



Please find attached proposed response to Petition No PE1992. Link to petitions page:  
<https://petitions.parliament.scot/petitions/PE1992>

Lines reflect the current position of the A9 Dualling programme with contribution from road safety colleagues confirming short-term road safety measures and position regarding creating memorials.

The short-term road safety measures included in the response are due to be published tomorrow as part of [GIQ S6W-13315](#) answer.

### 1.1 Priority

Routine - Citizen Participation & Public Petitions Committee have requested a response by cop **11 January 2023**. Minister and SpAd to confirm if content for issue.

Kind Regards,  
redacted 11(2)

Project Delivery Team Support

### Transport Scotland | Major Projects



Transport Scotland, the national transport agency  
*Còmhdhail Alba, buidheann nàiseanta na còmhdhail*

**From:** Citizen Participation & Public Petitions <[petitions.committee@Parliament.Scot](mailto:petitions.committee@Parliament.Scot)>

**Sent:** 30 November 2022 11:49

**To:** redacted 11(2)

**Cc:** redacted 11(2)

**Subject:** Correspondence from CPPP Committee

**FAO:** redacted 11(2)

**C.c:** redacted 11(2)

Dear all,

Please find a link to 3 new petitions published today—

Petition No	Petition Title	Petitioner	Any additional information	CLO
PE1990	Introduce a Scottish Parliament question session for young people	redacted 11(2)	Link to petitions page: <a href="https://petitions.parliament.scot/petitions/PE1990">https://petitions.parliament.scot/petitions/PE1990</a>	redacted 11(2)

<b>PE1991</b>	<b>Develop an educational resource on abortion</b>	redacted 11(2)	Link to petitions page: <a href="https://petitions.parliament.scot/petitions/PE1991">https://petitions.parliament.scot/petitions/PE1991</a>	redacted 11(2)
<b>PE1992</b>	<b>Dual the A9 and improve road safety</b>	redacted 11(2)	Link to petitions page: <a href="https://petitions.parliament.scot/petitions/PE1992">https://petitions.parliament.scot/petitions/PE1992</a>	redacted 11(2)

Regarding PE1990, we understand that the introduction of a new session in the Debating Chamber could fall within the responsibility of the Scottish Parliament, if the session was considered formal proceedings and an amendment to the Scotland Act was required. However, the Committee would be grateful for a response from the Scottish Government that considers this request from the perspective of an informal session which could be brought forward by the Scottish Government. This will allow the Committee to consider all potential avenues in its initial consideration of this petition.

The Committee requests a response, in Word format, by **Wednesday 11 January**. Should you be unable to provide a response by this date, please contact the clerks as soon as possible. An individual response should be provided for each petition. All responses should be sent to [petitions@parliament.scot](mailto:petitions@parliament.scot).

Please note that you have been included in this email because you are listed as the Committee Liaison Officer for the relevant policy area for at least one of these petitions. It is your responsibility to arrange the relevant responses for your policy area.

Should you have any queries or believe that this request has been directed to you incorrectly, please contact [redacted] or [redacted] in the first instance.

Kind regards  
redacted 11(2)

redacted 11(2)

**Committee Assistant**  
**Citizen Participation and Public Petitions Committee**  
**The Scottish Parliament**

*The Citizen Participation and Public Petitions Committee clerking team will aim to respond to all inquiries as quickly as possible, however, please note that the team are currently working remotely.*

\*\*\*\*\*

The Scottish Parliament: Making a positive difference to the lives of the people of Scotland  
Pàrlamaid na h-Alba: A' toirt deagh bhuaidh air beatha sluagh na h-Alba

[www.parliament.scot](http://www.parliament.scot) : [facebook.com/scottishparliament](https://facebook.com/scottishparliament) : [twitter.com/scotparl](https://twitter.com/scotparl)

The information in this email may be confidential. If you think you have received this email in error please delete it and do not share its contents.

\*\*\*\*\*

**Extract briefing from Parliamentary Question S6O-01795 dated 19 January 2023**

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness.

