.



Killiecrankie to Pitagowan

The Project

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.

The following exhibition panels present details of the preferred option for this project and also provide the key findings of the route option assessment process. Plans of the preferred option are available to view at this exhibition. The options considered as part of the DMRB Stage 2 Assessment are also available to view on the touchscreen computers and a member of our team can assist you if you want to use this media.



View of the Dualled A9 passing Killiecrankie and Old Faskally.

Preferred Option Summary

A9 Carriageway Dualling

The preferred option is Route Option 4

This includes:

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

Aldclune Grade Separated Junction

The preferred option is Junction Option B

This includes:

- 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.

Killiecrankie to Pitagowan

Options Assessment



The A9 northbound and Killiecrankie Battlefield (1689) from Faskally Farm.

Preferred Option Details

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 Chluian and Allt Girmaig 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.

Killiecrankie to Pitagowan

Options Assessment

Aldclune Grade Separated Junction



3D Visualisation of Junction Option B.

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 Aldclune, 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 Aldclune junction.

Killiecrankie to Pitagowan

Preferred Option

The preferred option for the A9 Dualling Killiecrankie to Pitagowan project is available to view at this exhibition on plans, touchscreen computers and a 3D visualisation. A member of our team can assist you if you want to use this media to view the preferred option.

The preferred option shown at this exhibition is indicative and will be developed further during the next stage of the design development (DMRB Stage 3).

Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the development of the scheme design.



View of the dualled A9 passing through the Killiecrankie Battlefield.



View of the dualled A9 passing Blair Atholl.



View of the dualled A9 on approach to Aldclune.

Killiecrankie to Pitagowan Consultation and Engagement

Killiecrankie to Pitagowan Public Exhibition Feedback

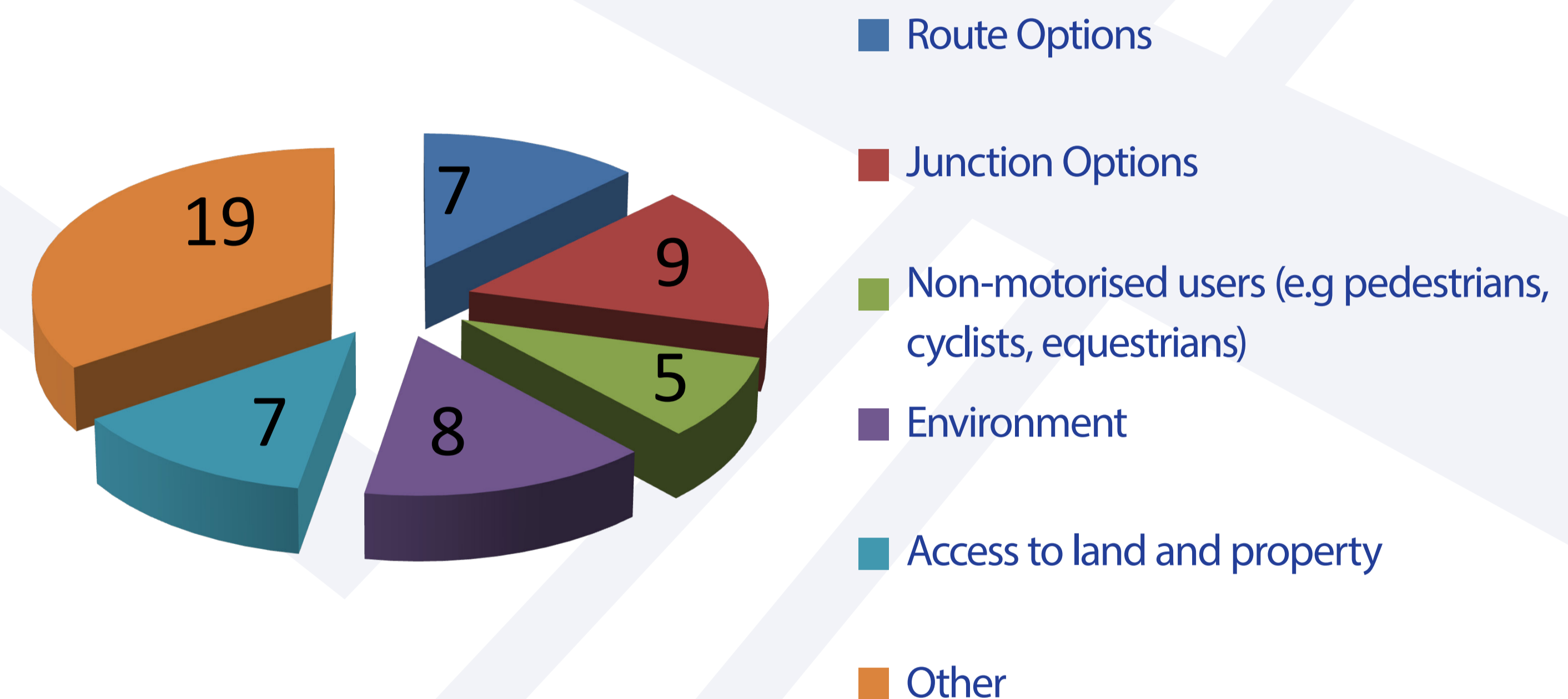
As part of the DMRB Stage 2 Assessment process, public consultation was undertaken to inform the further development, refinement and assessment of the route and junction options. Public consultation was achieved partly via a series of public exhibitions and drop-in sessions, alongside ongoing consultation meetings with landowners and other stakeholders.

