

A9 Dualling



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Overview



A9 Dualling is a major infrastructure programme which will upgrade around 83 miles (133 kilometres) of road from single to dual carriageway.



The programme involves dualling 11 projects which have been developed individually. Road users are already benefiting from the KinCraig to Dalraddy and Luncarty to Pass of Birnam projects, which became operational in September 2017 and August 2021 respectively.

In December 2023, a delivery plan for completion of A9 Dualling was announced in the Scottish Parliament. This plan will use a combination of design and build contracts and, subject to further decision making in late 2025, Mutual Investment Model contracts (a type of public-private partnership contract) to complete dualling works.

A9 Dualling Objectives

Improve the operational performance of the A9 by reducing journey times and improving journey time reliability.

Improve safety for motorised and non-motorised users by reducing accident severity and reducing driver stress.

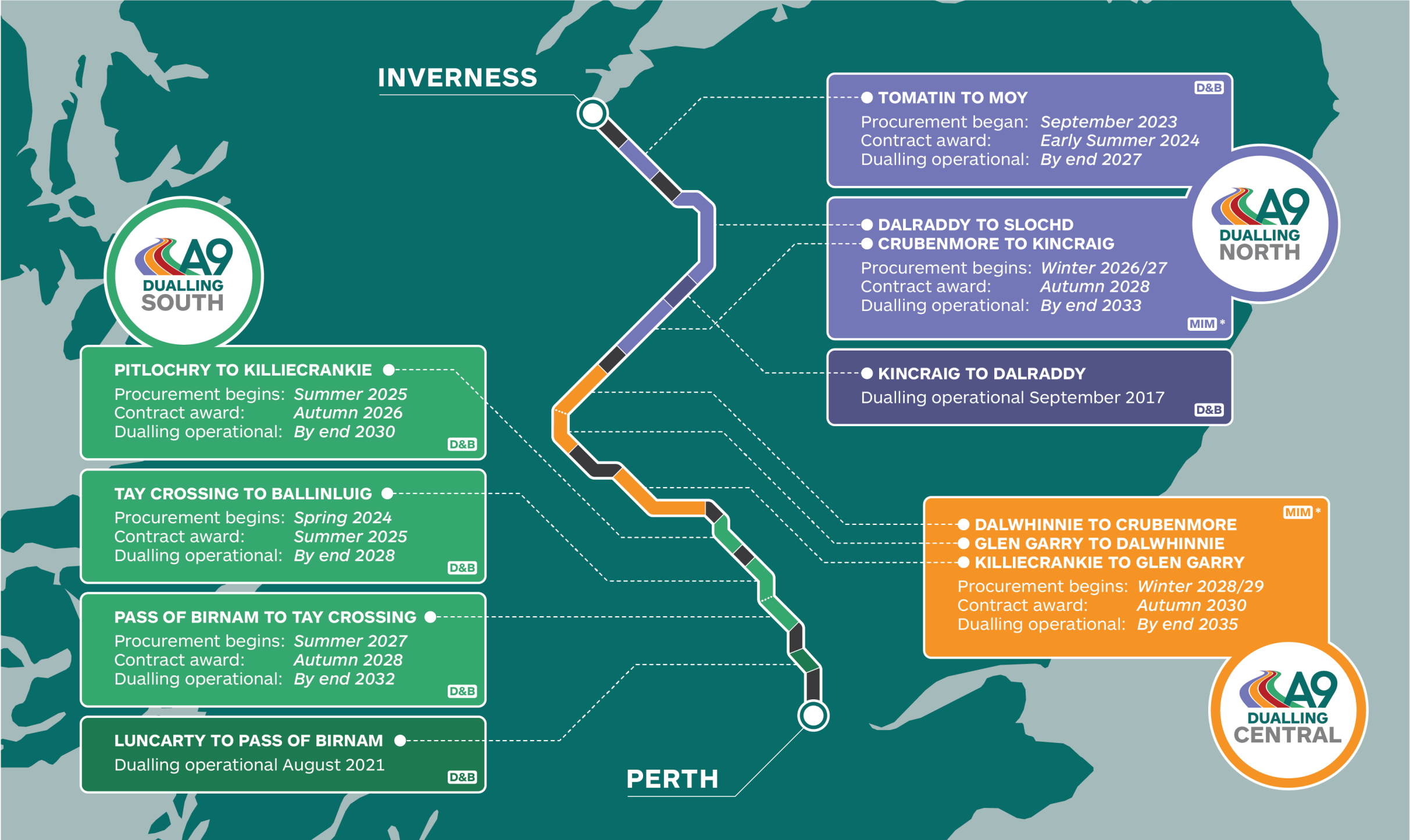
Facilitate active travel within the corridor.