We are working hard to bring the benefits of the A9 Dualling programme to Scotland. The £3bn investment (at 2008 prices) to dual the A9 between Perth and Inverness is one of the biggest transport infrastructure projects in Scotland's history.

We have already invested approximately £431m to date which includes delivering dualled stretches between Kincaig and Dalraddy, and Luncarty and Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The section between Tomatin and Moy is currently in procurement, and will be subject to our normal tender evaluation and business case approval processes.

Design work is progressing on the rest of the programme, with ministerial decisions to complete the statutory process confirmed for seven of the remaining eight schemes.

The only section of A9 Dualling not to have started the statutory process is the Pass of Birnam to Tay Crossing project, which was subject to the Co-Creative Process.

Work to determine the most suitable procurement options for these sections of the A9 dualling is ongoing.

This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

As part of this exercise, in light of recent fluctuations in the economic environment, work is also underway to assess the impact of market changes on the potential procurement approaches available.

**Meeting with redacted 11(2) MSP, redacted 11(2) MP, Deputy First Minister and Minister for Transport – 19 January 2023**

**From:** redacted 11(2) **On Behalf Of** Project Delivery Correspondence

**Sent:** 11 January 2023 16:09

**To:** Minister for Transport <MinisterFT@gov.scot>; Deputy First Minister and Cabinet Secretary for Covid Recovery <DFMCSCR@gov.scot>

**Cc:** redacted 11(2) @transport.gov.scot>; redacted 11(2)

@transport.gov.scot>; redacted 11(2)

@transport.gov.scot>; redacted 11(2) Project Delivery Correspondence

<PDC@transport.gov.scot>

**Subject:** RE: 15:05 - 15:35 Meeting: DFM, MfT, A9/A96 with redacted 11(2) MSP

Hi redacted 11(2)



Please find attached engagement briefing and speaking note as requested for the minister's meeting with redacted 11(2) MSP and redacted 11(2) MP.

Kind Regards,  
redacted 11(2)

-----Original Appointment-----

**From:** redacted 11(2) **On Behalf Of** Minister for Transport

**Sent:** 11 January 2023 09:25

**To:** Deputy First Minister and Cabinet Secretary for Covid Recovery; 'redacted 11(2) MSP'; redacted 11(2) redacted 11(2)

**Cc:** redacted 11(2) redacted 11(2) redacted 11(2) Project Delivery Correspondence; redacted 11(2)

**Subject:** 15:05 - 15:35 Meeting: DFM, MfT, A9/A96 with redacted 11(2) MSP

**When:** 19 January 2023 15:05-15:35 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

**Where:** Room Q1.03, Parliament

**MOVED to 19/01, 15:05 - 15:35, stakeholders approved -** redacted

**Please note,** redacted 11(2) **MP will also be in attendance, see attached for reference –** redacted **22/11**

redacted 11(2), please share this invite with any relevant officials.

The Minister would welcome a briefing pack **by 3pm on Monday 16 January**.

Guidance on doing so is available [here](#). All briefings should include an agenda, a short speaking note (when meeting with external stakeholders), and details of previous correspondence and engagements.

Unless otherwise stated, the Minister requires official support for all meetings and engagements. If this is an issue, please get in touch with Private Office as soon as possible.

**It is the responsibility of supporting policy officials to produce a minute or note of Ministerial meetings for the corporate record and we therefore ask for a nominated note taker to be clearly marked in the briefing pack – this should be submitted to Private Office within 5 working days of the meeting in line with published [guidance](#).**

Please call to discuss if you have any queries or are likely to miss the deadline.

Kind regards,

redacted 11(2)

**Extract of engagement briefing for meeting with redacted 11(2) MSP, redacted 11(2) MP, Deputy First Minister and Minister for Transport – 19 January 2023**

An opportunity for you to highlight the Scottish Government's commitment to dualling the A9 while also improving the A96 corridor, supporting its vision of reducing inequalities, climate action, helping to deliver inclusive economic growth and improving our health and wellbeing.

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness which will reduce journey times, improve journey time reliability and importantly improve safety on this vital route.