The latest Killiecrankie to Pitagowan public exhibitions were held in Killiecrankie Village Hall, Killiecrankie on the 27th and 28th May 2015. In total 95 people attended the exhibitions and 13 feedback forms were received, containing 55 comments.

The comments received were mainly regarding the proposed junction options, the Tulach Hill walking track and several environmental issues such as the Killiecrankie Battlefield and noise pollution.

Each comment was reviewed and the key points summarised into broad categories shown on the adjacent pie chart. This is also documented in an exhibition report which is available on the Transport Scotland website.

The feedback provided by members of the public, will continue to inform the design development.



Summary of Exhibition Comments

Killiecrankie to Pitagowan

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 report on the results of the metal detecting was submitted to Historic Environment Scotland and the Perth and Kinross Heritage Trust. The report has been finalised and is available to view on the Transport Scotland website.

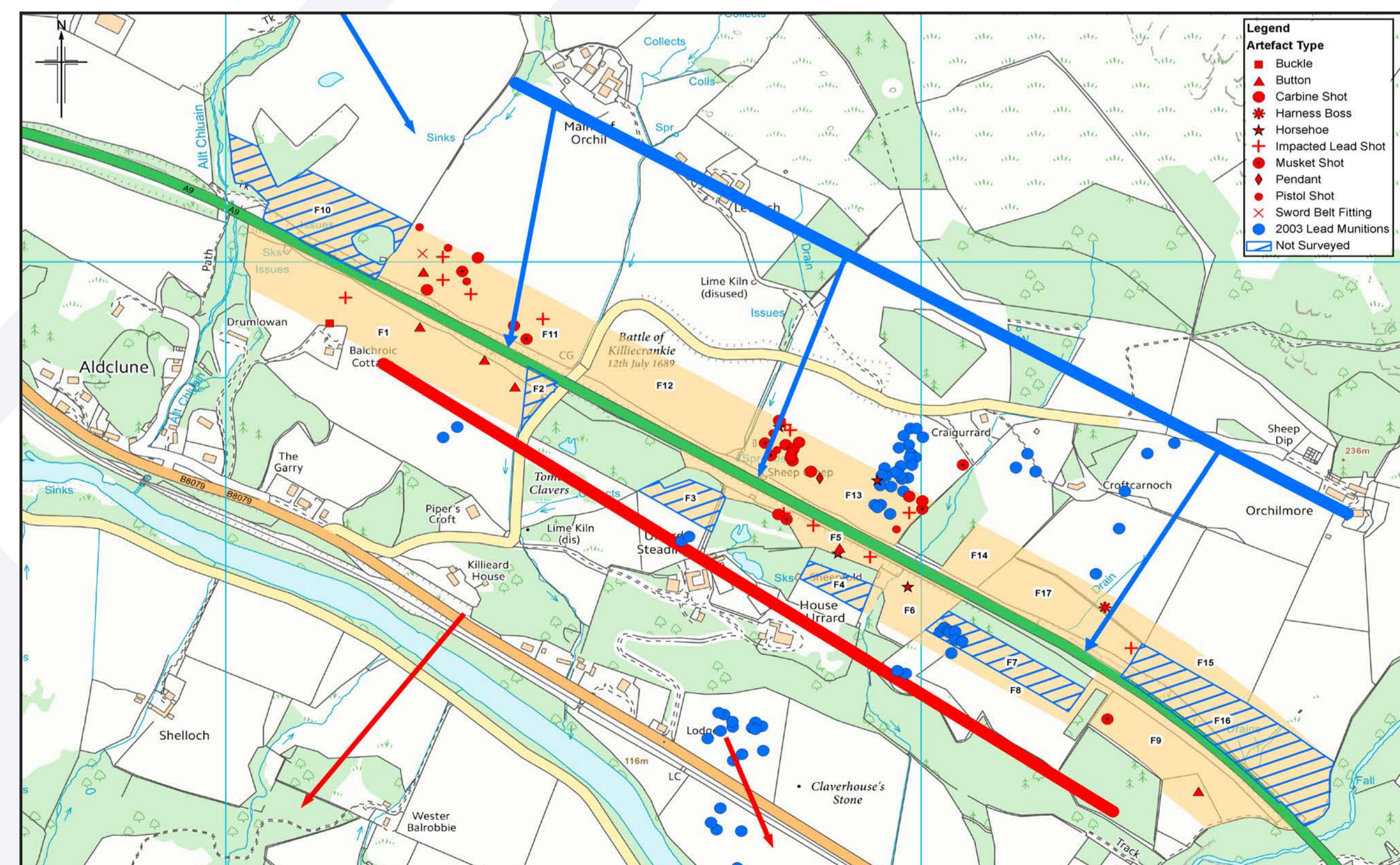
The finds will be reviewed by the Treasure Trove Unit (TTU) who will potentially offer the finds to museums. Once the recipient museum has been identified, Transport Scotland and their consultants will liaise with the recipient museum to explore suitable locations for the display of the finds.

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.

A representative from GUARD, the professional archaeological company who supervised the metal detecting, is available today to discuss the survey and the finds, some of which are available to view today.



Metal detecting at Killiecrankie Battlefield. ©GUARD Archaeology



A map of the results of the metal detecting in relation to the main events of the battle.