Improve integration with public transport facilities.



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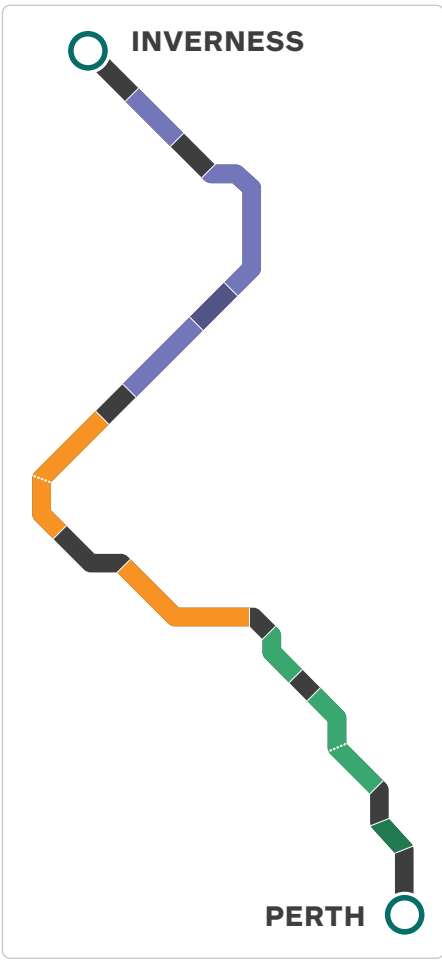


Sections	Projects	Procurement Begins (Contract Notice Issued)	Contract Award	Dualling Operational
	Tomatin to Moy D&B	5 September 2023	Early Summer 2024	By end 2027
	Dalraddy to Slochd MIM *	Winter 2026/27	Autumn 2028	By end 2033
	Crubenmore to Kincaig MIM *			
	Kincaig to Dalraddy D&B	Dualling operational September 2017		
	Dalwhinnie to Crubenmore MIM *	Winter 2028/29	Autumn 2030	By end 2035
	Glen Garry to Dalwhinnie MIM *			
	Killiecrankie to Glen Garry MIM *			
	Pitlochry to Killiecrankie D&B	Summer 2025	Autumn 2026	By end 2030
	Tay Crossing to Ballinluig D&B	Spring 2024	Summer 2025	By end 2028
	Pass of Birnam to Tay Crossing D&B	Summer 2027	Autumn 2028	By end 2032
	Luncarty to Pass of Birnam D&B	Dualling operational August 2021		



INVERNESS

PERTH



Sections to be dualled

Existing dualled

MIM

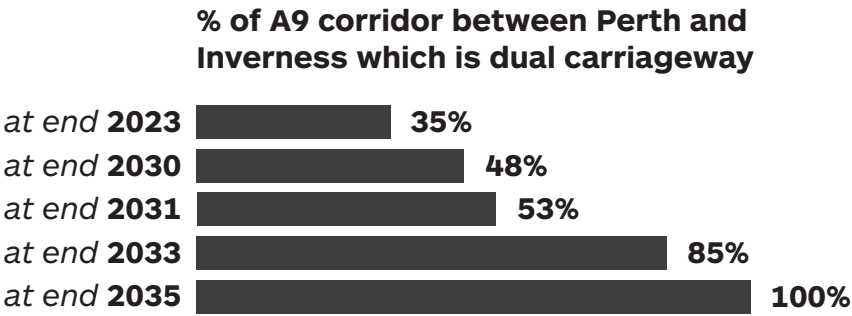
Mutual Investment Model Contract

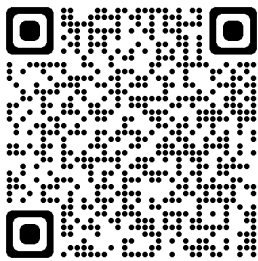
D&B

Design & Build Contract

Dates are subject to completion of remaining statutory process and impacts on construction from events such as adverse weather.

