

AN INFRASTRUCTURE REVOLUTION

A9 DUALLING SCHEME A SAFER ROUTE THROUGH THE SCOTTISH HIGHLANDS

Connecting Perth and Inverness, the A9 is one of just two road routes between major Scottish cities that is not entirely dual carriageway. Whilst 30 miles of the route is already dualled, the remaining 80 miles create a bottleneck for over 65,000 daily road users. Not only does this result in unexpected delays, it leads to a 33% higher-than-average rate of serious and fatal accidents.

The **A9 Dualling Scheme** is one of the largest transport infrastructure projects ever undertaken in Scotland and will double road capacity between two of its major cities.

WHAT IS THE A9 DUALLING SCHEME?

The A9 Dualling Scheme will create another 80 miles of continuous dual carriageway between the cities of Perth and Inverness in the Scottish Highlands. It is due to be completed in 11 sections and will include:

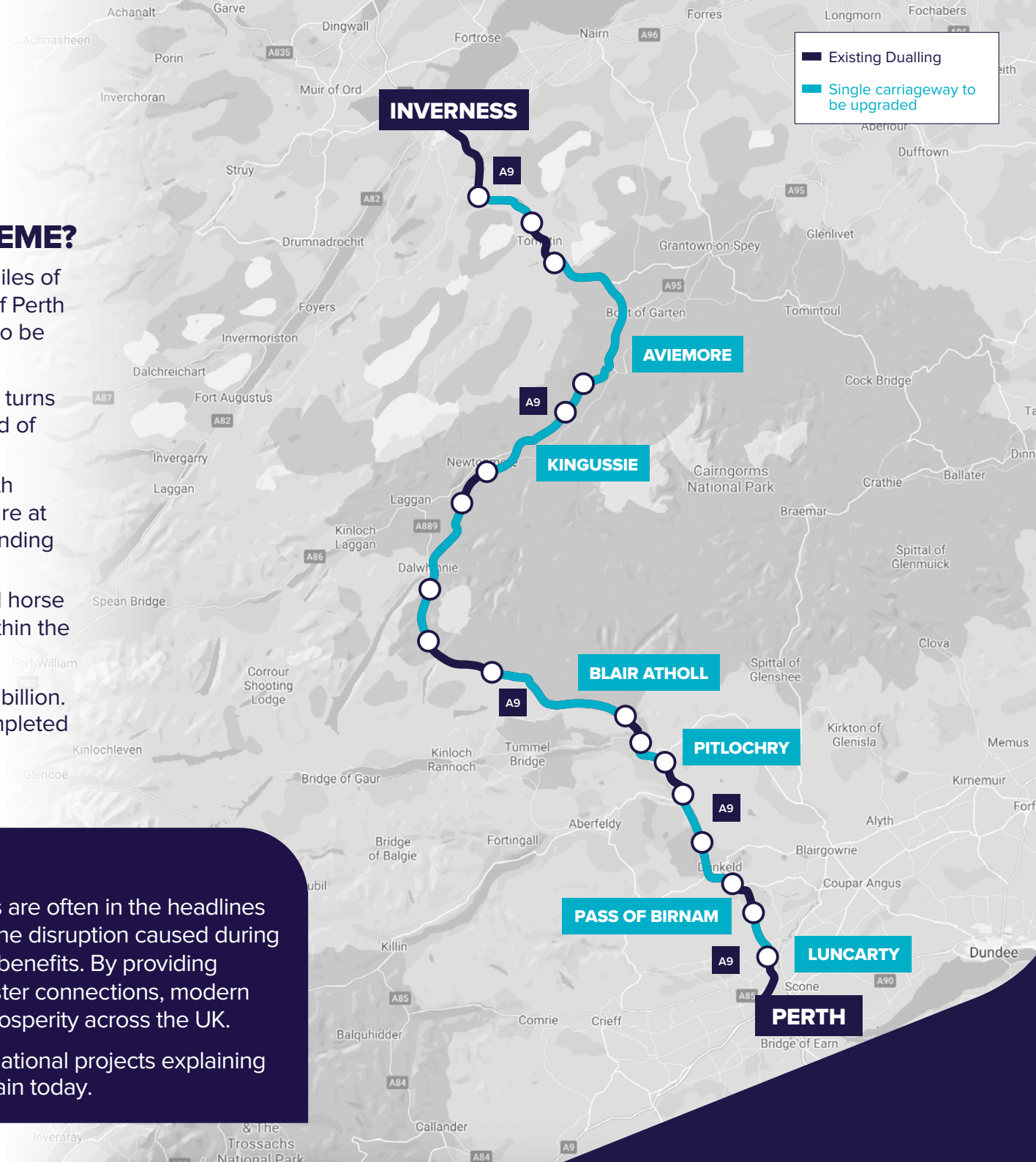
- An unbroken central reservation to prevent right turns across the carriageway and reduce the likelihood of accidents occurring
- Junctions at intersections with A and B roads with 'grade separation', where stretches of the road are at different heights, preventing incidents from extending across opposite lanes
- Enhanced crossings for pedestrians, cyclists and horse riders to facilitate active travel and recreation within the Cairngorms National Park.