We have already invested over £431m to date delivering the dualling programme. Work is continuing to progress on the A9 with the section between Tomatin and Moy currently in procurement and subject to our normal tender evaluation and business case approval processes. Design work is progressing on the rest of the programme, with the statutory process well underway for seven of the remaining eight schemes.

Work to determine the most suitable procurement options for the remaining sections is also ongoing. This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

- We remain committed to dualling the A9 and the A96 and considerable work is ongoing across both programmes to complete essential design and statutory consents stages.
- It is not possible to set a firm programme for delivery of either programme until statutory consents are completed because we are not in full control of that process or timescale.
- The statutory right for individuals to have their say on our proposals cannot be set aside and it is essential that vital feedback is taken into account as we develop our plans.
- The Scottish Government remains committed to the north and north east of Scotland, including improving the A96 corridor. We will take forward an enhancements programme on the A96 corridor that improves connectivity between surrounding towns, tackles congestion and addresses safety and environmental issues.
- The current plan is to fully dual the A96 route between Inverness and Aberdeen; however we are conducting a transparent, evidence-based review of the programme which is underway.

## **A9**

- The £3bn investment (at 2008 prices) to dual the A9 between Perth and Inverness is one of the biggest transport infrastructure projects in Scotland's history.
- We have already invested around £431m to date delivering the programme.
- Road users are already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.
- The procurement process for the Tomatin to Moy section is ongoing and is subject to our normal tender evaluation and business case approval processes.

### ***A9 Statutory Process***

- Design work is progressing on the rest of the programme, with ministerial decisions to complete the statutory process confirmed for seven of the remaining eight schemes. The only section not to have started the statutory process is the Pass of Birnam to Tay Crossing project, where work is ongoing to identify a preferred route option following the innovative co-creative process with the local community. Work is progressing on announcing a preferred route for this section.

### ***A9 Procurement – remaining sections***

- Work to determine the most suitable procurement options for the remaining sections of the A9 dualling is ongoing.
- This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

- As part of this exercise, in light of recent fluctuations in the economic environment referenced by the Deputy First Minister in the recent budget statement, work is also underway to assess the impact of market changes on the potential procurement approaches available.
- The publication of a public facing programme for construction can only be made once the procurement route is known as the size of the contracts is linked to that strategy. The type of contractors that will be attracted to the works is influenced by the size of the contracts and it is important that we do not send mixed messages to the market until we are certain of our approach.
- It may be that due to the issues that have emerged in the wider economic environment we have to take some time to see if market conditions improve and costs of borrowing reduce.
- It is only right that we listen to the industry to understand the ongoing challenges that they may face in delivering this critical programme.
- The industry has been and is still currently seeing materials shortages and rising prices, and we will continue to monitor the effect of that on our programmes.
- The market as a whole has also heated up in recent years with contractors stretched across a number of UK Major Projects including HS2. In such a competitive market, we must test how attractive this scheme will be to the industry.

## **A9 Dualling Programme**

### ***Background and current status***

The A9 Dualling Programme will upgrade 80 miles (129 kilometres) of road from single to dual carriageway. Transport Scotland's £3 billion programme (at 2008 prices) is designed to deliver economic growth through improved road safety and reliable and quicker journey times, as well as better links to pedestrian, cycling and public transport facilities.

The Programme was split into 11 sections for the purposes of planning, local engagement and statutory consents. A summary of the current status of each section is provided in **Annex D**.

At present, two sections Kincaig to Dalraddy and Luncarty to Pass of Birnam of the programme are complete. Procurement of the third section, between Tomatin and Moy, is underway and is subject to our normal tender evaluation and business case approval processes.

The design and development phase is well advanced for the remaining eight sections, seven of which are going through the statutory process, and one of which (Pass of Birnam to Tay Crossing) is approaching preferred route option status. Of the seven in the statutory process, four schemes: Tay Crossing to Ballinluig, Pitlochry to Killiecrankie, Glen Garry to Dalwhinnie, and Dalwhinnie to Crubenmore have published Made Orders. Two further projects namely Crubenmore to Kincaig and Dalraddy to Slochd have also received Ministerial approval to publish the Made Orders.