*Use of MIM contracts is subject to further decision making in late 2025, based on an updated assessment of expected market conditions.

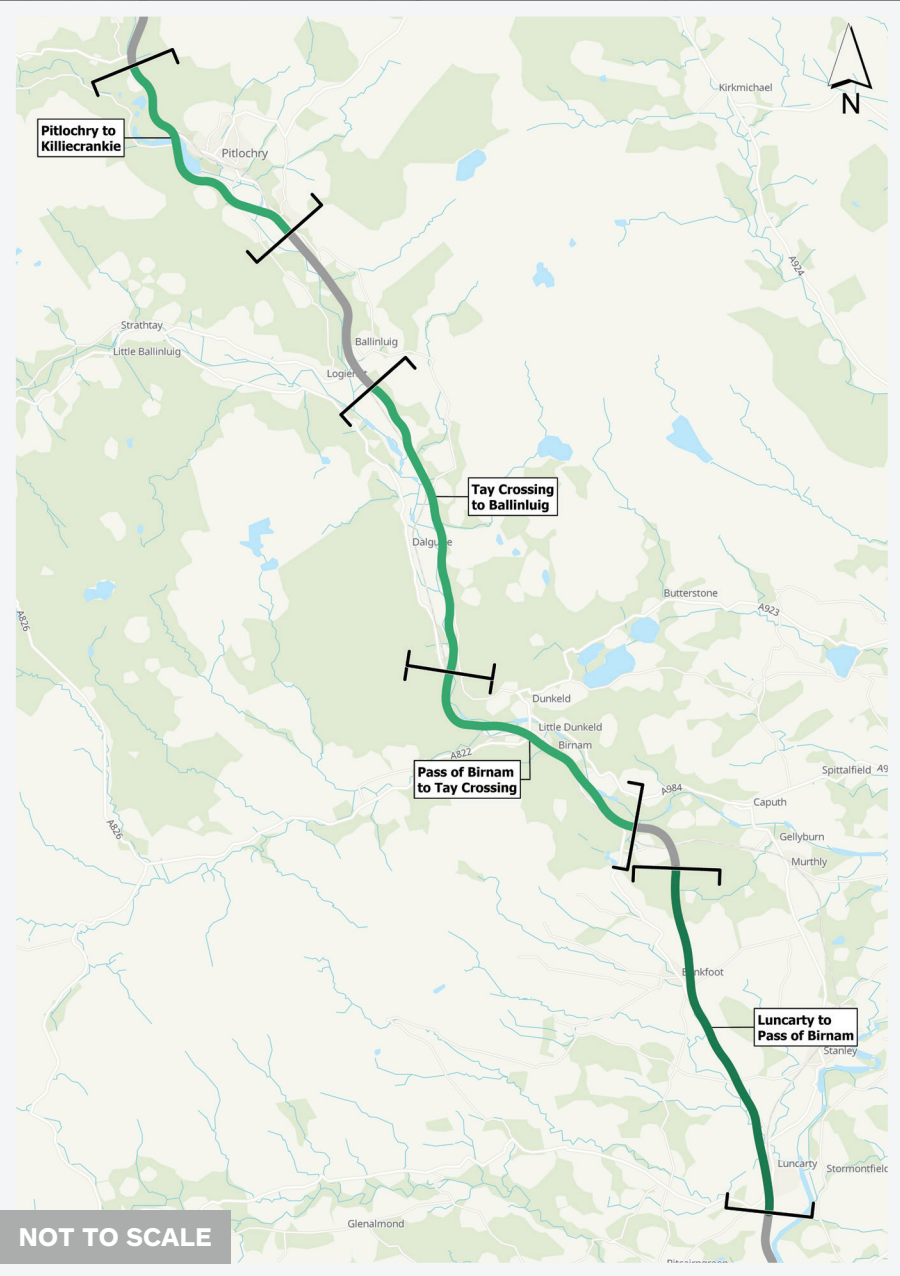




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A9 Dualling South



Pitlochry to Killiecrankie

This project includes two new junctions at Pitlochry; upgrading bridges at the River Tummel and Loch Faskally; two new major underbridges at Tummel and Clunie; and improving footpaths like the Rob Roy Way where it crosses the A9.

