



TRANSPORT
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A9 Dualling

Tay Crossing to Ballinluig project

Draft Orders public exhibitions

transport.gov.scot/project/a9-tay-crossing-ballinluig

Welcome

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

The **A9 Dualling Programme** comprises of eleven projects including the completed Kincaig to Dalraddy project.

This public exhibition presents the **draft Orders** and **Environmental Statement** for the Tay Crossing to Ballinluig project.

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


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



Further information can be found on the project website:

transport.gov.scot/project/a9-tay-crossing-ballinluig



 Copies of the **Environmental Statement Non-Technical Summary** are available for you to take away. Copies of the **Environmental Statement, Non-Technical Summary** and the **draft Orders** can be found on the project website (details below).

Introduction

December 2012

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.

June 2013

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

July 2015 to February 2017

In July 2015, Transport Scotland presented and sought feedback on the mainline route options development carried out for the Tay Crossing to Ballinluig project. The side road options were also developed and presented in February 2016. The preferred mainline and side road for the section were announced in December 2016 and presented in February 2017 where further feedback was sought from members of the public.

December 2017 to April 2018

Following the feedback received, two overbridge and junction options were developed, with public consultation undertaken in December 2017. The preferred overbridge and junction option was then announced in April 2018.



This section of the A9 between the Tay Crossing and Ballinluig includes 8.2km of single carriageway which will be upgraded to a dual carriageway and includes an interim roundabout and tie-in to the existing single 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.

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 busier 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 injury accidents. When incidents occur, they can cause severe delays.



View of the A9 at the southern extents of the scheme, looking north



View of the existing dualled section near Ballinluig, looking south

Scheme objectives

The development of the **Tay Crossing to Ballinluig project** has taken into account the A9 Dualling Programme objectives.

These 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.



View of the A9 at the southern extents of the scheme, looking north



View of Ballinluig Junction, looking south

Tay Crossing to Ballinluig project

The existing 8.2km stretch of single carriageway between the Tay Crossing and Ballinluig will be upgraded to a dual carriageway, providing safe and guaranteed overtaking opportunities in both directions. It will include an interim roundabout and tie-in to the existing single carriageway at the southern extents to reduce journey times for properties and businesses until completion of an improved Dalguise junction, which will be part of the Pass of Birnam to Tay Crossing project. It will also tie-in to the existing dual carriageway at the northern extents.

Junctions

The **C502 Dunkeld to Rotmell Road junction** will take the form of a left-in/left-out junction on the southbound carriageway. Left-in/left-out junctions are provided on the northbound carriageway between **Dowally and Guay**, and on the southbound carriageway between **Guay and Kindallachan**, to provide properties and businesses with safe access to the A9.

Side roads

A new side road network will be constructed to link the communities of **Dowally, Guay** and **Kindallachan**. This includes an overbridge located between Dowally and Guay to provide properties and businesses access to both the northbound and southbound carriageways of the dualled A9.

Accesses

Several new access roads and tracks will be constructed to provide properties and businesses with access to the proposed side roads or dualled A9. This includes four direct accesses onto the A9 with two accesses for fishing at the southern extents, one at **Westhaugh of Tulliemet** and one at **Haugh of Kilmorich**.

River Tay floodplain

The dualled A9 and side road network will be built above the levels of the 1 in 200 year plus climate change flood event.

Compensatory flood storage will be created to achieve a negligible increase in flood risk to key receptors such as the road, railway and properties and will provide a negligible change in the downstream flow of the River Tay.

Bus stops

A local bus service has been proposed to **Pitlochry** which will use the new side road network between **Dowally and Kindallachan**, with a safe turning facility provided at Dowally. Bus stops have also been located between **Dowally and Guay** on the dualled A9 which will provide access to the intercity bus services.

Non-Motorised Users (NMUs)

A number of new footpaths and footways will be provided which will maintain and enhance the local path network for NMUs. This includes provision of an NMU route alongside the dualled A9 and the proposed side road network. A safe crossing point for NMUs will also be provided over the A9 at the **Guay South Overbridge**.

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) and Perth and Kinross Council (PKC).



Visualisation of Guay South Overbridge, looking north



Visualisation of Rotmell Junction

i 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 Tay Crossing to Ballinluig project has therefore been informed by detailed **environmental assessments**, including local communities and landowners, the ecological, physical and historic environment, 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 undertaken. 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.



View from Ballintuim looking west to the River Tay



View of the A9 corridor looking north from Craigvenean Forest



View looking west towards existing A9

Environmental Impact Assessment (EIA)

The **Environmental Impact Assessment (EIA)** is the statutory process used to evaluate the main environmental impacts of proposed developments. 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 reported 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. Copies of the NTS are also available for you to take away.

The EIA has assessed the following topics:

- **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:** pedestrian routes such as right of ways and hill-walking routes; cycle routes; equestrians routes; and vehicle travellers.
- **Geology, contaminated land and groundwater:** geology; soils; potentially contaminated land and groundwater; and private water supplies.
- **Road drainage and the water environment:** rivers and streams; 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 Non-Motorised Users (NMUs) routes.
- **Cultural heritage:** archaeological remains, historic buildings and landscapes.
- **Air quality:** impacts on air quality from road traffic emissions during construction and operation
- **Noise and vibration:** impacts on noise sensitive receptors, including residential properties, during construction and operation.
- **Materials:** impacts relating to the depletion of natural resources, greenhouse gas emissions use, consumption of resources and management of waste.



