

**From:** [REDACTED] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity  
**Sent:** Tuesday, October 20, 2020 12:19 PM  
**To:** [REDACTED][Redacted] Cabinet Secretary for Transport, Infrastructure and Connectivity[Redacted]  
**Cc:** Greig S (Stuart) [Redacted] [REDACTED][Redacted]  
**Subject:** A9 and A889 Trunk Roads: Dalwhinnie to Crubenmore

[REDACTED]

Mr Matheson is content.

Many thanks

[REDACTED]

**[REDACTED]** Private Secretary to Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity.  
Scottish Government | St Andrew's House, Regent Road, Edinburgh, EH1 3DG |  
Tel: [Redacted] | **Mob:** [Redacted] | Email: [Redacted]

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**From:** [REDACTED][Redacted]  
**Sent:** 15 October 2020 12:31  
**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity [Redacted]  
**Cc:** Greig S (Stuart) [Redacted] [REDACTED][Redacted]  
**Subject:** A9 and A889 Trunk Roads: Dalwhinnie to Crubenmore

Cabinet Secretary

Please see attached minute advising you of the objections received following publication of the draft Road and Compulsory Purchase Orders for the A9 Dualling Dalwhinnie to Crubenmore Scheme, the Reporter's recommendations and seeking your approval to proceed with the making of the Orders.

Regards

[REDACTED]

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[REDACTED]

Transport Scotland | Major Transport Infrastructure Projects | Special Projects and Procurement

Area 2D North | Victoria Quay | Edinburgh | EH6 6QQ

Telephone: [REDACTED]  
Mobile: [REDACTED]

From: [REDACTED]  
TS Major Projects  
15 October 2020

Cabinet Secretary for Transport, Infrastructure and Connectivity

**THE ROADS (SCOTLAND) ACT 1984 AND THE ACQUISITION OF LAND  
(AUTHORISATION PROCEDURE) (SCOTLAND) ACT 1947  
THE A9 AND A889 TRUNK ROADS (DALWHINNIE TO CRUBENMORE)**

**Purpose**

1. To advise you of the objections received by Transport Scotland following publication of the draft Road Orders and Compulsory Purchase Order required to progress the above road scheme, our assessment of the proposals and recommendation that you agree that the project should proceed.

**Priority**

2. Routine

**Background**

3. The A9 is a key strategic route providing an important link between Dunblane and Thurso passing close to Stirling, Perth and Inverness. The route is an important link between the Highlands and the Central Belt of Scotland. It is vital to supporting the growth and development of the economy of the north of Scotland.

4. The existing A9 is subject to a number of constraints which adversely affect traffic conditions and safety. It is subject to a high proportion of severe accidents due to driver frustration and lack of overtaking opportunities.

5. The proposed scheme involves the provision of approximately 11 kilometres of dual carriageway between Dalwhinnie and Crubenmore. This will be achieved through a combination of widening and upgrading the existing carriageway together with sections of localised offline works. It includes a grade separated junction with an underbridge at Dalwhinnie. There will also be a short link road between the Dalwhinnie junction and the village of Dalwhinnie forming a T junction with the A889.

6. There will be no gaps in the central reservation to prevent right turn manoeuvres across carriageways in order to improve road safety. There will also be improved access for Cuaich by incorporating left in/left out access on each carriageway, linked by a local underpass. All existing lay-bys would be replaced with four southbound and three north bound lay-bys. Access will be maintained to all local estates and properties. Non-motorised user links to other tracks will also be maintained.

7. The vertical alignment has been raised where necessary to accommodate watercourse crossings and an improved drainage system. The proposed scheme also includes the replacement of existing underbridges and a sheep creep facility.

8. The draft Road and Compulsory Purchase Orders were published on 19 December 2017.

## **Objections**

9. A total of 5 statutory and 1 non-statutory objections were received and arrangements were made for the holding of a Public Local Inquiry (PLI). The objections related to a number of issues concerning the scheme namely;

- A multi-modal corridor study should be undertaken on the route before further expenditure is made.
- A full appraisal of various options for improving connectivity and providing sustainable transport options should be undertaken.
- Options for improving the Highland main line railway should be considered alongside options for the A9.
- Prioritising investment in a road scheme will make sustainable transport alternatives less competitive.

