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DUALLING
PERTH TO INVERNESS

Pitlochry to Killiecrankie

A9 Dualling

Pitlochry to Killiecrankie project

Draft Orders public exhibitions

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

Welcome

In December 2011, the Scottish Government announced its commitment to dual the A9 between Perth and Inverness by 2025.

This exhibition presents the **draft Orders** and **Environmental Statement** for the Pitlochry to Killiecrankie project, which is one of the 11 sections that make up the A9 Dualling Programme.

Information on the following panels includes details of this project and an explanation of the statutory process that has been followed.

Copies of the **Environmental Statement Non-Technical Summary** are available for you to take away.

Transport Scotland staff and their consultants, Jacobs, will be happy to assist you with any queries you may have.



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Further information can be found on the project website:

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



Introduction

In December 2012, Transport Scotland started its programme of public engagement to support the **design and development** of dualling the A9 from Perth to Inverness.

Then, in June 2013, Transport Scotland presented details of the **corridor assessment work** carried out for the A9 Dualling Programme as a whole.

In July 2015, Transport Scotland presented and sought feedback on the **route option development** carried out for the Pitlochry to Killiecrankie section. Then, in November 2016, the **preferred option** for the

section was announced and further feedback was sought from members of the public.

The 6.4km long section of the A9 between Pitlochry and Killiecrankie includes 5.8km of single carriageway which will be upgraded to a dual carriageway.

Following consultation with landowners, tenants, residents and other interested parties, the design of the project has now been developed to a stage where a sufficient level of detail exists to establish the land-take requirements and to progress the project through the statutory processes.



Scheme 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.



Need for the scheme

The A9 is an important transport link which is used by a combination of different vehicle types including coaches, heavy goods vehicles (HGVs), agricultural vehicles, tourist transport, local and long-distance traffic.

This diversity of road usage affects journey times and journey time reliability, and has led to an increase in driver frustration, particularly during the summer months and holiday periods.

Along this section of the A9, and in common with the rest of the route between Perth and Inverness, there is a lack of safe overtaking opportunities, which can lead to driver frustration.

This can result in a higher proportion of severe accidents. When incidents occur they can cause severe delays.



Single carriageway meeting dual carriageway to the north of Pitlochry



HGVs using Pitlochry North junction

The Pitlochry to Killiecrankie project

The existing 5.8km stretch of single carriageway between Pitlochry and Killiecrankie will be upgraded to a dual carriageway, providing safe and guaranteed overtaking opportunities in both directions.

Faskally Wood

A section of the road next to Faskally Wood will be built offline to the east of the existing A9, avoiding the woods.

Junctions

The Pitlochry South junction will be upgraded to improve the alignment of slip roads. A new Pitlochry North junction will take the form of a diamond grade-separated junction layout, allowing for travel in all directions. In addition, two left-in/left-out junctions will be provided on the southbound carriageway; one in the location of the existing Foss Road junction and one to connect the Clunie-Foss Road to the A9.

River crossings

The existing River Tummel crossing will carry the southbound carriageway, with a new bow-string arch bridge constructed alongside to carry the northbound carriageway.

The existing crossing at Loch Faskally will be retained to carry the northbound carriageway and the A9 will be widened to the east of the existing bridge, with a new structure mirroring the existing one and carrying the southbound carriageway.

Accesses

Several new access roads and tracks will be constructed to provide properties with safe access to the A9, via local

roads and the new grade-separated junctions. This includes two direct accesses on to the A9. Other structures, such as retaining walls and culverts, will also be required.

Lay-bys

One new lay-by will be provided in the northbound direction and is located to the north of the River Tummel crossing. The lay-by will be separated from the carriageway by a small island and will provide 100 metres length for parking.

Non-Motorised Users (NMUs)

A number of new combined footpaths and footways will be provided which will maintain and enhance the local path network for NMUs. This includes a new underpass at the Rob Roy Way, providing a safe crossing point passing underneath the A9.

Drainage


The drainage design has been developed in accordance with Sustainable Drainage Systems (SuDS) guidance, and through consultation with the Scottish Environment Protection Agency (SEPA).



Aerial visualisation view of Pitlochry North junction



View of existing River Tummel crossing

 Plans of the project are available to view here today. Please speak to a member of our team if you need any assistance or have any questions.