Following a Public Local Inquiry held in January 2020 and recommendations made by the Reporter in November 2022, Scottish Ministers confirmed that the statutory procedures for the A9 Dualling Killiecrankie to Glen Garry scheme can be completed. This significant milestone decision means that 92% of the programme has Ministerial decisions to make Orders and complete the statutory process.



Delivery of the remaining sections of the dualling programme can only commence if approved under the relevant statutory procedures and thereafter a timetable for progress can be set. The statutory right for individuals to have their say on our proposals cannot be set aside and it is essential that vital feedback is taken into account as we develop our plans.

### ***Funding and procurement***

Procurement options to deliver the A9 Dualling Programme are currently being investigated to provide the optimal solution for constructing the remaining sections of this large programme of works following completion of the statutory procedures

A market consultation exercise was undertaken in 2021 and 2022 to inform assessment of procurement options for the remaining sections when the statutory process is complete. It is expected this assessment will be completed in the coming weeks and will inform decision making on our procurement approach.

Determination of the optimal procurement approach for delivery of the remaining sections of the A9 Dualling Programme is ongoing. This is a complex exercise which is considering a pipeline of work in a form that can be delivered by the industry, supports the economic recovery post COVID whilst minimising disruption to users of this lifeline route.

The work is considering both a revenue funded procurement model as a means for delivery of the remaining sections along with a capital funding approach. Each funding option has its own risk and opportunity profiles which are being considered in the options assessment.

As part of this exercise, given the recent fluctuations in the economic environment referenced by the Deputy First Minister in the recent budget statement, work is currently underway to assess the impact of market changes on the potential procurement approaches available.

It may be that due to the issues that have emerged in the wider economic environment we have to take some time to see if market conditions improve and costs of borrowing reduce.

## Current status of the project sections comprising the A9 Dualling Programme



	<b>Section</b>	<b>Status</b>	<b>Information</b>
P1	A9 Luncarty to Pass of Birnam	Delivered	-
P2	A9 Pass of Birnam to Tay Crossing	In Design	Advice being prepared for the Cabinet Secretary on the preferred route option. Background briefing also being prepared.
P3	A9 Tay Crossing to Ballinluig	Orders made	The Ministerial decision to proceed to make the orders was received 2 March 2021. Made Orders were published on 26 November 2021
P4	A9 Pitlochry to Killiecrankie	Orders made	Ministerial decision to proceed to make the orders was received 11 Feb 2020. Made Orders were published on 26 November 2021
P5 <sup>1</sup>	A9 Killiecrankie to Glen Garry	Statutory Process Underway	Draft Orders published on 28 November 2017 and 183 objections were received (the majority relate to concerns about the Killiecrankie Battlefield). Public Local Inquiry was held January 2020 and in November 2022 Scottish Ministers confirmed that the statutory procedures can be completed. Work is progressing to publish made orders.

<sup>1</sup> Originally two separate projects were identified, but these were later combined into a single project referenced as P5

P7	A9 Glen Garry to Dalwhinnie	Orders made	Ministerial decision to proceed to make orders was received 31 May 2019. Made Orders were published on 30 July 2021
P8	A9 Dalwhinnie to Crubenmore	Orders made	Ministerial decision to proceed to make orders was received November 2020. Made Orders were published on 30 July 2021
P9	A9 Crubenmore to Kincaig	Statutory Process Underway	Ministerial Decision to proceed to make orders was received 17 January 2022 and preparations to make the orders are progressing.
P10	A9 Kincaig to Dalraddy	Delivered	-
P11	A9 Dalraddy to Slochd	Statutory Process Underway	Ministerial decision to make orders was received 15 November 2021 and preparations to make the orders are progressing.
P12	A9 Tomatin to Moy	In Procurement	Procurement of the construction contract is underway and is subject to our normal tender evaluation and business case approval processes.