10. A pre-inquiry meeting was held on 26 March 2019 by Trudi Craggs LLB(Hons) DIPLP to consider the arrangements and procedures for the inquiry. It was confirmed that an inquiry session and two hearing sessions would be held in respect of the statutory objections. However, prior to the inquiry, the objectors that had intended to participate in these sessions withdrew their objections in full. Subsequently, the PLI set for 11-13 June 2019 was cancelled.

11. The Reporter has considered the written submissions made by Transport Scotland, the Promoter of the scheme and the objectors in preparation for the PLI and reached the conclusion that she had sufficient information to make a recommendation to Scottish Ministers.

12. Transport Scotland Special Projects Team has received the Reporter's report. The Reporter is satisfied that there is a need for the scheme in order to overcome the driver frustration, create safe, consistent and reliable driving conditions. The proposed scheme is integral to delivering the benefits of the A9 dualling programme as a whole.

13. The Reporter has carefully considered the environmental effects of the scheme and the mitigation measures proposed and is satisfied that the environmental effects of the scheme have been thoroughly assessed in accordance with relevant guidance and good practice.

14. Once completed, the scheme will reduce journey times between Perth and Inverness, which will benefit businesses and road users and deliver significant wider economic benefits. It will improve journey time reliability, improve road safety by eliminating the need to make at grade right turns and reduce the conditions that lead to driver stress and frustration. In her opinion, none of the objectors demonstrated a need to change the design of the scheme and she therefore confirms that subject to the necessary appropriate assessment being undertaken in terms of The Conservation (Natural Habitats,&c.) Regulations 1994, as amended, the Orders are

confirmed, subject to the minor modifications to the draft Compulsory Purchase Order.

15. We have completed an assessment of the report and agree with the Reporter's recommendations.

16. The appropriate assessment referred to above has been undertaken and has concluded that the project as proposed will not adversely affect the integrity of the Drumochter Hills Special Protection Area (SPA) and Special Area of Conservation (SAC) and The River Spey SAC.

### **Presentation**

17. We shall liaise with communications colleagues prior to any decision being issued.

### **Recommendation**

**18. That you agree that the draft Road Orders and Compulsory Purchase Order, which do not require Parliamentary approval, be made in order to allow this project to proceed.**

**[REDACTED]**

TS: Major Projects

Mobile: [Redacted]

15 October 2020

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness
			X		

Stuart Greig  
[REDACTED]

**From:** [Redacted] **On Behalf Of** Cabinet Secretary for Transport,  
Infrastructure and Connectivity  
**Sent:** Thursday, May 2, 2019 3:32 PM  
**To:** [Redacted]  
**Cc:** Chief Executive Transport Scotland [Redacted] Transport Scotland Directors  
[Redacted] Transport Scotland Secretariat [Redacted]  
[Redacted] [REDACTED][Redacted] Cabinet Secretary for  
Transport, Infrastructure and Connectivity [Redacted]  
**Subject:** RE: A9 Dualling - Glen Garry to Dalwhinnie

[REDACTED]

Mr Matheson is content.

Thanks,  
[REDACTED]

[REDACTED] Private Office of the Cabinet Secretary for Transport, Infrastructure and Connectivity  
and Minister for Energy, Connectivity and the Islands  
The Scottish Government | Web: [www.gov.scot](http://www.gov.scot)  
Tel: [REDACTED] | Email: [Redacted]

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**From:** [REDACTED][Redacted]  
**Sent:** 02 May 2019 10:53  
**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity [Redacted]  
**Cc:** Chief Executive Transport Scotland [Redacted] Transport Scotland Directors  
[Redacted] Transport Scotland Secretariat [Redacted]  
[REDACTED][Redacted] [REDACTED][Redacted]  
**Subject:** A9 Dualling - Glen Garry to Dalwhinnie

Cabinet Secretary

Please see attached minute advising you of the objections received following publication of the draft Road Orders and Compulsory Purchase Order for A9 Dualling Glen Garry to Dalwhinnie scheme, the Reporter's recommendations and seeking your approval to proceed with the making of the Orders.

