Pitlochry to Killiecrankie project – welcome

A9 DUALLING
PERTH TO INVERNESS
Pitlochry to Killiecrankie

Welcome to this exhibition on the A9 Dualling Pitlochry to Killiecrankie project. As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work.

In July 2015, we held an exhibition for the Pitlochry to Killiecrankie project to seek public feedback on the mainline and junction options being developed. A further community engagement event was held in February 2016 to get local feedback on side road options.

The purpose of today's exhibition is to provide you with an overview of the outcome of the route option assessment work, and to present the preferred route option for the project. We will summarise the work that will be carried out as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process to develop and assess the preferred route option.

Feedback from stakeholders and members of the public, including from this exhibition, will be considered as part of the further development, refinement and assessment of the preferred route option. We will also carry out further consultation on the junction and access strategy, as we look to address access to properties and land adjacent to the existing A9.

Transport Scotland staff and its consultants will be happy to assist you with any queries you may have in relation to the A9 Pitlochry to Killiecrankie project.

View across Loch Faskally

View of A9 looking north from Foss Road junction

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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.

A9 Perth to Inverness Dualling Programme – overview of all 11 projects

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Project development

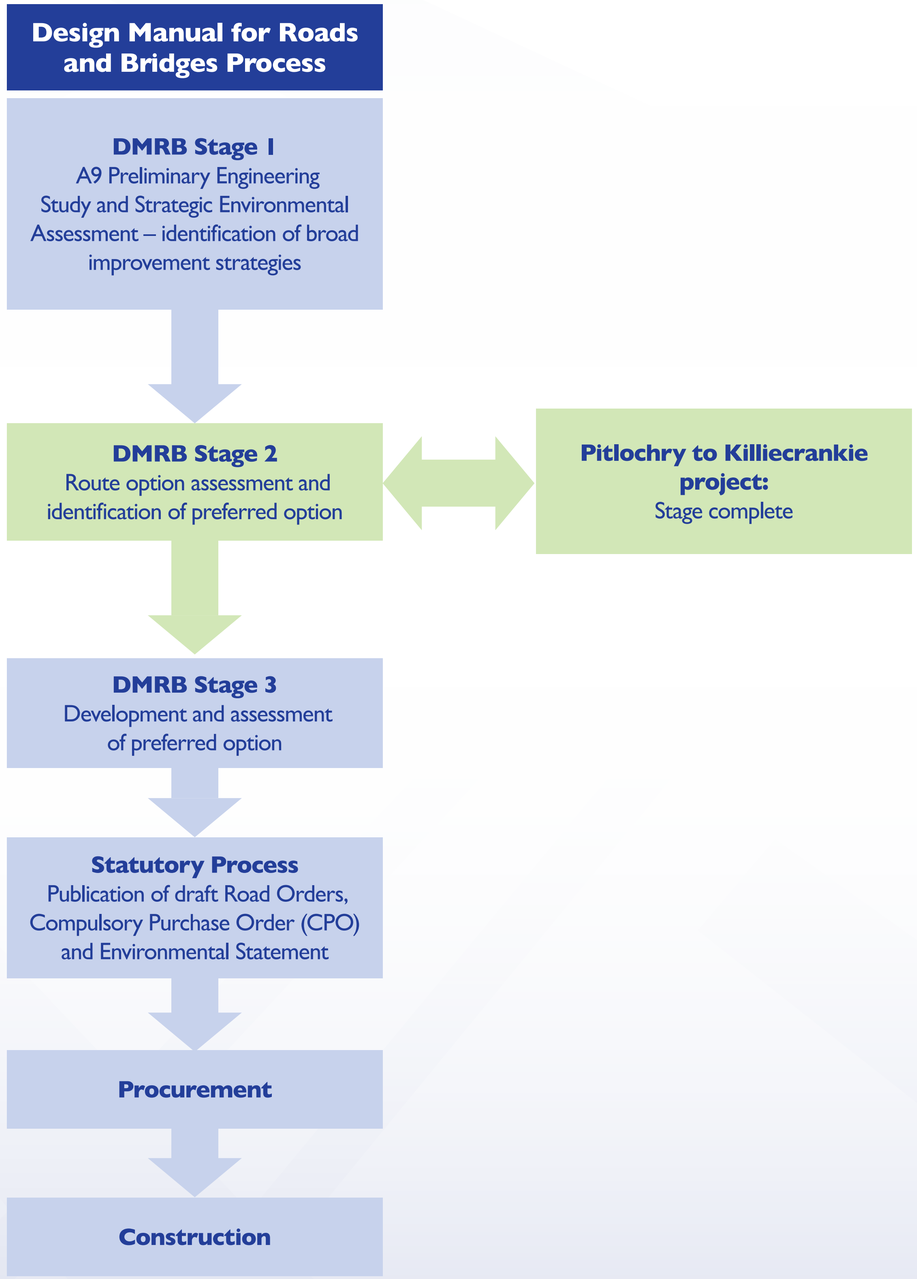
We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults a large number of landowners, local communities, the public, stakeholders and interested parties including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians, equestrians and cyclists.