Tay Crossing to Ballinluig

This project includes new at-grade left-in/left-out junctions, a new network of side roads, a new overbridge at Guay South and a new structure over Kindallachan Burn.

Pass of Birnam to Tay Crossing

Subject to completion of statutory processes, this project

will include new grade separated junctions at Birnam and Dalguise, an at-grade roundabout at Dunkeld and a left-in/left-out junction at The Hermitage. A replacement car park with underpass will provide improved access to Dunkeld & Birnam train station.

Luncarty to Pass of Birnam

This project became operational as dual carriageway in August 2021. It included one new grade separated junction and one new left-in/left-out junction, four new bridges over the A9, new access roads and lay-bys and new and upgraded paths and cycleways including three new crossings of the A9.



Pitlochry to Killiecrankie (6.4km)

Estimated total scheme cost: £296m

Tay Crossing to Ballinluig (8.2km)

Estimated total scheme cost: £222m

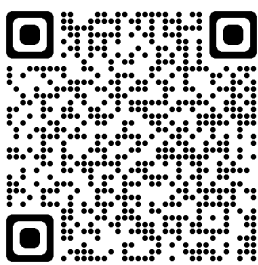
Pass of Birnam to Tay Crossing (8.4km)

Estimated total scheme cost: £478m

Luncarty to Pass of Birnam (9.5km)