Regards

[REDACTED]

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[REDACTED]

Transport Scotland | Major Transport Infrastructure Projects | Special Projects and Procurement

Area 2D North | Victoria Quay | Edinburgh | EH6 6QQ

Telephone: [REDACTED]  
Mobile: [REDACTED]

From: [REDACTED]  
TS: MTRIPS  
1 May 2019

Cabinet Secretary for Transport, Infrastructure and Connectivity

**THE ROADS (SCOTLAND) ACT 1984 AND THE ACQUISITION OF LAND  
(AUTHORISATION PROCEDURE) (SCOTLAND) ACT 1947  
THE A9 TRUNK ROAD (GLEN GARRY TO DALWHINNIE)**

**Purpose**

1. To advise you of the objections received by Transport Scotland following publication of the draft Road Orders and Compulsory Purchase Order required to progress the above road scheme, our assessment of the proposals and recommendation that you agree that the project should proceed.

**Priority**

2. Routine

**Background**

3. The A9 is a key strategic link between Dunblane and Thurso and provides an important link between the Highlands and the central belt of Scotland and is vital to supporting the growth and development of the economy of the north of Scotland.

4. The existing A9 is subject to a number of constraints which adversely affect traffic conditions and safety and is subject to a high proportion of severe accidents due to driver frustration and the lack of safe overtaking opportunities.

5. The proposed scheme involves the construction of approximately 9.5 kilometres of dual carriageway on the A9 trunk road between Glen Garry and Dalwhinnie, replacing a section of existing single carriageway. In order to improve road safety, there will be no gaps in the central reservation thereby preventing right turn manoeuvres across the carriageway.

6. A key feature of the proposed scheme is the split-level carriageway through the narrow Pass of Drumochter where the Highland Mainline railway, the Beaulieu-Denny power line, National Cycle Network Route 7, the River Truin and the existing A9 all run parallel and in close proximity to each other. Retaining walls are required to accommodate the dual carriageway, to avoid affecting the railway and power line pylons and to limit encroachment into designated nature conservation sites.

7. The draft Road and Compulsory Purchase Orders were published on 19 December 2017.



## Objections

8. A total of 6 statutory and 1 non-statutory objections were received and arrangements were made for the holding of a Public Local Inquiry (PLI). The objections related to a number of issues concerning the scheme namely;

- The proper process has not been followed regarding the dualling of the A9 between Perth and Inverness.
- A multi-modal study should be undertaken on the route.
- A full appraisal should be undertaken at the various options for improving connectivity and providing sustainable transport options for the future.
- Health and safety risk due to land owners property being immediately adjacent to a SuDS basin.
- Impact of the scheme on land owner's property.
- Disruption to business during construction.
- Increase in noise and air pollution.

9. A pre-inquiry meeting was held on 7 November 2018 to consider the arrangements and procedures for the inquiry. It was confirmed that an inquiry session and two hearing sessions would be held. However, the objectors that had intended to participate in these sessions withdrew their objections. Subsequently, the PLI was cancelled.

10. The Reporter has considered the written submissions made by the promoters and objectors in preparation for the PLI and reached the conclusion that he had sufficient information to make a recommendation to Scottish Ministers.

11. Transport Scotland Special Projects and Procurement Team has received the Reporter's report. The Reporter has confirmed he is satisfied that the proposed scheme is integral to delivering the benefits of the overall A9 dualling project. The need and justification for the scheme including its anticipated benefits are largely undisputed. The promoter's approach to establish a precise route alignment has been cognisant of the environmental sensitivities between Glen Garry and Dalwhinnie.

12. Once completed the scheme will provide safer and easier access arrangements with the A9 eliminating the need to make at grade right turns. In his opinion, none of the objectors demonstrated a need to change the design of the scheme and he therefore recommends that, subject to the necessary appropriate assessment being undertaken in terms of The Conservation (Natural Habitats,&c.) Regulations 1994, as amended, the Orders are confirmed, subject to the minor modifications to the draft Compulsory Purchase Order.

13. We have completed an assessment of the report and agree with the Reporter's recommendations.

14. The appropriate assessment referred to above has been undertaken and has concluded the project as proposed will not adversely affect the integrity of the Drumochter Hills Special Protection Area and Special Area of Conservation (SAC) and the River Spey SAC.