Following feedback from the previous 2015 public exhibition, and the 2016 community event, the route option assessment (DMRB Stage 2 Assessment) process for the Pitlochry to Killiecrankie project has been completed.

Today's exhibition shows the result of the route option assessment.

The assessment process included consideration of public feedback about mainline, junction and side road options, which were presented at the previous public events.



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Consultation

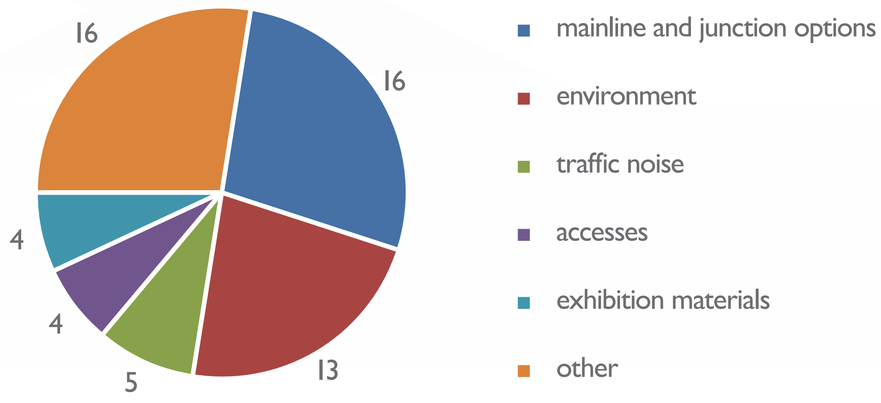
As part of the DMRB Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the route and junction options. There have been a series of public exhibitions and drop-in sessions, as well as ongoing meetings with landowners and other stakeholders.

Public exhibitions were held in Pitlochry Town Hall, on the 14, 15, 29 and 30 July 2015. In total 389 people attended the exhibitions and 22 feedback forms were received, containing 58 comments.

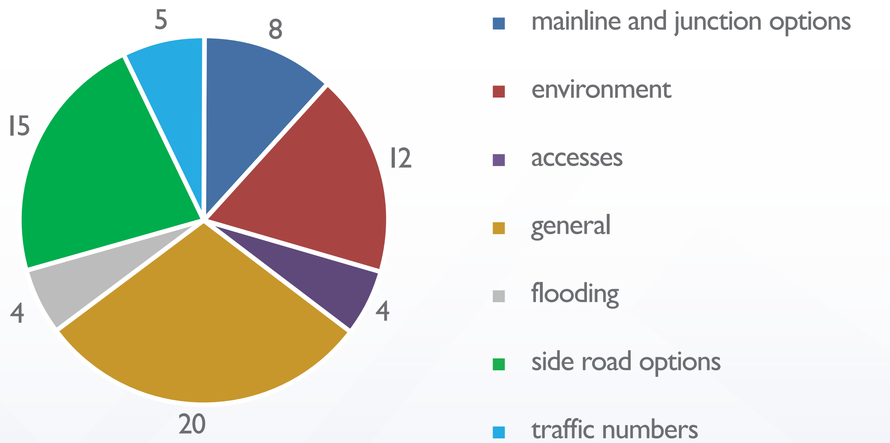
We reviewed the comments and summarised the key points into broad categories. These are highlighted on the adjacent chart and are also available from the exhibition report which is available on the A9 Dualling website.