Estimated total scheme cost: £99m

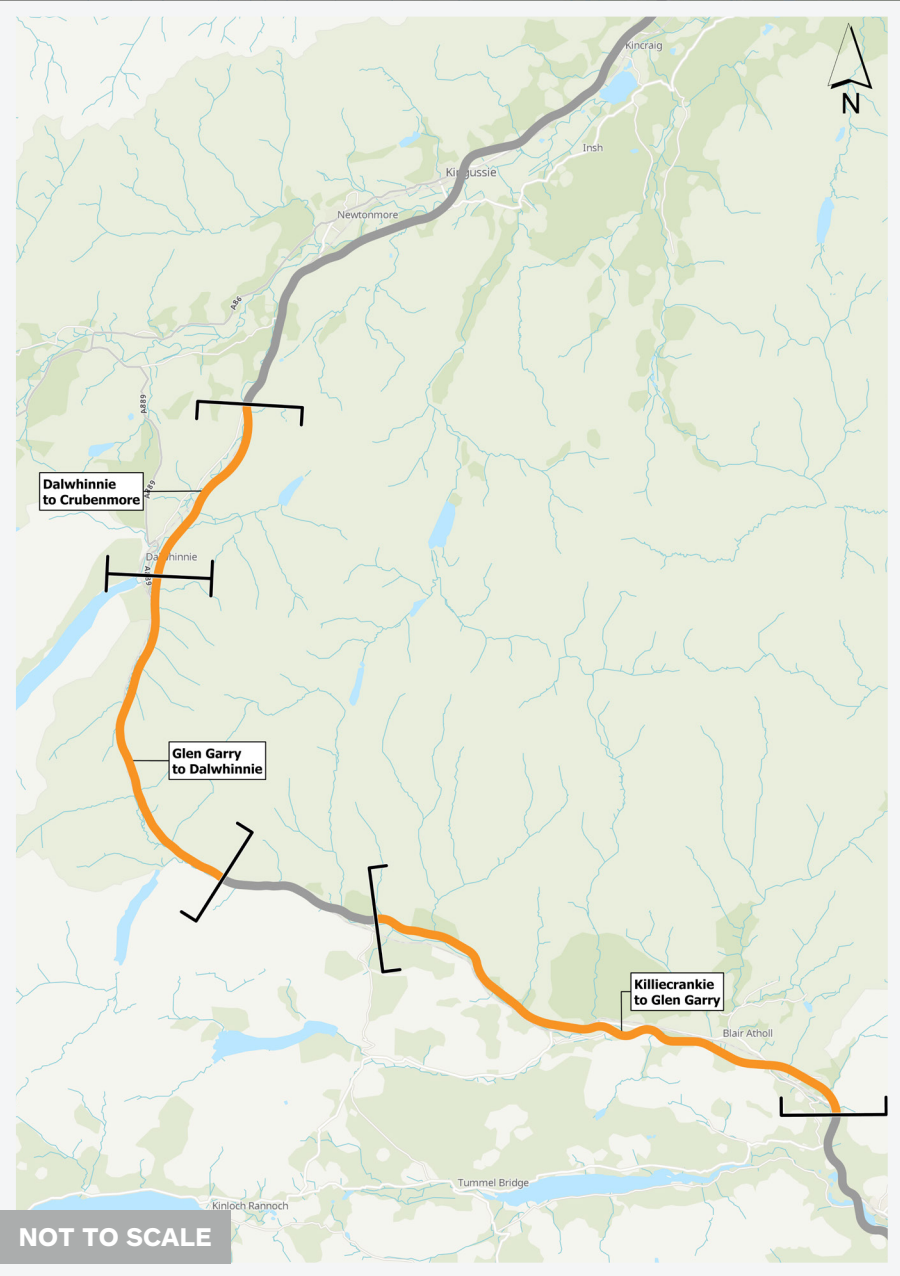
All costs are at April 2023 prices



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A9 Dualling Central



Dalwhinnie to Crubenmore

This project includes a new grade separated junction near Dalwhinnie, and replacement of existing accesses to estate properties and the Loch Cuaich dam/aqueduct. In addition, six river crossings, including one over the River Truim, will be replaced or upgraded.

Glen Garry to Dalwhinnie

This project includes new grade separated junctions at Dalnaspidal and Drumochter Lodge. The carriageway will be split-level through the Pass of Drumochter, with the National Cycle Network Route 7 (NCN7) located on the west side.

Killiecrankie to Glen Garry

This project includes new grade separated junctions at Aldclune and Bruar/Calvine, two new bridges over the River Garry, and improvements to footways and cycleways.



Dalwhinnie to Crubenmore (11km)

Estimated total scheme cost: £267m

Glen Garry to Dalwhinnie (9.5km)

Estimated total scheme cost: £245m

Killiecrankie to Glen Garry (22km)