## **Presentation**

15. We shall liaise with communications colleagues prior to any decision being issued.

## **Recommendation**

**16. That you agree that the draft Road Orders and Compulsory Purchase Order, which do not require Parliamentary approval, be made in order to allow this project to proceed.**

**[REDACTED]**

TS: MTRIPS

Ext [REDACTED]

1 May 2019

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness
			X		

Roy Brannen TS Directors [REDACTED] [REDACTED] [REDACTED]
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**From:** [REDACTED][Redacted] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity

**Sent:** Tuesday, October 22, 2019 12:07 PM

**To:** [Redacted] Cabinet Secretary for Transport, Infrastructure and Connectivity [Redacted]

**Cc:** Carmichael DB (Donald) [Redacted] [REDACTED][Redacted]

**Subject:** RE: A9 Dualling - Pitlochry to Killiecrankie

[REDACTED]

Mr Matheson is content with the recommendations.

Many thanks

[REDACTED]

[REDACTED]

Assistant Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure & Connectivity

The Scottish Government | Web: [www.gov.scot](http://www.gov.scot)

Tel: [REDACTED] Email: [Redacted]

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**From:** [REDACTED][Redacted]

**Sent:** 11 October 2019 11:23

**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity [Redacted]

**Cc:** Carmichael DB (Donald)

[Redacted] [REDACTED][Redacted]

**Subject:** A9 Dualling - Pitlochry to Killiecrankie

Cabinet Secretary

Please see attached minute advising you of the objections received following publication of the draft Road and Compulsory Purchase Orders for the A9 Dualling Pitlochry to Killiecrankie Scheme, the Reporter's recommendations and seeking your approval to proceed with the making of the Orders.

Regards

[REDACTED]

[REDACTED]

Transport Scotland | Major Transport Infrastructure Projects | Special Projects and Procurement

Area 2D North | Victoria Quay | Edinburgh | EH6 6QQ

Telephone: [REDACTED]

Mobile: [REDACTED]

From:[REDACTED]  
TS: Major Projects  
11 October 2019

Cabinet Secretary for Transport, Infrastructure and Connectivity

**THE ROADS (SCOTLAND) ACT 1984 AND THE ACQUISITION OF LAND  
(AUTHORISATION PROCEDURE) (SCOTLAND) ACT 1947  
THE A9 TRUNK ROAD (PITLOCHRY TO KILLIECRANKIE)**

**Purpose**

1. To advise you of the objections received by Transport Scotland following publication of the draft Roads Orders and Compulsory Purchase Order required to progress the above road scheme, our assessment of the proposals and recommendation that you agree that the project should proceed.

**Priority**

2. Routine

**Background**

3. The A9 trunk road is a key strategic link between Dunblane and Thurso and provides an important link between the Highlands and the Central Belt of Scotland and is vital to supporting the growth and development of the economy of the north of Scotland.

4. The existing A9 is subject to a number of constraints which adversely affect traffic conditions and safety. It is subject to a high proportion of severe accidents due to frustration and the lack of safe overtaking opportunities.

5. The proposed scheme involves the widening the existing 5.7 kilometre single carriageway of the A9 between Pitlochry and Killiecrankie, linking the existing dual carriageway sections to the north and south. The scheme will provide two 3.65 metre wide lanes, in each direction plus a one metre hard strip on each carriageway, separated by a minimum 2.5 metre wide central reserve and minimum 2.5 metre wide road verges.

6. The majority of the existing direct access onto the A9 will be stopped up with alternative accesses being provided by two new grade separated junctions, north and south of Pitlochry, four left in/left out turnings involving upgrades to side roads and via the existing road network.

7. The existing A9 crossing of the River Tummel will be maintained as the southbound carriageway with a new bow string arch structure being constructed for the northbound carriageway. The existing bridge across Loch Faskally will be retained as the northbound carriageway with a new underbridge being built to accommodate southbound traffic.

