

## 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.

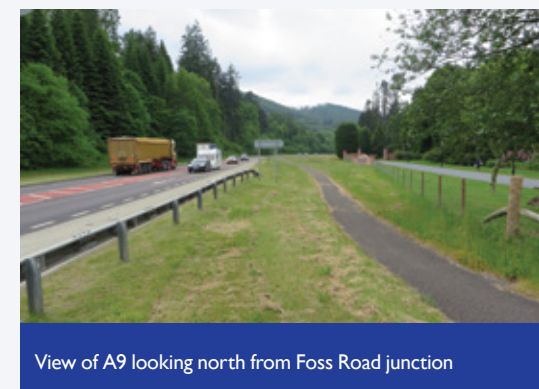
Further consultation through local drop-in sessions and one-to-one meetings is planned during the DMRB Stage 3 Assessment and we will keep you updated through a range of direct communications and consultations.



Approach to Pitlochry South junction



View across Loch Faskally



View of A9 looking north from Foss Road 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](mailto:a9dualling@jacobs.com)

### Or by post to:

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

## For further information

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](mailto:sarah.morgan@jacobs.com)  
Fergus Allan: **07470 199 266** or **0131 659 1579** or [fergus.allan@jacobs.com](mailto:fergus.allan@jacobs.com)

If you have any queries or any comments on the project in general, please contact Transport Scotland's A9 Dualling team:

**Telephone:** 0141 272 7100  
**Email:** [a9dualling@transport.gov.scot](mailto: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](http://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](http://www.transport.gov.scot/a9dualling)

# A9 Dualling Pitlochry to Killiecrankie project



**Preferred option  
November 2016**





# A9 Dualling Pitlochry to Killiecrankie project

## Introduction

In July 2015, Transport Scotland 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 public feedback on side road options.

Following this feedback, the DMRB Stage 2 Assessment process for the Pitlochry to Killiecrankie project is now complete and the preferred route option has been selected.

This leaflet provides an overview of the outcome of the route option assessment work and presents the preferred route option for the project.

As we enter the DMRB Stage 3 Assessment phase of work, feedback from stakeholders and members of the public 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.

## 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.

## Project development

We are following the normal trunk road scheme development process and progressing in accordance with the 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 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 and we have started work to develop the preferred option as part of the DMRB Stage 3 Assessment.

## Preferred option

The preferred option identified following the DMRB Stage 2 Assessment is Route Option 2B (RW).

Route Option 2B (RW) 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.

Side road option

The preferred side road option 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.

This option is preferred for the following reasons:

- has the least landscape and visual impact
- avoids the need for a diversion of up to 16km via Ballinlugg for traffic travelling from Pitlochry or the north that wish to turn on to the C452 Clunie-Foss Road.