Estimated total scheme cost: £591m

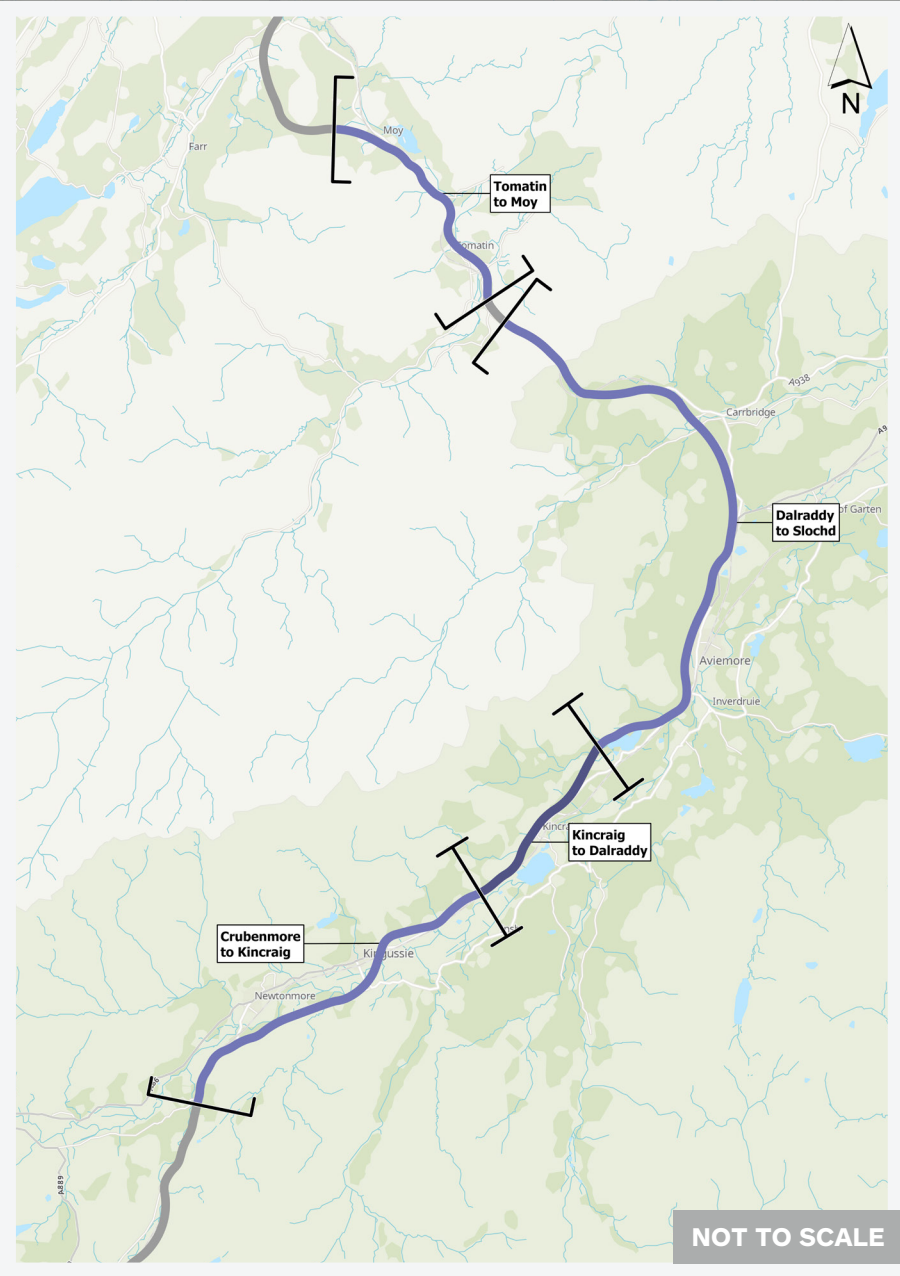
All costs are at April 2023 prices



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A9 Dualling North



Tomatin to Moy

This project includes a new grade separated junction at Tomatin and four new left-in/left-out junctions, together with new crossings over and under the Highland Main Line Railway and over watercourses within the River Findhorn catchment area. Other features include new lay-bys, bus turning facilities and enhanced footpaths and cycleways.

Dalraddy to Slochd

This project includes three new grade separated junctions at Aviemore, Granish and Black Mount and four new left-in/left-out junctions, together with a new crossing

over the River Dulnain and a new railway bridge over the Highland Main Line at Slochd Beag. It also includes new underpasses for non-motorised users and modifications and improvements to footpaths and cycleways.

Kincaig to Dalraddy

This project became operational as dual carriageway in September 2017. It includes four underpasses and one large culvert replacement, together with a track for walkers, cyclists and horse riders adjacent to the northbound carriageway, new lay-bys and replacement of existing structures including underpasses and watercourses.

Crubenmore to Kincaig

This project includes two new grade separated junctions at Newtonmore and Kingussie and three new left-in/left-out junctions, as well as a new bridge over the River Spey and a new bridge across the Highland Main Line railway.



Tomatin to Moy

(9.6km)

Estimated total scheme cost: £247m

Dalraddy to Slochd

(25km)

Estimated total scheme cost: £713m

Kincaig to

Dalraddy (7.5km)

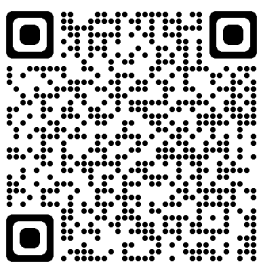
Estimated total scheme cost is £44m

Crubenmore to

Kincaig (16.5km)