A community engagement event was held in Pitlochry Town Hall, on 3 and 4 February 2016. This presented the various side road options being assessed as part of the DMRB Stage 2 Assessment.

In total 66 people attended this event and we received 22 feedback forms, containing 68 comments. We reviewed the comments and summarised the key points into broad categories. These are highlighted on the adjacent chart and are also available from the exhibition report which is available on the A9 Dualling website.



Summary of public exhibition comments



Summary of community engagement event comments

Mainline, junction and side road options

The Pitlochry to Killiecrankie project involves dualling 6.8km of the current A9 from approximately 1km south of the existing A9 River Tummel Crossing, lying to the south of Pitlochry, to the Pass of Killiecrankie, located to the north of Pitlochry. For the DMRB Stage 2 Assessment, three different route options were considered and the mainline alignments of each of these options are shown on the following panel. The assessment also considered the layout of associated grade-separated junctions and side roads.

Mainline

Route Option 1

Route Option 1 widens to the northbound side of the current A9 from the start of the project to the Foss Road underbridge, and thereafter changes to a 'best fit' alignment between Foss Road underbridge and the approach to Clunie underbridge. The route then moves off-line to the west of the current A9 before tying in with the existing dual carriageway at the Pass of Killiecrankie.

Route Options 2A & 2B

Route options 2A and 2B are identical to Option 1 for the first 3.4km, the routes then continue with southbound widening, and move off-line to the east of the current A9 before they tie into the existing dual carriageway section at the Pass of Killiecrankie.

Grade-separated junctions

A924 Pitlochry South junction

All of the proposed route options incorporate the same grade-separated junction at the A924 Pitlochry South. The proposed arrangement is a similar layout to the existing junction and retains current directions of travel.

A924 Pitlochry North junction

All of the proposed route options incorporate a grade-separated junction to the north of Pitlochry. All of the proposed junction options offer full functionality by providing all possible directions of travel between the A9 and the existing B8019/A924.

Side roads

C452 Foss Road junction

The existing C452 Foss Road junction arrangement incorporates a left-in/left-out junction arrangement on the southbound carriageway for all options.

C452 Clunie-Foss Road junction

The existing C452 Clunie-Foss Road junction incorporates either a left-in/left-out junction arrangement on the northbound carriageway (all route options) or a left-in/left-out junction arrangement on the southbound carriageway (Route Options 2A & 2B).