8. The draft Road and Compulsory Purchase Orders were published on 15 December 2017.

## **Objections**

9. A total of 13 statutory and 1 non-statutory objections were received and arrangements were made for the holding of a Public Local Inquiry (PLI). The objections related to a number of issues concerning the scheme namely;

- A multi-modal study should be undertaken on the route from Perth to Inverness.
- A full appraisal should be undertaken to look at the various options for improving connectivity and improving sustainable transport options for the future.
- Concerns about the effects of the northbound alignment of the A9 on the access to property.
- Concerns about the proximity of a proposed SuDS basin and lay-by to the south of the A9.
- An alternative alignment should have been pursued that moved the carriageway further away from the owner's property.

10. A pre-inquiry meeting was held on 5 December 2018 to consider the arrangements and procedures for the inquiry. It was confirmed that the inquiry was to be held between 7 and 13 March 2019. However, the majority of the objections were withdrawn and the 1 remaining statutory objector decided not to pursue his objection at the inquiry. Subsequently, the PLI was cancelled.

11. The Reporter has considered the written submissions made by Transport Scotland, the promoters of the scheme and the objectors in preparation for the PLI and reached the conclusion that he had sufficient information to make a recommendation to Scottish Ministers.

12. Transport Scotland Special Projects Team has received the Reporter's report. The Reporter is satisfied that there is a need for the scheme in order to overcome the driver frustration and slower journey times caused by the remaining single carriageway sections of the A9. In addition, as the Pitlochry to Killiecrankie proposal is part of the wider A9 dualling programme for which other sections are already confirmed or under construction, it would be inconsistent not to proceed.

13. Whilst accepting there will be a number of significant impacts on the environment, the Reporter is satisfied that with the mitigation measures identified in the Environmental Statement, these impacts have been minimised as far as practicable. He also considers that the alternative route options would have had a greater impact.

14. Once completed, the scheme will reduce journey times between Perth and Inverness, which will benefit businesses and road users and deliver significant wider economic benefits. It will improve journey time reliability, improve road safety by eliminating the need to make at grade right turns and reduce the conditions that lead to driver stress and frustration. In his opinion, none of the objectors demonstrated a

need to change the design of the scheme and he therefore confirms that subject to the necessary appropriate assessment being undertaken in terms of The Conservation (Natural Habitats,&c.) Regulations 1994, as amended, the Orders are confirmed, subject to the minor modifications to the draft Compulsory Purchase Order.

15. We have completed an assessment of the report and agree with the Reporter's recommendations.

16. The appropriate assessment referred to above has been undertaken and has concluded that the project as proposed will not adversely affect the integrity of the River Tay Special Area of Conservation (SAC) or the Shingle Islands SAC.

### **Presentation**

17. We shall liaise with communications colleagues prior to any decision being issued.

### **Recommendation**

**18. That you agree that the draft Road Orders and Compulsory Purchase Order, which do not require Parliamentary approval, be made in order to allow this project to proceed.**

**[REDACTED]**  
TS: Major Projects  
Ext [REDACTED]

11 October 2019



Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness
			X		

Roy Brannen TS Directors TS Secretariat [REDACTED]
---

**From:** [Redacted] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity  
**Sent:** Monday, February 15, 2021 3:30 PM  
**To:** [REDACTED][Redacted] Cabinet Secretary for Transport, Infrastructure and Connectivity [Redacted]  
**Cc:** Greig S (Stuart) [Redacted] [REDACTED][Redacted]  
[REDACTED][Redacted]  
**Subject:** RE: A9 Dualling: Tay Crossing to Ballinluig

[REDACTED]

Mr Matheson is content.

Many thanks

[REDACTED]  
**[REDACTED]** | Deputy Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity  
The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG |  
**Tel:** [REDACTED] | Email: [Redacted]

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**From:** [REDACTED]>  
**Sent:** 01 February 2021 12:38  
**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity [Redacted]  
**Cc:** Greig S (Stuart) [Redacted] [REDACTED][Redacted]  
[REDACTED][Redacted]  
**Subject:** A9 Dualling: Tay Crossing to Ballinluig

Cabinet Secretary

Please see attached minute advising you of the objections received following publication of the draft Road and Compulsory Purchase Orders for the A9 Dualling Tay Crossing to Ballinluig Scheme, the Reporter's recommendations and seeking your approval to proceed with the making of the Orders.