Estimated total scheme cost: £490m

All costs are at April 2023 prices



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Costs and Benefits



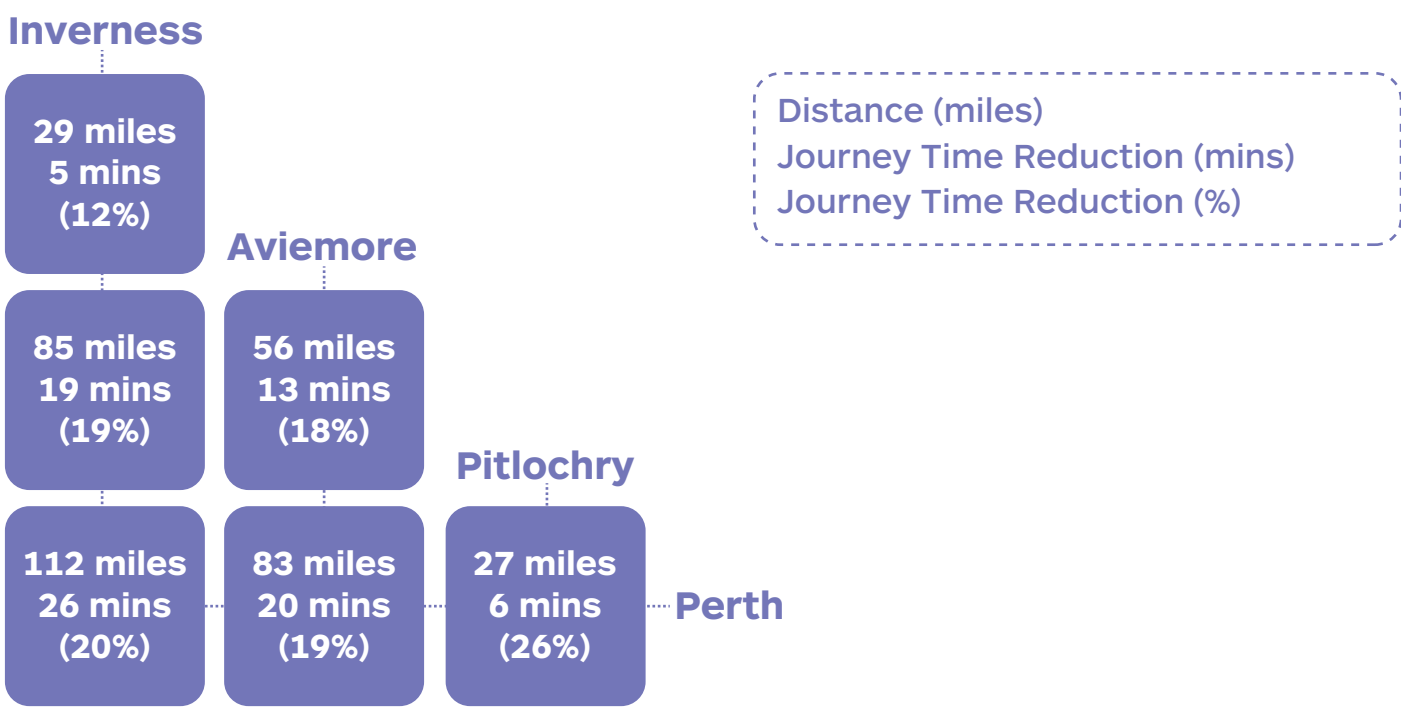
Costs

The estimated total scheme cost of A9 Dualling is £3.7bn, at April 2023 prices. When adjusted for inflation, that is equivalent to £2.45bn at April 2008 prices, which is well within the original cost estimate of £3bn at 2008 prices.

Benefits

Journeys

Improved journey time reliability, as well as providing resilience by limiting the need for lengthy diversions.



Safety

Three less fatality casualties and eight less serious injury casualties forecast annually, together with reductions in driver stress and journey times for emergency vehicles.

Active Travel

Better non-motorised user routes, provision of dedicated grade-separated crossings of the A9 and enhanced lay-bys for accessibility to the surrounding countryside.