Baseline noise monitoring equipment



Copies of the **Environmental Statement** and **Non-Technical Summary** are also available to view online at: transport.gov.scot/project/a9-tay-crossing-ballinluig



Deer near Ballinluig



Ecological surveyor on site

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**.

Consultation was also undertaken with 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 wherever possible.

Environmental design and mitigation

The **Tay Crossing to Ballinluig project** begins north of the existing Tay Crossing and extends northwards for approximately 8.2km, where it connects to the existing dualled carriageway at Ballinluig. This section of the A9 is located in a rural area close to a number of designated environmental sites, including watercourses forming part of the **River Tay Special Area of Conservation (SAC)**, which are crossed by the existing A9. Most residential properties are located within the communities of **Dowally, Guay** and **Kindallachan**, and the remainder are scattered rural dwellings.

Throughout design development, mitigation measures have been embedded within the design to avoid or reduce environmental impacts wherever possible.

Some examples of these embedded mitigation measures include:

- Sensitive grading of earthworks, including use of retaining walls, soil nailing and profiling of embankments and cutting slopes, combined with woodland planting along the route, in order to smoothly integrate the project into the surrounding natural landform and wider landscape.
- Planting to replace loss of habitat, screen views and help integrate the new A9 with its surroundings.
- Bank stabilisation on the River Tay adjacent to **Warren Lodge** and **Ledpetty Lodge**.
- New and re-routed access tracks, footpaths and footways providing access for pedestrians, cyclists and equestrians between **Rotmell** and **Ballinluig**, incorporating use of the Guay South Overbridge to provide safe connections, both east and west across the dual carriageway.
- Replacement bus stops on the main carriageway and enhancement of facilities for local bus services between **Ballinluig, Kindallachan, Guay** and **Dowally**.
- Measures to address potential impacts of flooding including installation of compensatory flood storage areas to achieve a neutral impact on flood risk for properties, the road and railway and ensure that there is no increase in flood risk upstream or downstream.
- A positive drainage system formed of filter drains in the road verge which will convey run-off from the dualled A9 to Sustainable Drainage Systems (SuDS) features before discharging to the receiving watercourse.
- Use of a mix of conventional and proprietary SuDS incorporating features such as **ponds** (features with a permanent pool of water), **basins** (dry features except during rainfall events), **swales** (shallow, flat bottomed, vegetated channels), **geocellular storage units** (permeable modular plastic units used to create a below ground structure for the temporary storage of carriageway run-off) and **hydrodynamic vortex separators** (pre-cast structures used for the removal of sediment and pollutants from carriageway run-off) will be included to attenuate and treat carriageway run-off from the dualled A9.

Mitigation measures

In addition to the embedded mitigation, the Environmental Statement presents a range of mitigation measures prepared for the project to protect the environment.

Examples include:

- 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.
- Creation of replacement habitat for Northern Damselfly.
- Archaeological excavation of Kindallachan Cairn and Kindallachan Standing Stone under Scheduled Monument Consent.
- Historic building recording and reconstruction and repair of the remaining section of the wing of Guay Farmhouse under Listed Building Consent.
- The use of road surfacing that has low noise properties.
- 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.

Construction

Construction 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 either east or west side to dual carriageway and construction of the side road network.

Key construction features will include:

- One lane of traffic in both directions to be kept open where possible to minimise disruption.
- For the safety of construction workers, a 40mph speed limit will be in place on those sections of the A9 affected by the works.
- Some lane closures may be required for particular activities such as demolition, bridge beam lifting and constructing the carriageway tie-ins.
- Measures to restrict the use of certain roads during construction may be implemented.
- If closure of the carriageway is required, this would be restricted to night-time and weekends wherever possible and any closures will be advertised in advance.
- The works are expected to take between two and two-and-a-half years to complete.

Further consultation

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.

A9 Dualling draft Orders public exhibitions

Draft Orders and Environmental Statement

Plans showing the draft Orders for the Tay Crossing to Ballinluig project 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-tay-crossing-ballinluig

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

Pitlochry Library

26 Atholl Rd, Pitlochry PH16 5BX

Telephone: 01796 474 635

Wed: 2pm – 4pm and 5pm – 7pm

Thurs: 10am to 12pm and 2pm to 7pm

Fri: 2pm – 4pm; **Sat:** 9am – 1pm

Transport Scotland

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

Telephone: 0141 272 7100

Mon to Thurs: 8.30am – 5pm; **Fri:** 8.30am – 4.30pm

Birnam Arts Centre

Station Road, Birnam, Dunkled PH8 0DS

Telephone: 01350 727674

Mon to Sun: 9am – 5pm



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What happens next?

The **draft Orders** and **Environmental Statement** for the Tay Crossing to Ballinluig project were published on **31 July 2018**. This marked the start of the statutory procedures.

There is a six-week objection period associated with the draft Orders and a six 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-tay-crossing-ballinluig

Should we receive objections to the draft Orders that are not withdrawn, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

The statutory six-week period for the Environmental Statement and draft Orders will end on:

11 September 2018

For further information on the Tay Crossing to Ballinluig project, and to view the exhibition materials, drawings and strip plans, please visit: **transport.gov.scot/project/a9-tay-crossing-ballinluig**

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at: **transport.gov.scot/a9dualling**

Your comments

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland, by **11 September 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**

Any information we collect in this manner will only be used by Transport Scotland to consider objections to the draft Orders. Transport Scotland and their consultants, Jacobs will contact objectors with a view to resolving their objection if possible. Your information will not be shared with any partners for marketing which you have not agreed to.

For more information on how we process personal information please visit:

transport.gov.scot/privacy-policy



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