## **A9 Dualling Dalraddy to Slochd: Aviemore to Carrbridge Non-Motorised User (ACNMU) route**

The Scottish Government is committed to promoting active travel in Scotland and we are working with our partners in the Cairngorms National Park Authority, The Highland Council, Highlands and Islands Transport Partnership and Sustrans to deliver the Aviemore to Carrbridge Non-Motorised User (ACNMU) route.

Having identified the preferred route for walking, cycling, wheeling and horse riding last year, we held public engagement events and an online consultation last year, in advance of a planning application for the scheme, expected in the coming months.

Progression of the ACNMU scheme can only commence if approved under the relevant statutory procedures and thereafter the approach to its delivery along with a timetable can be determined.

The intention is that the new route will be included in the A9 dualling programme of works providing planning and all necessary consents are in place in good time. Once the statutory process is complete and the procurement strategy for the A9 Dualling is complete we will be in a position to establish the most appropriate approach to construct the ACNMU.

### **Background**

After receiving objections to the A9 Dualling Dalraddy to Slochd project on the basis that there should be a new non-motorised user (NMU) route between Aviemore and Carrbridge, Transport Scotland committed to progress a route study, separate from the A9 Dualling, to investigate route options for an NMU route between Aviemore and Carrbridge.

The ACNMU preferred route was identified in November 2021 after the conclusion of the route options assessment and public consultation. The 10km segregated preferred route for walking, cycling, wheeling and horse riding will provide a safer, more direct route between Aviemore and Carrbridge linking up with existing NMU routes in the area. The new route will also provide an opportunity for circular trips between Aviemore, Carrbridge and Boat of Garten by using the existing Speyside Way.

The ACNMU project has been the subject of extensive public consultations with 3 public exhibitions held to date. The most recent of these was in May 2022 when the project and its preferred route were the subject of in person public exhibitions in Aviemore and Carrbridge as well as an online virtual exhibition.

The exhibitions were well received with 42 attending in Aviemore and 56 in Carrbridge with 2188 internet hits to the web site and 250 visits to the virtual exhibition room. As part of the response to the exhibition some 45 items of feedback were received many in support of the project.

The ACNMU scheme is scheduled to obtain all necessary consents through the planning application process and also the land acquisition is proposed by agreement. It should be noted that Scottish Ministers are not able to Compulsory Purchase the land in accordance with the Road (Scotland) Act 1974 as it is out with the scope of the A9 Dualling programme. The planning application is expected to be submitted in the coming months.

## **A9 Dual Action Group meeting with Minister for Transport – 26 January 2022**

**From:** <sup>redacted 11(2)</sup> **On Behalf Of** Project Delivery Correspondence  
**Sent:** 23 January 2023 11:00  
**To:** Minister for Transport <MinisterFT@gov.scot>  
**Cc:** Project Delivery Correspondence <PDC@transport.gov.scot>; <sup>redacted 11(2)</sup> <sup>redacted 11(2)</sup>  
<sup>redacted 11(2)</sup> @transport.gov.scot>;  
**Subject:** RE: 16:45 - 17:15 Meeting: <sup>redacted 11(2)</sup> A9 Dual Action Group

PO

Please find attached engagement briefing and speaking note as requested for minister's meeting with A9 Dual Action Group.

Noted additional attendee - email attached.

Kind Regards,  
<sup>redacted 11(2)</sup>

-----Original Appointment-----

**From:** <sup>redacted 11(2)</sup> **On Behalf Of** Minister for Transport  
**Sent:** 20 January 2023 15:26  
**To:** <sup>redacted 11(2)</sup>, MSP<sup>1</sup>; <sup>redacted 11(2)</sup>  
**Cc:** <sup>redacted 11(2)</sup> <sup>redacted 11(2)</sup> <sup>redacted 11(2)</sup>  
**Subject:** 16:45 - 17:15 Meeting: <sup>redacted 11(2)</sup>, A9 Dual Action Group  
**When:** 26 January 2023 16:45-17:15 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.  
**Where:** Teams

**Moved back 15 mins to 16:45 – 17:15, agreed with stakeholder. SM 20/01**

MC : 202200330499  
AO : <sup>redacted 11(2)</sup>

<sup>redacted 11(2)</sup> please share this invite with any relevant officials.