Protection of the environment

One of the main considerations has been the need to avoid or reduce potential adverse effects on the environment. The design of the project has therefore been informed by detailed environmental assessments, which have considered the ecological, physical and historic environment, local communities and landowners, and the current or planned future use of the environment.

The mitigation we have developed has considered the environment in the vicinity of the route, building on the strategic environmental and design work carried out for the wider A9 Dualling Programme, to provide a consistent approach.

An **Environmental Impact Assessment (EIA)** of the project has been completed. Environmental constraints and issues have been identified and considered as part of the decision-making process throughout the design development of the project. Transport Scotland has published an **Environmental Statement (ES)** for the project, which reports the findings of the EIA.



Environmental Impact Assessment (EIA)

The **Environmental Statement (ES)** contains full details of the EIA, including the mitigation to avoid or reduce potential impacts. A **Non-Technical Summary (NTS)** outlines the key issues in the ES, including the beneficial and adverse impacts considered to be of particular importance. Copies of the ES are available to view here today. A copy of the NTS is available for you to take away.

The Environmental Statement provides information regarding:

- **Community and private assets:** private properties; local communities and community facilities; community land; development land; and agricultural, forestry and sporting interests
- **Effects on all travellers:** pedestrians, cyclists, equestrians (referred to as Non-Motorised Users or NMUs), and vehicle travellers
- **Geology, contaminated land and groundwater**
- **Road drainage and the water environment:** hydrology and flood risk; erosion risk and sediment flow in rivers; and water quality
- **Ecology and nature conservation:** protected species such as otters, Atlantic salmon and bats; habitats; ecosystems; and designated sites including the River Tay Special Area of Conservation (SAC)
- **Landscape and visual:** impacts on the landscape resource and views experienced from buildings, outdoor public areas, local roads and NMU routes
- **Cultural heritage:** archaeological remains, historic buildings and landscapes
- **Air quality**
- **Noise and vibration**
- **Materials:** use and consumption of resources and management of waste.



Autumnal view over Loch Faskally



Freshly harvested fields at Dalshian

To inform the EIA process, extensive consultation was carried out with statutory consultees including: **Perth and Kinross Council, Historic Environment Scotland, Scottish Natural Heritage and Scottish Environment Protection Agency**, non-statutory consultees, interested parties and community councils.

We have also gathered information and feedback from consultation with local landowners, residents and local communities. The project team has worked closely with these groups to develop a design that aims to reduce environmental impacts through careful design and by avoiding sensitive features.

Environmental design and mitigation

The **Pitlochry to Killiecrankie project** begins approximately 1km south of the existing River Tummel crossing, lying to the south of Pitlochry, and extends 6.4km north. The first 4.4km is predominantly online widening and generally follows the same line and level of the existing A9. This helps limit adverse environmental impacts. The dualling moves offline to the east at Loch Faskally, prior to tying back into the existing dual carriageway section at the Pass of Killiecrankie, at the northern end of the project.

The project passes through a rural area with some environmentally sensitive and protected areas. Most residential properties are located within **Pitlochry** and the communities of **Dalshian** and **Moulin**, the remainder are scattered rural dwellings. In addition to explaining measures taken to avoid or reduce impacts, the Environmental Statement presents mitigation commitments prepared for the project as needed to protect the environment.

Some examples of environmental mitigation measures include:

- Planting to replace loss of habitat, screen views and help integrate the new A9 with the surroundings
- Design of the River Tummel and Loch Faskally crossings to avoid encroachment within the River Tay SAC
- New and re-routed access tracks and footpaths, and new community links, including a new underpass to connect the Rob Roy Way to Pitlochry (see below)
- Measures to reduce the potential impact of flooding including installation of a new flood relief culvert and drainage improvements
- Installation of bat and red squirrel boxes in areas of existing woodland
- Installation of new mammal underpasses alongside culverts, to support the safe movement of otter and other species underneath the upgraded carriageway
- The use of road surfacing with low noise properties
- Sensitive grading of earthworks, modifying embankments and cutting slopes, and woodland planting along the route, in order to smoothly integrate the project into the surrounding natural landform and wider landscape
- Translocation of Northern Marsh Orchids which have been recorded on the verge of the existing A9
- A range of measures to be implemented during construction, including pollution control, noise and dust controls and timing of works to avoid sensitive periods or night-time working.