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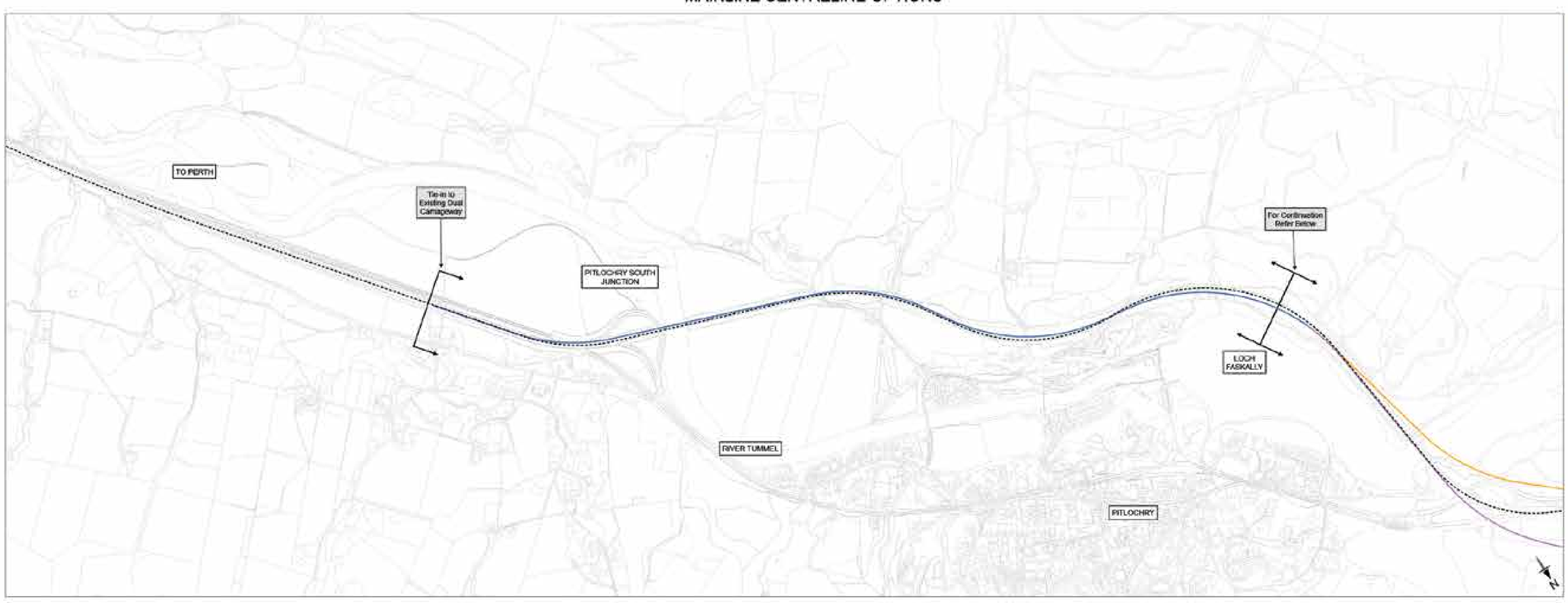
Mainline route options

PITLOCHRY TO KILLIECRANKIE (SHEET 1 of 1)
MAINLINE CENTRELINE OPTIONS



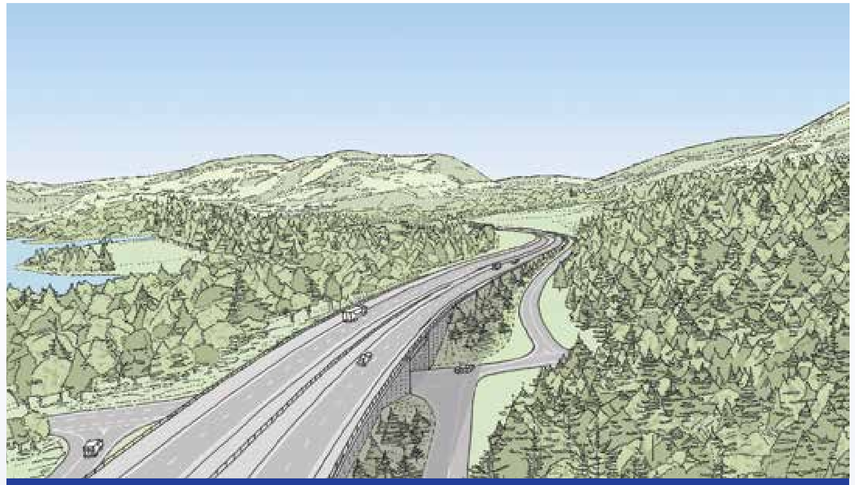
Further route option development

The junction layouts for Route Option 2B which were presented at the July 2015 exhibition incorporated a viaduct structure to reduce the footprint of the proposed A924 Pitlochry North junction. However, the nature and scale of the viaduct element resulted in a significant cost increase.

A potential alternative solution was developed, which was a combination of reinforced earth-retaining walls and soft slopes, instead of the viaduct structure. This alternative solution, Route Option 2B (RW), would not affect the alignment or footprint of the mainline, junctions or associated side roads for Route Option 2B. It was assessed as it resulted in a significant cost saving over the original proposed viaduct structure, and there was no significant increase in environmental impacts.