Killiecrankie to Pitagowan

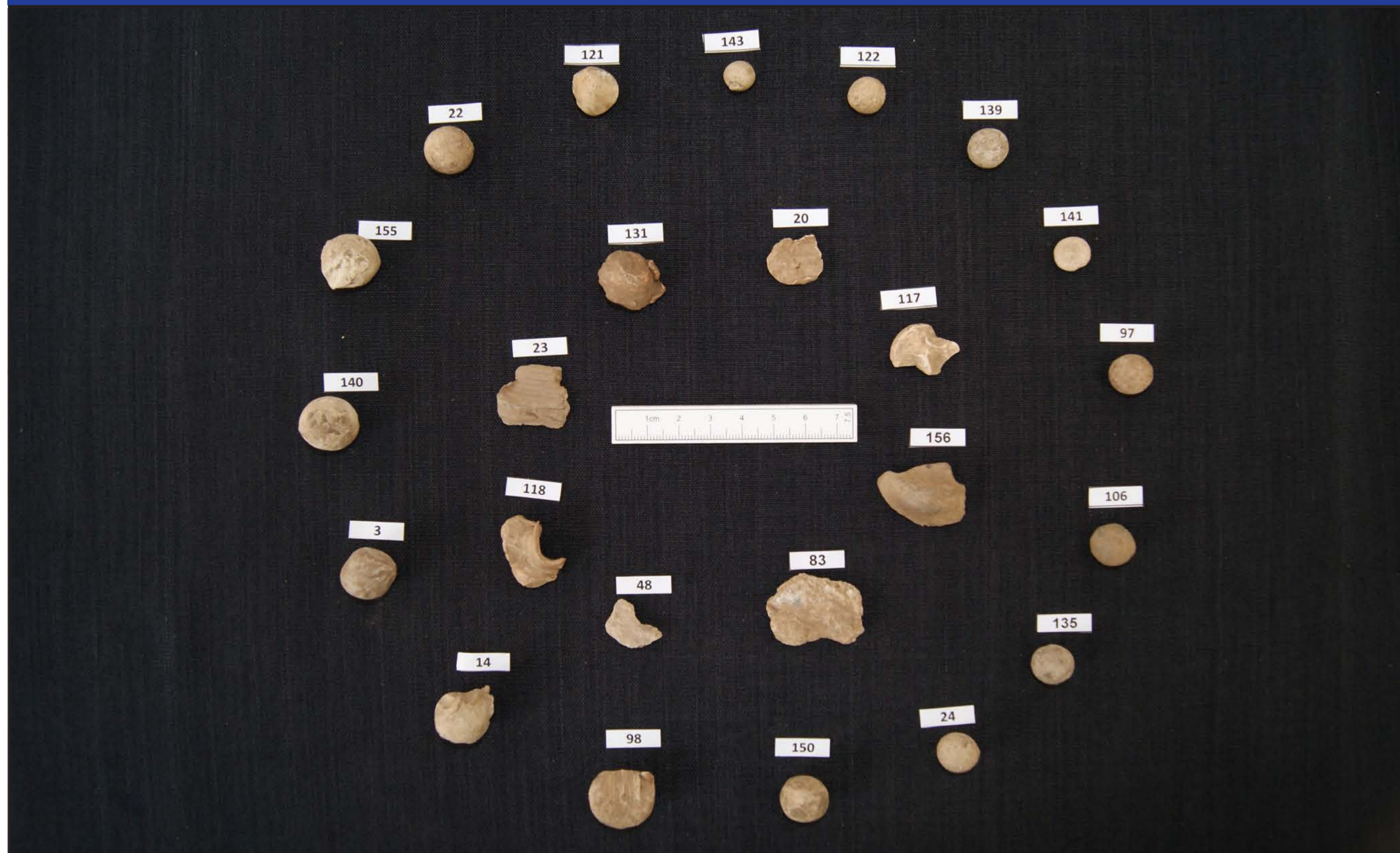
Metal Detecting Finds



Possible 17th century horseshoe and horseshoe fragment. ©GUARD Archaeology



Possible 17th century buckle and buttons. ©GUARD Archaeology



Musket balls. ©GUARD Archaeology



From top left, going clockwise possible horseshoe fragment, harness boss, pendant, sword belt fitting, and shoe buckle. ©GUARD Archaeology

Pitagowan to Glen Garry

The Project

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.

The following exhibition panels present details of the preferred option for this project and also provide the key findings of the route option assessment process. Plans of the preferred option are available to view at this exhibition. The options considered at the DMRB Stage 2 Assessment are also available to view on the touchscreen computers and a member of our team can assist you if you wish to use this media.



View of the dualled A9 on approach to Pitaldonich Underbridge.

Preferred Option Summary

A9 Carriageway Dualling

The preferred option is Route Option 3

This includes:

- 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 provided for the mainline carriageway only.

Bruar/Calvine Grade Separated Junction

The preferred option is Junction Option C

This includes:

- 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.

Pitagowan to Glen Garry

Options Assessment



Ground investigation works underway at Pitaldonich Underbridge across the River Garry.

Preferred Option Details

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) habitat to the extent that southbound widening options do.