The Minister would welcome a briefing pack **by 3pm on Monday 23 January**.

Guidance on doing so is available [here](#). All briefings should include an agenda, a short speaking note (when meeting with external stakeholders), and details of previous correspondence and engagements.

Unless otherwise stated, the Minister requires official support for all meetings and engagements. If this is an issue, please get in touch with Private Office as soon as possible.

**It is the responsibility of supporting policy officials to produce a minute or note of Ministerial meetings for the corporate record and we therefore ask for a nominated note taker to be clearly marked in the briefing pack** – this should be submitted to Private Office within 5 working days of the meeting in line with published [guidance](#). **Following Ministerial**

**clearance of the minute, colleagues are now required to share an eRDM link to the file with Private Office.**

Please call to discuss if you have any queries or are likely to miss the deadline.

Kind regards,

redacted 11(2)

## Microsoft Teams meeting

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: redacted 11(2)

Passcode: redacted 11(2)

[Download Teams](#) | [Join on the web](#)

**Or call in (audio only)**

redacted 11(2) # United Kingdom, Edinburgh

Phone Conference ID: redacted 11(2) #

[Find a local number](#) | [Reset PIN](#)

SCOTS Connect

[Learn more](#) | [Help](#) | [Meeting options](#)

### **Extract of engagement briefing for meeting with A9 Dual Action Group – 26 January 2022**

We are working hard to bring the benefits of the A9 Dualling programme to local communities, businesses and road users living, travelling and working along this route. This includes reduced journey times, improved journey time reliability, improved road safety and opportunities for active travel.

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness. The £3bn investment (at 2008 prices) to dual the A9 between Perth and Inverness is one of the biggest transport infrastructure projects in Scotland's history. We have already invested over £430m delivering the programme.

Road users are already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively. The section between Tomatin and Moy is currently in procurement, and will be subject to our normal tender evaluation and business case approval processes.

Design work is progressing on the rest of the programme, with ministerial decisions to complete the statutory process confirmed for seven of the remaining eight schemes.

Work to determine the most suitable procurement options for these sections of the A9 dualling is ongoing. This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

As part of this exercise, in light of recent fluctuations in the economic environment, work is also underway to assess the impact of market changes on the potential procurement approaches available.

The only section not to have started the statutory process is the Pass of Birnam to Tay Crossing project, where work is ongoing to identify a preferred route option following the innovative co-creative process with the local community.

The design work for this challenging section of the A9 is continuing following a community co-creative process.

This process has helped us form an extremely positive working relationship with the local community and broaden the vision for dualling this section of the A9.

An announcement on the preferred route option is expected to be made in the coming months after which the preferred option will be further refined, developed and assessed before commencement of the statutory process.

- We remain committed to dualling the A9 and considerable work is ongoing across the programme to complete essential design and statutory consents stages.
- Work to determine the most suitable procurement options for the remaining sections of the A9 dualling is ongoing.
- This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

## **A9**

- The £3bn investment (at 2008 prices) to dual the A9 between Perth and Inverness is one of the biggest transport infrastructure projects in Scotland's history.
- We have already invested over £430m delivering the programme.
- Road users are already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.
- The procurement process for the Tomatin to Moy section is ongoing and is subject to our normal tender evaluation and business case approval processes.

## **A9 Statutory Process**

- Design work is progressing on the rest of the programme, with ministerial decisions to complete the statutory process confirmed for seven of the remaining eight schemes.
- The only section not to have started the statutory process is the Pass of Birnam to Tay Crossing project, where work is ongoing to identify a preferred route option following the innovative co-creative process with the local community.
- The design work for this challenging section of the A9 is continuing following a community co-creative process.
- This process has helped us form an extremely positive working relationship with the local community and broaden the vision for dualling this section of the A9.
- An announcement on the preferred route option is expected to be made in the coming months after which the preferred option will be further refined, developed and assessed before commencement of the statutory process.