Route Option 2B – Pitlochry North junction

Pitlochry North junction



Route Option 2B (RW) – Pitlochry North junction

Preferred option

The following panels present details of the preferred option for the Pitlochry to Killiecrankie project, as well as the key findings of the DMRB Stage 2 Assessment process.

Plans of the preferred option are available to view at this exhibition. The options considered are also available to view on the touchscreen computers and a member of our team can assist you if you want to use this. Plans showing the other options assessed are also available.

The preferred option is Route Option 2B (RW)

This includes:

- northbound widening over the River Tummel to Foss Road underbridge. This includes retaining the existing Pitlochry South junction with improvements where feasible
- a 'best fit' alignment following current A9 and maximising the use of the existing widened verges between Foss Road underbridge and Clunie underbridge
- crossing at Loch Faskally widened to the east of the existing bridge
- off-line alignment to the east of the current A9 which ties into the existing dual carriageway at the Pass of Killiecrankie
- a new Pitlochry North junction will be provided taking the form of a diamond grade-separated junction which allows for all directions of travel.

Route Option 2B (RW) is preferred for the following reasons:

- avoids the need for a new 550m long dual carriageway structure over Loch Faskally (Route Option 1), or a viaduct approximately 1km long (Route Option 2B)
- reduces direct impact on Faskally Wood, an area of ancient woodland also used for recreation, and avoids the site of the 'Enchanted Forest' event
- has the lowest significance of impact and also has the overall lowest visual impact of all the options considered
- is the least expensive option, being significantly less than Route Options 1 and 2B
- makes the build process easier and reduces traffic management.

Loch Faskally crossing

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Preferred option (continued)

Side road option

The preferred side road option is Side Road Option 2

This includes:

- a southbound left-in/left-out junction at the location of the existing C452 Foss Road junction
- a southbound left-in/left-out junction linking to C452 Clunie-Foss Road.

Side Road Option 2 is preferred for the following reasons:

- has the least landscape and visual impacts compared with Side Road Option 1
- avoids the need for a diversion of up to 16km via Ballinluig for traffic travelling from Pitlochry or the north that wish to turn on to the C452 Clunie-Foss Road.

Clunie-Foss Road looking north

Foss Road junction

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Preferred option (continued)

The preferred option for the A9 Dualling Pitlochry to Killiecrankie project is available to view on plans, touchscreen computers and a 3D visualisation at this exhibition. A member of our team can assist you with using these. Examples of the 3D visualisations are included below.

The preferred option sets the route corridor of this section of the new A9. It is important to note that the design is subject to further refinement as the project is developed through the DMRB Stage 3 Assessment process, when more detailed survey information will be gathered. These refinements may include changes to the road and junction layouts, access tracks and accommodation works, earthworks design and any environmental mitigation that is required.

Further consideration of environmental issues and proposals for environmental mitigation will be an important part of the development of the Pitlochry to Killiecrankie project.

Approach to Pitlochry South junction

Pitlochry North junction

Foss Road junction

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What happens next?

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 Orders, Compulsory Purchase Order and an Environmental Statement for the Pitlochry to Killiecrankie project in 2017 and members of the public will have the opportunity to provide comment and feedback.