The A9 Dualling Scheme is expected to cost £3.7 billion. Works began in 2015 and are expected to be completed by the end of 2035.

Delivering an Infrastructure Revolution

Whilst economic and social infrastructure projects are often in the headlines due to the amount of money spent on them and the disruption caused during their construction, they generate huge long-term benefits. By providing better local services, new jobs, cleaner air and faster connections, modern infrastructure helps to level up opportunity and prosperity across the UK.

[Build UK's factsheets](#) cover a range of local and national projects explaining what they are and why they are being built in Britain today.





WHY WE NEED THE A9 DUALLING SCHEME

The A9 Dualling Scheme will unlock economic growth in the Scottish Highlands by creating a safer and more reliable connection between neighbouring regions. Once completed, it will:

- Reduce congestion, which will improve journey times and increase opportunities to travel between Inverness and the 'Central Belt' area between Glasgow and Edinburgh
- Minimise the frequency and severity of accidents, bringing the A9 in line with the national average for similar roads
- Provide a better and safer experience for road users by ensuring a consistent standard of design along the route
- Further strengthen the thriving whisky, life sciences and tourism industries of the Highlands, building on the £19 billion of materials that are already transported via the A9 every year.

A9 DUALLING SCHEME IN NUMBERS



£3.7bn
estimated investment



80
miles of new
dual carriageway



£210m
economic benefits
each year

KEY ISSUES

- As the majority of the road is currently single lane in both directions, **disruption** is anticipated for the duration of the construction period. This will be mitigated by allowing at least one lane in each direction to remain open, with two-way traffic signals, and not undertaking construction at sensitive times, such as at night and during peak commuting hours.
- The route passes through the Cairngorms National Park, which is the largest in the UK, and concerns have been raised about the potential impact of the project. Transport Scotland has carried out a Strategic Environmental Assessment, which identifies the key **environmental and landscape issues**, and the current proposal includes pipes and tunnels to prevent wildlife being separated from their range of habitats and reduce the likelihood of collisions with vehicles.

WHO WILL BENEFIT?

Motorists

- The A9 is used by a wide range of vehicles, which often leads to long queues and slow-moving traffic. Dualling the road will allow easy and safe overtaking, reducing congestion as well as accidents and other incidents.
- Journey times will be reduced by an average of 18 minutes between Perth and Inverness, which will be of particular value to the whisky and fishing industries where journey times can be critical.

The Economy

- Improved transport efficiency along the route will result in direct economic net benefits of £11 million each year.
- Increased connectivity between businesses will lead to wider economic benefits of up to £210 million per year. An estimated 10 billion tonnes of goods, with a commercial value of up to £19 billion, are transported along the A9 every year and this will only increase with a safer and more reliable route.
- There is expected to be a boost to tourism, particularly in the summer months when traffic is 50% higher, as more people will consider a trip to Inverness to be a viable option once the A9's traffic problems are resolved.

The Local Community

- Widespread employment opportunities are being provided for local residents, helping to plug the construction skills gap. In just one of the eleven sections, between Luncarty and Pass of Birnam, over 50 new jobs and nearly 40 work experience placements have been created.
- Enhanced bus routes along the A9, with more frequent and reliable services, will ensure the road is fully integrated within the wider Scottish transport network, benefitting local residents and the environment through increased use of public transport.

Further Information

Balfour Beatty (2018) [A9 Dualling - Luncarty to Pass of Birnam](#)

Scottish Government (2016) [Case for Investment](#)

Scottish Government (2013) [Strategic Environmental Assessment](#)

Find out more

www.Transport.Gov.Scot

Contact us

www.BuildUK.org