Regards

[REDACTED]

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[REDACTED]  
Transport Scotland | Major Transport Infrastructure Projects | Special Projects and Procurement

Area 2D North | Victoria Quay | Edinburgh | EH6 6QQ

Telephone: [REDACTED]

Mobile: [REDACTED]

From [REDACTED]  
TS: Major Projects  
1 February 2021

Cabinet Secretary for Transport, Infrastructure and Connectivity

**THE ROADS (SCOTLAND) ACT 1984 AND THE ACQUISITION OF LAND  
(AUTHORISATION PROCEDURE) (SCOTLAND) ACT 1947  
THE A9 TRUNK ROAD (TAY CROSSING TO BALLINLUIG)**

**Purpose**

1. To advise you of the objections received by Transport Scotland following publication of the draft Road Order and Compulsory Purchase Order required to progress the above road scheme, our assessment of the proposals and recommendation that you agree that the scheme should proceed.

**Priority**

2. Routine

**Background**

3. The A9 provides an important link between the Highlands and the Central Belt of Scotland and is vital to supporting the growth and development of the economy of the North of Scotland.

4. The existing road is primarily single carriageway interspersed with both dual and wide single 2 + 1 carriageways. The road is subject to a high proportion of severe accidents due to driver frustration and the lack of safe overtaking opportunities.

5. The proposed scheme involves the upgrading of approximately 8.2 km of the existing A9 single carriageway to a dual carriageway from the Tay Crossing to Ballinluig and is part of the wider Scottish Government commitment to upgrade the A9 between Perth and Inverness to dual carriageway by 2025. This will be achieved by widening of the southbound side of the road, with a 'best fit' alignment through Dowally. A number of existing accesses from side roads to land and properties on to the road would be closed.

6. The scheme allows for four new junctions. A southern interim at-grade roundabout, which will remain in place until the Dalguise junction is constructed as part of the Pass of Birnam to Tay Crossing scheme. A left-in/left-out junction on the southbound carriageway at Rotmell. Both northbound and southbound left-in/left-out junctions providing access to and from Dowally, Guay and Kindallachan, with an associated Guay South Overbridge. Revised accesses for various properties along the route are proposed to tie into the existing local road network or into the new junctions. Four private accesses onto the road on the northbound carriageway would be retained as left-in/left-out accesses.

7. The bus stops on the existing carriageway at Kindallachan would be replaced by new bus stops north of Dowally Farm (northbound) and south of Guay (southbound). There would be additional bus stops for local services on the Dowally to Kindallachan Side Road south of Kindallachan and at Dowally.

8. Transport Scotland identified three informal crossing points of the road used by non-motorised users. The Guay South overbridge would provide a safer means of crossing, and would allow access to both new bus stops. An underbridge would be required where the dual carriageway would cross the Kindallachan Burn. Replacement car parking for Dowally Church, including a bus turning facility, would be provided on the Dowally to Kindallachan side road adjacent to the church.

9. The draft Road and Compulsory Purchase Orders were published on 31 July 2018.

## **Objections**

10. A total of 12 statutory objections and 10 non-statutory objections were received and arrangements were made for the holding of a Public Local Inquiry (PLI). The objections related to a number of issues concerning the scheme namely;

- Impact of the proposed scheme on the operations of fishing's during construction
- Diminution of value due to change in access and change in amenity during operation of the proposed scheme
- The route choice of the proposed scheme and rejection of alternatives
- The village of Kindallachan will be blighted by the scheme, and there is not adequate sound mitigation or safety features proposed
- associated increase in HGV traffic, making vehicular negotiation of Atholl Street, Dunkeld more difficult
- concerns about increased flood risk, safety, increased noise effects and reductions in air quality.
- Extent of land being acquired
- An adverse effect on the local economy, significantly dependent on visitors/tourists
- the 70mph speed limit of the dualled carriageway rather than 50mph
- The noise modelling undertaken is not sufficient

11. A pre-inquiry meeting was held on 15 August 2019 by Scott Ferrie MSc MRTPI to consider the arrangements and procedures for the inquiry. It was determined that hearing sessions would be held to gather further evidence in relation to three of the objections. Other objectors indicated a desire to lodge further written submissions in support of their objections. The remaining objections were to be considered on the basis of the written material already lodged.