Pitagowan to Glen Garry

Grade Separated Junction Location

The Junction and Access Strategy, as presented at public exhibitions in 2014, assessed the need for grade separated junctions at Calvine and Bruar. The outcome of the assessment was the recommendation that only one grade separated junction was required in the vicinity of the existing at-grade junction at Bruar, to provide access to Calvine and Pitagowan via the B847 and Blair Atholl via the B8079. The recommendation was based on the following reasons:

1. Observed Traffic Movements at each Junction

The observed single day traffic turning count survey undertaken at the existing at-grade junctions carried out in November 2012 and March 2013 indicated a total number of 120 turning movements at Calvine Junction and 1240 movements at Bruar Junction.

2. Traffic Modelling

From further traffic modelling undertaken during the DMRB Stage 2 Assessment it was determined that locating the grade separated junction at Calvine would result in vehicles which currently use the existing Bruar Junction either leaving the A9 further south at Aldclune and re-routing through Blair Atholl (an extra 800 vehicles on the B8079 in a 12 hour period in 2026 compared to existing) or using the new junction closer to Calvine and travelling through the village of Calvine and past the village of Pitagowan to arrive back at Bruar (an extra 1200 vehicles on the B847 in a 12 hour period in 2026 compared to existing).

3. Potential Impacts on Local Area

The topography and physical constraints at Calvine are challenging. Potential impacts on the local area as a result of a grade separated junction include: property demolition, interaction with contaminated land sites and increased landscape and visual impacts at Calvine.



Calvine Junction between the A9 and the B847.

There would also be a potential impact on air quality and noise impacts for residential properties at Calvine as a result of the increase in the volume of traffic passing through the village.

It is acknowledged from public consultation feedback that there is a desire to retain a connection to the A9 at the northern end of Calvine on the B847. As with other local access options, this will be considered further at DMRB Stage 3 as the part of the development of the preferred option.

Please ask a member of staff if you wish to discuss this or any other matter regarding access to a property or area of land adjacent to the A9.

Pitagowan to Glen Garry

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.

Pitagowan to Glen Garry

Preferred Option

The preferred option for the A9 Dualling Pitagowan to Glen Garry project is available to view at this exhibition on plans, touchscreen computers and a 3D visualisation. A member of our team can assist you if you want to use this media to view the preferred option.

The preferred option shown at this exhibition is indicative and will be developed further during the next stage of the design development (DMRB Stage 3).

Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the development of the scheme design.



View of the dualled A9 at Pitagowan.



View of the dualled A9 at Dalnamein.



View of the dualled A9 at Calvine.