## ***A9 Procurement – remaining sections***

- Work to determine the most suitable procurement options for the remaining sections of the A9 dualling is ongoing.
- This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.
- As part of this exercise, in light of recent fluctuations in the economic environment referenced by the Deputy First Minister in the recent budget statement, work is also underway to assess the impact of market changes on the potential procurement approaches available.
- The publication of a public facing programme for construction can only be made once the procurement route is known as the size of the contracts is linked to that strategy. The type of contractors that will be attracted to the works is influenced by the size of the contracts and it is important that we do not send mixed messages to the market until we are certain of our approach.
- It is only right that we listen to the industry to understand the ongoing challenges that they may face in delivering this critical programme.
- The industry has been and is still currently seeing materials shortages and rising prices, and we will continue to monitor the effect of that on our programmes.
- The market as a whole has also heated up in recent years with contractors stretched across a number of UK Major Projects including HS2. In such a competitive market, we must test how attractive this scheme will be to the industry.



## **A9 Dualling Programme**

### ***Background and current status***

The A9 Dualling Programme will upgrade 80 miles (129 kilometres) of road from single to dual carriageway. Transport Scotland's £3 billion programme (at 2008 prices) is designed to deliver economic growth through improved road safety and reliable and quicker journey times, as well as better links to pedestrian, cycling and public transport facilities.

The Programme was split into 11 sections for the purposes of planning, local engagement and statutory consents. A summary of the current status of each section is provided in **Annex D**.

At present, two sections Kincaig to Dalraddy and Luncarty to Pass of Birnam of the programme are complete. Procurement of the third section, between Tomatin and Moy, is underway and is subject to our normal tender evaluation and business case approval processes.

The design and development phase is well advanced for the remaining eight sections, seven of which are going through the statutory process, and one of which (Pass of Birnam to Tay Crossing) is approaching preferred route option status. Of the seven in the statutory process, four schemes: Tay Crossing to Ballinluig, Pitlochry to Killiecrankie, Glen Garry to Dalwhinnie, and Dalwhinnie to Crubenmore have published Made Orders. Two further projects namely Crubenmore to Kincaig and Dalraddy to Slochd have also received Ministerial approval to publish the Made Orders.

Following a Public Local Inquiry held in January 2020 and recommendations made by the Reporter in November 2022, Scottish Ministers confirmed that the statutory procedures for the A9 Dualling Killiecrankie to Glen Garry scheme can be completed. This significant milestone decision means that 92% of the programme has Ministerial decisions to make Orders and complete the statutory process.

Delivery of the remaining sections of the dualling programme can only commence if approved under the relevant statutory procedures and thereafter a timetable for progress can be set. The statutory right for individuals to have their say on our proposals cannot be set aside and it is essential that vital feedback is taken into account as we develop our plans.

### ***Funding and procurement***

Procurement options to deliver the A9 Dualling Programme are currently being investigated to provide the optimal solution for constructing the remaining sections of this large programme of works following completion of the statutory procedures

A market consultation exercise was undertaken in 2021 and 2022 to inform assessment of procurement options for the remaining sections when the statutory process is complete.

Determination of the optimal procurement approach for delivery of the remaining sections of the A9 Dualling Programme is ongoing. This is a complex exercise which is considering a pipeline of work in a form that can be delivered by the industry, supports the economic recovery post COVID whilst minimising disruption to users of this lifeline route.

The work is considering both a revenue funded procurement model as a means for delivery of the remaining sections along with a capital funding approach. Each funding option has its own risk and opportunity profiles which are being considered in the options assessment.

As part of this exercise, given the recent fluctuations in the economic environment referenced by the Deputy First Minister in the recent budget statement, work is currently underway to assess the impact of market changes on the potential procurement approaches available.

