

Updated extract from Infrastructure Investment Plan 2015 progress report, dated 17 November 2021

Extracts from submission to Ministers on Infrastructure Investment Plan 2015 Progress report for 2020-21.

Issued on 8 June 2021.

A9 Dualling: Luncarty to Pass of Birnam

Project opened to traffic in August when all traffic management including lane and speed restrictions were removed allowing road users access to the 9.5 km of new dual carriageway. The opening of this section now provides 15 km of continuous dual carriageway from Inveralmond Roundabout to Birnam for the first time.

Over next few months, work will continue to undertake finishing and landscaping works and project is expected to be fully completed winter 2021.

A9 Dualling: Tomatin to Moy

The publication of the Contract Notice for the project took place in August and this marks a significant step to drive forward the economic recovery of the north of Scotland. Project will result in nearly 20 miles of continuous dual carriageway south of Inverness once complete and will also improve greater connectivity for public transport, with upgrades to approximately 10 km of non-motorised user routes to encourage active travel such as walking and cycling.

Inquiry into A9 Dualling Programme – documents provided by Transport Scotland

Project Name	How does the project support the Scottish Government's Climate Change Targets	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes	How does the project contribute to Local Economic Development
<p>A9 Dualling: Luncarty to Pass of Birnam</p>	<p>The project will provide a new non-motorised user link between Luncarty and Bankfoot and is expected to encourage more active travel within the route corridor, providing safe, segregated routes for pedestrians, cyclists and equestrians.</p> <p>The contract includes provision of waste and carbon management plans on site with the aim of minimising the environmental impact of the construction process.</p> <p>The waste produced from the project was carefully segregated and recycled with huge volumes of materials reused onsite, meaning 99% of site waste was diverted from landfill.</p> <p>The project also used innovative environmentally friendly practices for items such as non-metal based coagulants for surface water treatments and non-plastic tree shelters, which further assisted in protecting the environment.</p>	<p>The project includes positive Sustainable Drainage Systems (SUDs), as described above for A77 Maybole Bypass.</p> <p>The project drives inclusive economic growth by strengthening connectivity; the dual carriageway reduces journey times and improves journey time reliability along this part of the A9 corridor. This will improve the competitiveness of rural businesses.</p> <p>This project has helped improve the economic, social and environmental wellbeing of the surrounding communities, by providing training and employment opportunities, fair working practices, promotion of equality, supporting small to medium enterprises and charities.</p> <p>The project has maximised employment and work placements, delivered skills and training to support young people at school, colleges and universities, and has inspired and encouraged careers using science, technology, engineering and mathematics (STEM) within the next generation of engineers.</p>	<p>During construction, the project provided the following:</p> <ul style="list-style-type: none"> • 44 sub-contracts awarded to Scottish businesses with value of £34.4m, (40 of them SME 40 – with a value of £17.25m). • 65 new job opportunities and 65 work experience placements. • Engagement with 4,046 school pupils and further education students. • 50 days of volunteering to support grass root community initiatives. • Donations of more than £13.6k to local good causes from Balfour Beatty and its sub-contractors. • Advanced Works Framework Agreement provided the opportunity for a local Perthshire firm to undertake site clearance works related to the project. • Sub-contractor roles more than £50k available on the main works contract are required to be advertised through Public Contracts Scotland Portal.
<p>A9 Dualling Tomatin to Moy</p>	<p>Every effort is being made to mitigate the environmental impacts of this programme. We value the environment we are working in and place emphasis on striking a balance between delivering projects and respecting the</p>	<p>The project will drive inclusive economic growth by strengthening connectivity; the dual carriageway reduces journey times and improves journey time reliability along this part of the A9 corridor. This will</p>	<p>Contract will include a significant emphasis on community benefits and social value. Such benefits are envisaged to include creation of employment and training opportunities</p>

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	<p>sensitivities of the area. Significant environmental assessment work and consultation has been undertaken to consider environmental impacts for this programme.</p> <p>Our National Transport Strategy is clear that we will not build infrastructure to cater for forecast unconstrained increases in traffic volumes. The rationale for investment in this project is not based on facilitating increases in road traffic. We will continue to take bold action to reduce both car usage and the emissions of road vehicles. Contract requirements will include a focus on carbon reduction, use of renewable power sources, use of low emission vehicles and construction plant, emphasis on waste reduction and circular economy, exploration of innovative alternative design solutions.</p>	<p>improve the competitiveness of rural businesses using the A9</p> <p>The contract will include an emphasis on sustainability; economic growth and building resilient and sustainable places. It will include increased focus on decarbonisation, including increased carbon reduction measures, waste management controls and material reuse (circular economy) proposals, particularly in relation to peat. The contract will also contain a provision for the site accommodation to be a “sustainable power hub”, with the main source of energy coming from the national grid (i.e. renewable sources). The project will include the use of positive Sustainable Drainage Systems (SUDs) to improve the drainage in the area thereby controlling the flow of water released into the existing drainage systems, and providing treatment to water runoff. This will support the mitigation of potential flooding, treat water at source and provide ecological benefits.</p> <p>There will also be an emphasis placed upon opportunities generated for Small and Medium Enterprises and Supported Businesses, to help support economic growth in the region. It will also provide training opportunities, fair working practices and promotion of equality and wellbeing for all people working on the project.</p> <p>The appointed contractor will also propose a number of community enhancements in and around the project to provide lasting benefits for local communities.</p>	<p>Project also aims to provide educational benefits to local schools through training initiatives such as Academy 9 programme. It also aims to provide local communities with improved connectivity to public transport with upgrades to approximately 10km of non-motorised user routes to encourage active travel such as walking and cycling.</p>
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Notes relating to the updated IIP Project Pipeline

All planned dates going forward will be subject to the impact of the ongoing coronavirus (COVID-19) situation.

The 'IIP 2021-22 to 2025-26 - Project Pipeline' relates to those projects with a capital value of £5 million or more where the Scottish Government has a lead role in procurement or funding and where an Outline Business Case (or equivalent) is not yet approved. The information relates to that as at 30 September 2021.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
TRANSPORT	A9 Dual carriageway	Phased improvements to the existing A9 Perth to Inverness.	£3 billion	<p>First three phases of programme capital funded.</p> <p>A range of financing options to be considered during subsequent stages of</p>	<p>Preparatory and construction work underway with phased programme of schemes as they emerge from statutory process over period to 2025.</p>	<p>Design is nearing completion (for eight of nine sections), delivery is underway and we are finalising the assessment of options to determine the most efficient delivery model for the remainder of the programme.</p> <p>The second stretch to be dualled between Luncarty and Birnam opened to traffic on 28 August 2021 with overall completion anticipated in winter 2021.</p>

Inquiry into A9 Dualling Programme – documents provided by Transport Scotland

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
				design and assessment.		<p>The next section to be constructed is between Tomatin and Moy. The start of procurement for the £115 million construction contract commenced with the publication of the Contract notice on 19 August 2021. This is expected to be awarded in the second half of 2022.</p> <p>At the same time, design work is also progressing well with the statutory process well underway for seven of the remaining eight schemes.</p> <p>In addition to Tomatin to Moy, made orders for two adjoining schemes, Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore were published on 30 July 2021. An additional two schemes: Tay Crossing to Ballinluig and Pitlochry to</p>

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						<p>Killiecrankie are due to be published in the coming weeks.</p> <p>We also expect a decision by Ministers on Public Local Inquiry Reports for a further three schemes shortly. Subject to positive decisions, this would pave the way for completing the statutory processes for approximately 92% of the programme.</p>