Pitagowan to Glen Garry Consultation and Engagement

Pitagowan to Glen Garry Public Exhibition Feedback

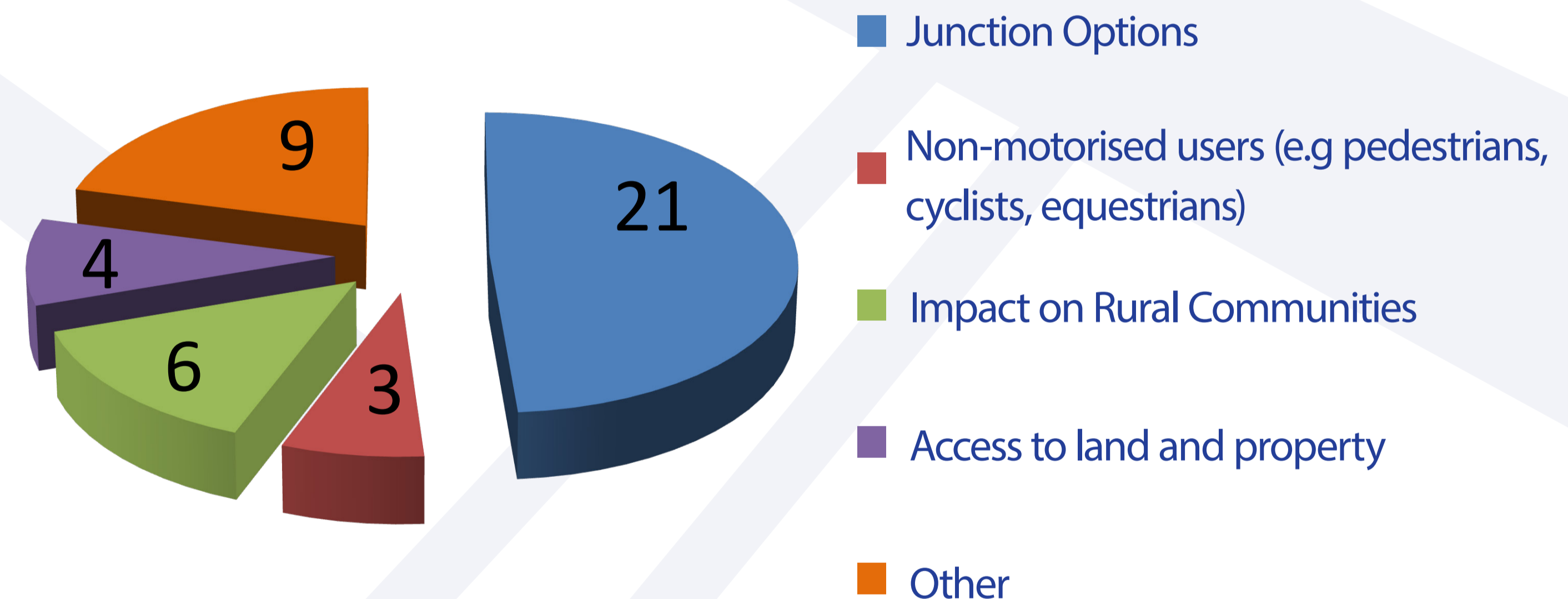
As part of the DMRB Stage 2 Assessment process, public consultation was undertaken to inform the further development, refinement and assessment of the route and junction options. Public consultation was achieved partly via a series of public exhibitions and drop-in sessions, alongside ongoing consultation meetings with landowners and other stakeholders.

The latest Pitagowan to Glen Garry public exhibitions were held in the Blair Atholl Village Hall, Blair Atholl on the 2nd and 3rd June 2015. In total 96 people attended the exhibitions and 17 feedback forms were received, containing a total of 43 comments.

The comments received were mainly regarding the proposed junction options, access to the A9 and the Tulach Hill walking track.

Each comment was reviewed and the key points summarised into broad categories shown on the adjacent pie chart. This is also documented in an exhibition report which is available on the Transport Scotland website.

The feedback provided by members of the public, will continue to inform the design development.



Summary of Exhibition Comments

Killiecrankie to Glen Garry

DMRB Stage 3 Preferred Route Development

For the DMRB Stage 3 Assessment it is proposed that, 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. 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.



Killiecrankie to Glen Garry: Tulach Hill view of (from left to right) Calvine, Pitagowan, Bruar, Pitaldonich, The River Garry and Invervack.

Transport Scotland's consultant will take forward the development and assessment 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.



Ground Investigation works underway at Dalnamein Forest

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. For example:
 - Appropriate construction management plans;
 - Mammal (e.g. 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.

Killiecrankie to Glen Garry

Comments and feedback



Your comments and feedback on the preferred option would be appreciated and 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 of April 2016**.

Further consultation through local drop-ins and one-to-one engagement is planned during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

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

Contact details for Transport Scotland's Dualling team:

Telephone: **0141 272 7100**

Email: **A9dualling@transport.gov.scot**

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

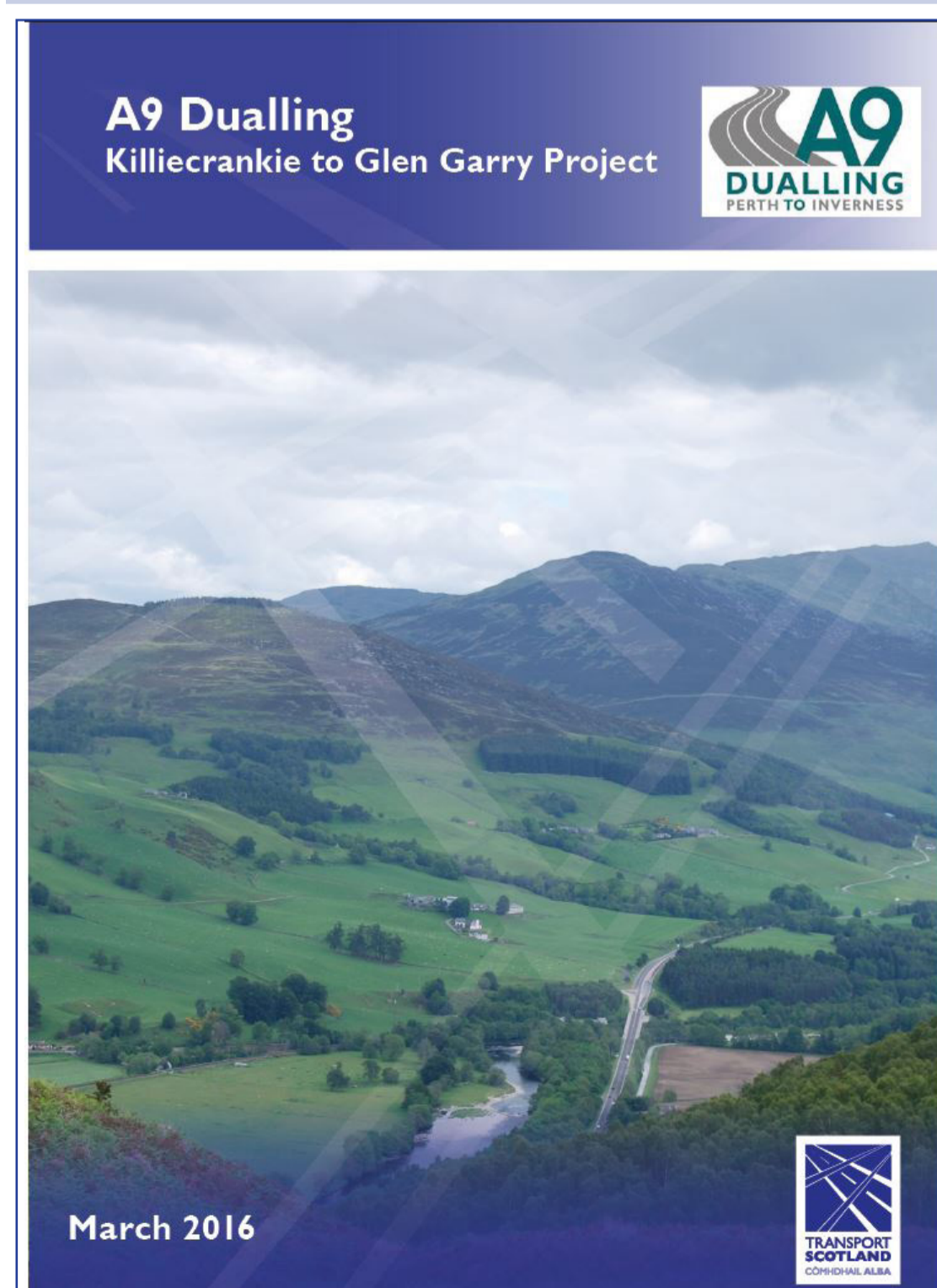
You can also view the exhibition online on the following websites:

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

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

Email to: **A9dualling@jacobs.com**

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



A9 Dualling Programme
Killiecrankie to Glen Garry Project
Preferred Option Exhibition

Comments:

A9 Dualling Programme
Killiecrankie to Glen Garry Project
Preferred Option Exhibition
Feedback form

Introduction
Thank you for attending our A9 Dualling Killiecrankie to Glen Garry public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the preferred option of the feedback form and then return this to us by email or post (details below) as soon as possible and by Friday 22nd April 2016.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses address supplied by Friday 22nd April 2016 to Jacobs A9dualling team.
Email: A9dualling@jacobs.com
Information on the website
www.transport.gov.scot/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 PRICES TO RECORD YOUR COMMENTS OR FEEDBACK.