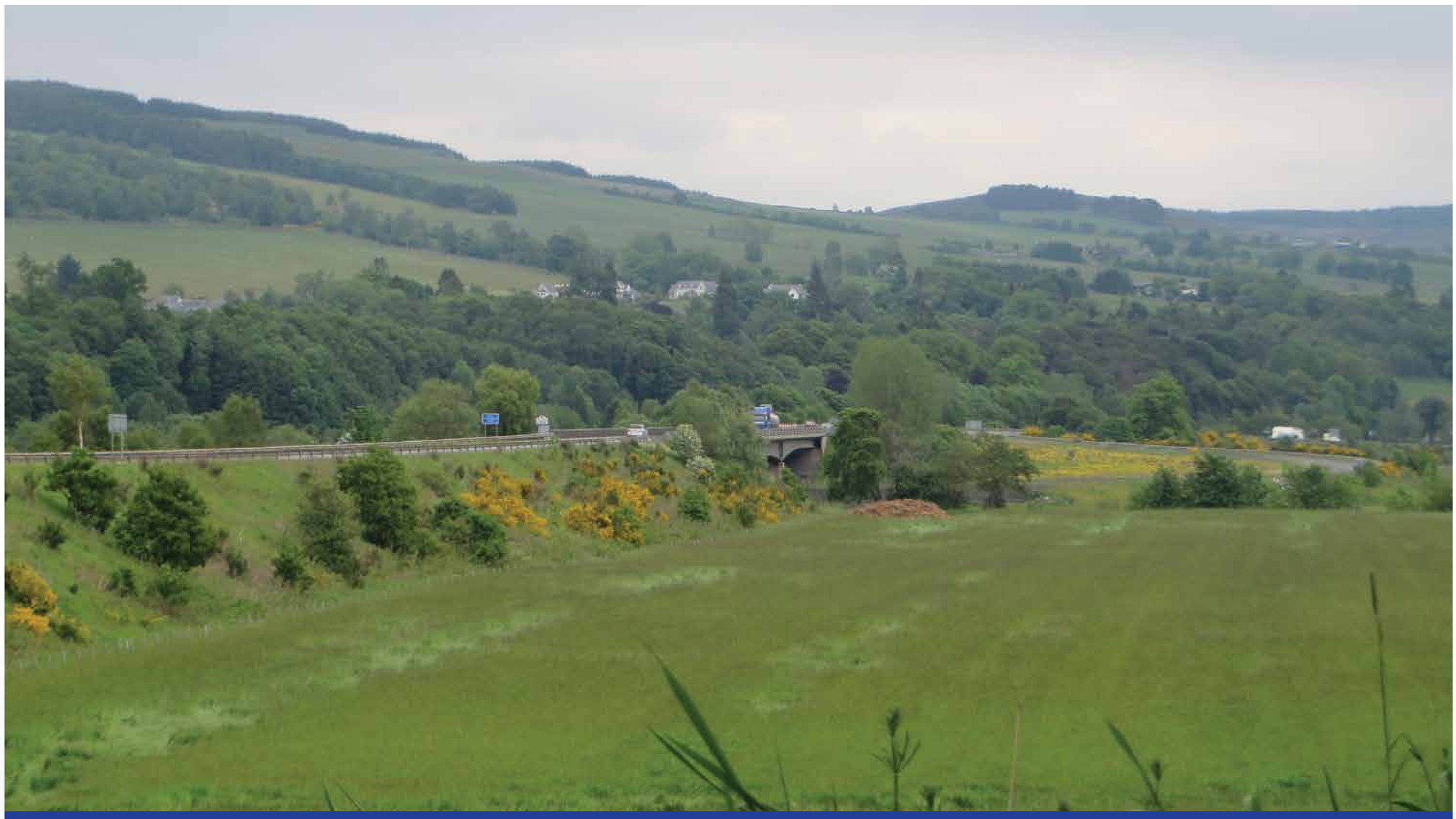
The draft Road Orders will define the line of the developed preferred option. The draft Compulsory Purchase Order will define the extent of land needed to deliver the project.

The next stage of the assessment process will include:
- consultation with affected parties such as land and property owners and tenants, 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
- development of suitable mitigation measures to reduce impact on the environment.

For example:
– appropriate construction management plans
– mammal (e.g. badger and otter) underpasses, ledges and fences
– landscape planting
– noise barriers or environmental bunds.

The next stage of design includes further development of:
- the preferred option alignment
- the layout of the grade-separated junctions
- layouts of all side roads and private means of access
- proposals for lay-bys
- any proposed amendments to Non-Motorised User (NMU) paths e.g. for pedestrians, equestrians and cyclists
- the location and layout of road drainage infrastructure, including detention basins and treatment ponds.