12. Subsequently, however, two of the objectors who were to participate in the hearing sessions chose instead to submit further written submissions only. Following further discussions with Transport Scotland, the other such objection was withdrawn. Consequently, no hearing sessions were required.

13. Scott Ferrie held accompanied site inspections on 21-22 October 2019 and made a number of unaccompanied site inspections on 15-16 August 2019. The final closing submissions were received from Transport Scotland on 18 December 2019.

14. Following the Covid-19 outbreak, to allow Scott Ferrie to focus on other work and on managing DPEA operations in the light of the Covid-19 restrictions, David Liddell BA(Hons) MRTPI was co-appointed on 1 April 2020.

15. The Reporters have considered the written submissions made by Transport Scotland, the Promoter of the scheme and the objectors in preparation for the PLI and reached the conclusion that they had sufficient information to make a recommendation to Scottish Ministers.

16. Transport Scotland Special Projects Team has received the Reporter's report. The Reporters are satisfied there is a need for the scheme. The proposed scheme is integral to delivering the benefits of the A9 dualling programme as a whole.

17. Once completed, the scheme will enhance the operational performance of the A9 by reducing journey times, improve journey time reliability, increase the safety for non-motorised users, facilitate active travel and improve integration with public transport facilities. Furthermore, it is anticipated that the dualling programme will provide economic benefits; reduce journey times between Perth and Inverness by 20 minutes; improve journey time reliability and route resilience during adverse weather and improve road safety.

18. The Reporters have carefully considered the environmental effects of the scheme and the mitigation measures proposed and are satisfied that the environmental effects of the scheme have been thoroughly assessed in accordance with relevant guidance and good practice. They have no evidence which would lead them to disagree with the likely effects set out in the Environmental Statement. There is also no evidence to indicate, given the mitigation measures proposed, that there would be an adverse effect on the integrity of the River Tay SAC. None of the outstanding objectors have demonstrated the need to change the design of the scheme. As such, the Reporters recommend that the Orders be confirmed, subject to the modifications to the Compulsory Purchase Order proposed by Transport Scotland, which enabled the withdrawal of a number of objections.

19. In addition to the modifications to the Compulsory Purchase Order, the Reporters recommended that further consideration be given to preparing an enhanced scheme of screen planting in the vicinity of both Kindallachan and Dowally Church. The design development of the scheme has been undertaken since publication of the Environmental Statement. The planting proposals at both locations has attempted to balance the need to provide visual screening of the proposed scheme and maintain a good fit of the planting proposals in the landscape whilst maintaining views across the valley. Whilst there is an opportunity to increase the density of the planting proposals in the vicinity of Dowally Church and Kindallachan, this would require revising the planting mix and careful consideration would need to be given to protect views across the valley. This may require further consultation with the local community over any amendment to the mitigation proposals. Transport Scotland is satisfied that the developed planting proposals balance the

need to provide visual screening of the proposed scheme whilst maintaining views across the valley and are therefore considered appropriate.

20. We have completed an assessment of the report and agree with the Reporter's recommendations and accept the further design developments and undertakings by the Promoter in relation to the planting proposals in the vicinity of both Kindallachan and Dowally Church.

### **Presentation**

21. We shall liaise with communications colleagues prior to any decision being issued.

### **Recommendation**

**22. That you agree that the draft Road Order and Compulsory Purchase Order, which do not require Parliamentary approval, be made in order to allow this scheme to proceed.**

**[REDACTED]**

TS: Major Projects

Mobile: [REDACTED]

1 February 2021

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness

Stuart Greig [REDACTED] [REDACTED]
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From: [REDACTED]  
TS: Major Projects  
13 December 2019

Cabinet Secretary for Transport, Infrastructure and Connectivity

**THE ROADS (SCOTLAND) ACT 1984 AND THE ACQUISITION OF LAND  
(AUTHORISATION PROCEDURE) (SCOTLAND) ACT 1947  
THE A9 TRUNK ROAD (TOMATIN TO MOY)**

**Purpose**

1. To advise you of the objections received by Transport Scotland following publication of the draft Roads Orders and Compulsory Purchase Order required to progress the above road scheme, our assessment of the proposals and recommendation that you agree that the project should proceed.