Visualisation showing Rob Roy Way underpass and junction at Foss Road



Environmental design and mitigation

River Tummel crossing

The River Tummel crossing carries the A9 over the River Tummel, which forms part of the River Tay Special Area of Conservation (SAC) and supports important populations of Atlantic salmon, fresh water pearl mussels and otter. The new structure will run parallel to it and will form the northbound carriageway. The structure has been designed to minimise potential environmental impacts and has the following benefits:

- No need for the existing structure to be demolished
- The bow-string arch allows for a slender deck, reducing the visual impact in comparison to other options
- No piers constructed in the river channel of the SAC
- Neutral impact on flood risk with the lowest loss of floodplain of the different bridge options considered.

Rob Roy Way

An underpass will connect the Roy Roy Way to Foss Road, providing a segregated crossing point for Non-Motorised Users (NMUs), improving connectivity and safety to Pitlochry by removing the need for NMUs to cross the A9. This will also provide local access for a number of properties.

Loch Faskally crossing

At Loch Faskally the existing Clunie underbridge will carry northbound traffic, with a new structure to be constructed to the southbound side of the bridge, mirroring its form and dimensions. The Clunie footbridge will be retained.



View from Rob Roy Way towards Pitlochry

Pitlochry North junction

A new full grade-separated junction will be provided at the north of Pitlochry. This will involve raising the A9 to separate trunk road and local traffic and also to improve the horizontal alignment of the road. The initial design of this junction had the southbound slip roads in a staggered arrangement. This layout was amended, with a roundabout incorporated into the design. This allowed the southbound merge to be aligned closer to the A9, reducing the overall land requirements of the road.



Visualisation of the Tummel crossing bridge design



Visualisation of Faskally crossing and Clunie footbridge

Construction

Construction of the project can only start following approval under the statutory procedures. The timetable for construction will be determined at that stage.

Construction of the project will generally include work to widen the road to dual carriageway and to construct an offline section at the northern extent. Other works will include construction of the River Tummel and Loch Faskally crossings.

Key construction features will include:

- One lane of traffic in both directions to be kept open as far as possible to minimise disruption
- Potential lane closures for particular activities such as demolition, bridge beam lifting and tie-in construction
- Measures to restrict the use of certain roads during construction may be implemented
- The works are expected to take approximately three to three-and-a-half years to complete.



A9 looking south at Foss Road

Further consultation with key stakeholders such as Perth and Kinross Council, the emergency services and community councils will be undertaken in the development of the construction stage contract documentation.

Draft Orders and Environmental Statement

Plans showing the draft Orders are available for viewing here today. These are statutory documents that define the line of the road, associated works and the land to be acquired for the project.

The **draft Orders** and the **Environmental Statement** are also available to view on Transport Scotland's website:

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

Copies of the draft Orders and Environmental Statement are available for inspection at the following locations:



26 Atholl Rd, Pitlochry PH16 5BX

Telephone: 01796 474 635

Wednesday: 2pm – 4pm and 5pm – 7pm

Thursday: 10am – 12pm and 2pm – 7pm

Friday: 2pm – 4pm

Saturday: 9am – 1pm



Buchanan House, 58 Port Dundas Road,
Glasgow G4 0HF

Telephone: 0141 272 7100

Monday to Thursday: 8:30am – 5pm

Friday: 8:30am – 4:30pm



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What happens next?

The **Environmental Statement** and **draft Orders** for the Pitlochry to Killiecrankie project were published on **15 December 2017**. This marked the start of the statutory procedures.

There is an eight-week objection period associated with the draft Orders and an eight-week representation period associated with the Environmental Statement. Both the Environmental Statement and draft Orders can be viewed online at:

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

Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

The normal statutory six-week period for the Environmental Statement and draft Orders has been extended to eight weeks to take account of the festive break, and will therefore end on:



Your comments

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland, by **9 February 2018** at the latest, to the address below:

Director of Major Transport Infrastructure Projects
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Or by email to: **a9dualling@transport.gov.scot**

Further information

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

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

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

transport.gov.scot/a9dualling