We are now entering the DMRB Stage 3 Assessment phase of work. Some early work on the next stage of design has already started. If you would like to know more about some of this work, or the next stage of project development, please speak to one of our team members here today.



Looking south to Pitlochry South junction

Comments and feedback

Your comments and feedback on the preferred route 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 13 January 2017**.

Email to: **a9dualling@jacobs.com**

Or by post to:

Gillian Lindsay
Stakeholder and Communication Team
Jacobs UK Ltd
95 Bothwell Street
Glasgow
G2 7HX

A9 Dualling Programme
Pitlochry to Killiecrankie project
Feedback form

Introduction

Thank you for attending our A9 Dualling Pitlochry to Killiecrankie project 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 possible and **by 13 January 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 13 January 2017** to the Jacobs A9 Dualling team, to whom any queries may be directed.

Email:
a9dualling@jacobs.com

Further information on the A9 Dualling Pitlochry to Killiecrankie project: **www.transport.gov.scot/project/a9-pitlochry-killiecrankie**

Information on the wider A9 Dualling Programme:
www.transport.gov.scot/a9dualling

Post to:
Gillian Lindsay
Stakeholder and Communication Team
Jacobs UK Ltd
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G2 7HX

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.

Further information

Further consultation through local drop-in sessions and one-to-one meetings is planned during the Design Manual for Road 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: **07470 199 266** or **0131 659 1579** or **fergus.allan@jacobs.com**

Contact details for Transport Scotland's A9 Dualling team:

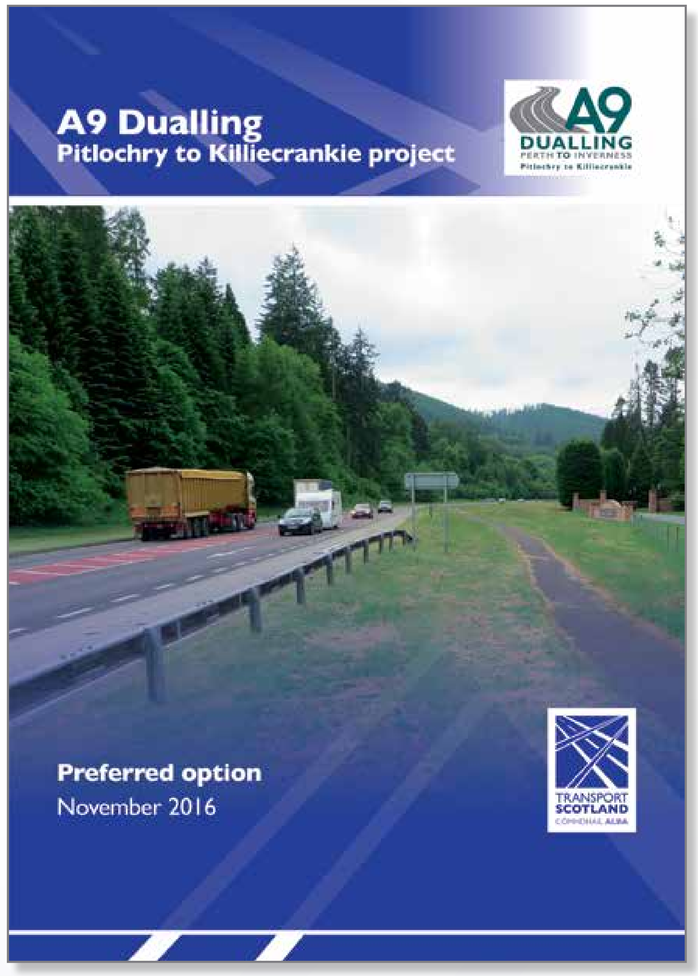
Telephone: **0141 272 7100**
Email: **a9dualling@transport.gov.scot**

For further information on the Pitlochry to Killiecrankie project and to view the exhibition materials online, please visit:

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

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

www.transport.gov.scot/a9dualling



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