## Current status of the project sections comprising the A9 Dualling Programme



	Section	Status	Information
P1	A9 Luncarty to Pass of Birnam	Delivered	-
P2	A9 Pass of Birnam to Tay Crossing	In Design	Advice being prepared for the Cabinet Secretary on the preferred route option. Background briefing also being prepared.
P3	A9 Tay Crossing to Ballinluig	Orders made	The Ministerial decision to proceed to make the orders was received 2 March 2021. Made Orders were published on 26 November 2021
P4	A9 Pitlochry to Killiecrankie	Orders made	Ministerial decision to proceed to make the orders was received 11 Feb 2020. Made Orders were published on 26 November 2021
P5 <sup>2</sup>	A9 Killiecrankie to Glen Garry	Statutory Process Underway	Draft Orders published on 28 November 2017 and 183 objections were received (the majority relate to concerns about the Killiecrankie Battlefield). Public Local Inquiry was held January 2020 and in November 2022 Scottish Ministers confirmed that the statutory procedures can be completed. Work is progressing to publish made orders.

<sup>2</sup> Originally two separate projects were identified, but these were later combined into a single project referenced as P5

P7	A9 Glen Garry to Dalwhinnie	Orders made	Ministerial decision to proceed to make orders was received 31 May 2019. Made Orders were published on 30 July 2021
P8	A9 Dalwhinnie to Crubenmore	Orders made	Ministerial decision to proceed to make orders was received November 2020. Made Orders were published on 30 July 2021
P9	A9 Crubenmore to Kincaig	Statutory Process Underway	Ministerial Decision to proceed to make orders was received 17 January 2022 and preparations to make the orders are progressing.
P10	A9 Kincaig to Dalraddy	Delivered	-
P11	A9 Dalraddy to Slochd	Statutory Process Underway	Ministerial decision to make orders was received 15 November 2021 and preparations to make the orders are progressing.
P12	A9 Tomatin to Moy	In Procurement	Procurement of the construction contract is underway and is subject to our normal tender evaluation and business case approval processes.

## **A9 Dualling Dalraddy to Slochd: Aviemore to Carrbridge Non-Motorised User (ACNMU) route**

The Scottish Government is committed to promoting active travel in Scotland and we are working with our partners in the Cairngorms National Park Authority, The Highland Council, Highlands and Islands Transport Partnership and Sustrans to deliver the Aviemore to Carrbridge Non-Motorised User (ACNMU) route.

Having identified the preferred route for walking, cycling, wheeling and horse riding last year, we held public engagement events and an online consultation last year, in advance of a planning application for the scheme, expected in the coming months.

Progression of the ACNMU scheme can only commence if approved under the relevant statutory procedures and thereafter the approach to its delivery along with a timetable can be determined.

The intention is that the new route will be included in the A9 dualling programme of works providing planning and all necessary consents are in place in good time. Once the statutory process is complete and the procurement strategy for the A9 Dualling is complete we will be in a position to establish the most appropriate approach to construct the ACNMU.

### **Background**

After receiving objections to the A9 Dualling Dalraddy to Slochd project on the basis that there should be a new non-motorised user (NMU) route between Aviemore and Carrbridge, Transport Scotland committed to progress a route study, separate from the A9 Dualling, to investigate route options for an NMU route between Aviemore and Carrbridge.

The ACNMU preferred route was identified in November 2021 after the conclusion of the route options assessment and public consultation. The 10km segregated preferred route for walking, cycling, wheeling and horse riding will provide a safer, more direct route between Aviemore and Carrbridge linking up with existing NMU routes in the area. The new route will also provide an opportunity for circular trips between Aviemore, Carrbridge and Boat of Garten by using the existing Speyside Way.

The ACNMU project has been the subject of extensive public consultations with 3 public exhibitions held to date. The most recent of these was in May 2022 when the project and its preferred route were the subject of in person public exhibitions in Aviemore and Carrbridge as well as an online virtual exhibition.

The exhibitions were well received with 42 attending in Aviemore and 56 in Carrbridge with 2188 internet hits to the web site and 250 visits to the virtual exhibition room. As part of the response to the exhibition some 45 items of feedback were received many in support of the project.

The ACNMU scheme is scheduled to obtain all necessary consents through the planning application process and also the land acquisition is proposed by agreement. It should be noted that Scottish Ministers are not able to Compulsory Purchase the land in accordance with the Road (Scotland) Act 1974 as it is out with the scope of the A9 Dualling programme. The planning application is expected to be submitted in the coming months.