**Priority**

2. Routine

**Background**

3. The A9 trunk road is a strategic link between Dunblane and Thurso passing close to Stirling, Perth and Inverness. The route is an important link between the Central Belt and the Scottish Highlands and is vital to supporting the growth and development of the economy of north Scotland.

4. The existing A9 is subject to a number of constraints which adversely affect traffic conditions and safety. It is subject to a high proportion of severe accidents due to frustration and the lack of safe overtaking opportunities.

5. The proposed scheme involves the upgrading of the existing A9 single carriageway road between Tomatin and Moy, approximately 9.6 kilometres in length to dual carriageway standard. It includes one grade-separated junction located to the north of Tomatin village, providing access to the village from the A9 to northbound and southbound traffic.

6. Local access to the existing road network will be upgraded and a number of direct access points to the A9 will be closed to improve road safety. The existing A9 junction approximately 5 kilometres to the south of Tomatin village will be modified to allow left-in/left-out movements only to and from the northbound carriageway to the minor road that runs to the village.

7. The proposed scheme includes the provision of two new bridges and two new underpasses, replacing the existing structures at A9 Dalmagarry Burn crossing, the Moy railway crossing, the A9 underpass at Lynebeg and the railway underpass also at Lynebeg

8. The draft Road and Compulsory Purchase Orders were published on 18 May 2018.

## Objections

9. A total of 12 statutory and 2 non-statutory objections were received and arrangements were made for the holding of a Public Local Inquiry (PLI). The objections related to a number of issues concerning the scheme namely;

- A multi-modal study should be undertaken on the route from Perth to Inverness.
- A full appraisal should be undertaken to look at the various options for improving connectivity and improving sustainable transport options for the future.
- The stopping up of a private means of access without provision of a reasonable alternative access
- Concerns about the adverse impact that the proposed scheme would have on property and that the proposed mitigation planting proposals are insufficient.

10. A pre-inquiry meeting was held on 11 June 2019 by Andrew A Sikes BA(Hons), DipUD, MRTPI to consider the arrangements and procedures for the inquiry. It was confirmed that the inquiry sessions were to commence on 27 August 2019. However, prior to the inquiry, the objectors that intended to appear withdrew their objections in full. Subsequently, the PLI was cancelled.

11. The Reporter has considered the written submissions made by Transport Scotland, the Promoter of the scheme and the objectors in preparation for the PLI and reached the conclusion that he had sufficient information to make a recommendation to Scottish Ministers.

12. Transport Scotland Special Projects Team has received the Reporter's report. The Reporter is satisfied that there is a need for the scheme in order to overcome the driver frustration, create safe, consistent and reliable driving conditions. The proposed scheme is integral to delivering the benefits of the A9 dualling programme as a whole.

13. The Reporter has carefully considered the environmental effects of the scheme and the mitigation measures proposed and is satisfied that the environmental effects of the scheme have been thoroughly assessed in accordance with relevant guidance and good practice.

14. Once completed, the scheme will reduce journey times between Perth and Inverness, which will benefit businesses and road users and deliver significant wider economic benefits. It will improve journey time reliability, improve road safety by eliminating the need to make at grade right turns and reduce the conditions that lead to driver stress and frustration. It will also deliver improved integration with public transport and provision for non-motorised users. In his opinion, none of the objectors demonstrated a need to change the design of the scheme and he therefore confirms that the Orders are confirmed, subject to the minor modifications to the draft Compulsory Purchase Order.

15. We have completed an assessment of the report and agree with the Reporter's recommendations.

## **Presentation**

16. We shall liaise with communications colleagues prior to any decision being issued.

## **Recommendation**

**17. That you agree that the draft Road Orders and Compulsory Purchase Order, which do not require Parliamentary approval, be made in order to allow this project to proceed.**

**[REDACTED]**

TS: Major Projects

Ext [REDACTED]

13 December 2019

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness
			X		

Donald Carmichael  
[REDACTED]