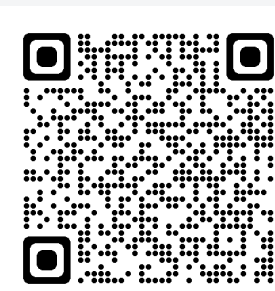
Public Transport Integration

Assistance for bus operators by reducing journey times, improving operational performance and safer access to local communities and railway stations, together with replacement of bus stops on the A9 and the provision of new bus turning facilities.

A9 Dualling will be transformative for a route that serves **35%** of our land mass and carries around **10%** of Scotland's GDP in terms of cargo.

This significant investment in the route will help **grow the economy** and tackle poverty directly.

Our delivery approach will also **maximise the range of opportunities** for contractors and their long supply chains.



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Social Value



The Social Value Programme seeks to maximise the positive community impact and value derived from A9 Dualling by delivering outcomes which are fair, appropriate, and proportionate to the communities impacted by the dualling, support local economic growth, and minimise impact on the environment.

Features of the Social Value Programme include:

- Encouraging the decarbonisation of construction;
- Providing skills development and training opportunities;
- Supporting the health and wellbeing of the workforce and wider community; and
- Establishing a framework for meaningful community engagement and collaboration.

Academy 9

This is our exciting, multi-award-winning educational initiative, which was developed in partnership with schools from across the A9 Dualling corridor and educational and industry professionals. Through Academy9, we aim to inspire the next generation of original thinkers in STEM (science, technology, engineering and mathematics) by delivering live engagement events, and have already reached thousands of children and young people all the way from Perth to Inverness.



Examples of community benefits from Luncarty to Pass of Birnam project include:

50 days volunteering in the local community

77 engagements with schools, colleges and universities

1,800 days worked by apprentices

200+ meals provided to Stanley Lunch Club

65 new jobs created

65 work placements delivered

Examples of community benefits from advance works for the Tomatin to Moy project include:

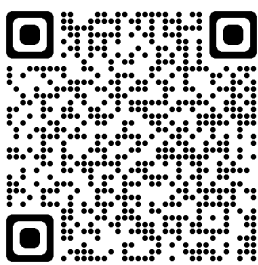
Support for **flood prevention** at a community housing project

Sub-contract awards to **local SMEs** and a **social enterprise**

Employment and workplace **training opportunities**

Donation of surplus materials to local businesses

Replacement of footbridge on a path mainly used by children to access public transport to school



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Stay Informed



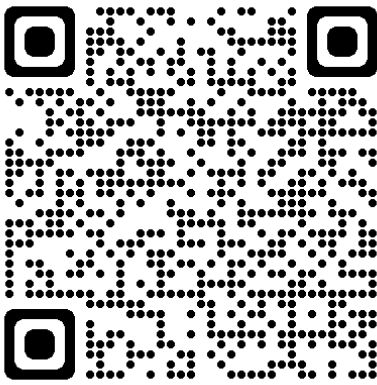
We will keep local communities, road users and interested parties informed of planned activities as the delivery plan progresses. This will include details of advance works, such as ground investigations, tree felling, utility diversions and archaeological surveys as well as details of main contract construction works.



We will also provide regularly updated information on planned traffic management measures on our dedicated website, www.a9dualling.scot.

We will regularly engage with communities and interested parties and will be pleased to arrange visits along with our contractors, once appointed, to provide updates on the progress of construction.

Your views will be very helpful in developing our engagement plans as the programme progresses. Please visit a9dualling.scot/february-2024-exhibitions-feedback-form/ or **scan the adjacent QR code** to leave feedback. You can also visit our website to register for updates and a regular newsletter.



If you have any questions regarding A9 Dualling, please get in touch with us at A9Dualling@transport.scot.

Next Steps:

Key A9 Dualling milestones in 2024 and 2025 include:

Spring 2024:

Start of procurement of Tay Crossing to Ballinluig

Summer 2024:

Award construction contract for Tomatin to Moy and start of advance works for Tay Crossing to Ballinluig

Spring 2025:

Publish draft Orders and Environmental Impact Assessment for Pass of Birnam to Tay Crossing

Summer 2025:

Award construction contract for Tay Crossing to Ballinluig and start procurement of Pitlochry to Killiecrankie



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