

Project Completion Programme

ID	Start	2016		2017				2018				2019	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1	Construction Start	Sep-16											
2	Earthworks/ Roads	Nov-16											
3	A9 Over Bridge	Jan-17											
4	A9 Culvert	Mar-17											
5	Lade Culvert	Dec-16											
6	River Bridge	Mar-17											
7	Foot Bridge	Apr-17											
8	Crematorium Road	Jun-17											
9	Ruthenfield to Bertha	Jan-17											
10	Project completion	Mar-19											

Local Employment

As the successful contractor operating within the Scape framework, we place emphasis on employing people locally and creating local business opportunities. So far we have taken on five new staff and facilitated a six week work experience placement for eight individuals currently participating in a local employability programme designed to help people back into the world of work.

Who are the main players in the project?

Balfour Beatty

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Scape Procure
Civil Engineering & Infrastructure

Project Map



Environment

Runoff

Where appropriate and agreed with SEPA temporary and permanent cut-off drains and lagoon systems shall be installed to prevent contamination of watercourses by runoff.

Habitat

The location and design of the scheme has been developed to minimise tree and vegetation removal. However, there will be disturbance to and loss of habitat as a result of the construction of new roads, junctions, roundabouts and the bridge crossing over the River Almond. This will mainly involve the removal of an area of ancient woodland, and some semi-mature trees with bird nesting and bat roosting potential. All site clearance works have been undertaken in accordance with a detailed ecological specification. Trees/groups of trees to be affected have been inspected for signs of bats. Vegetation/tree removal has, wherever possible, been undertaken outside the bird breeding season. Where this is not possible trees and scrub will be checked for the presence of breeding birds/active nests prior to site clearance. The design will ultimately increase the amount of native tree cover. Links for wildlife (particularly bats and otters) will be maintained throughout the scheme through new planting and the provision of culverts and underpasses. Alternative nesting habitats have been created for sand martins at Bertha Park.

Sustainability

The construction of the embankment for the new A9/A85 junction utilises imported lightweight fill material. The imported material, Leca® (10-20 round) is manufactured in Randers, Denmark and has been supplied directly from the manufacturer. Consideration was therefore given to the method of transport from the manufacturer to the site. The options for transportation of the material were (1) haulage by road through mainland Europe to a suitable ferry port and then onward by road haulage to Perth, or (2) haulage by road to the local harbour and bulk sea transport to a harbour closest to the works then onward by road to Perth reducing road haulage distances to a minimum. The carbon footprint of each option was calculated using the P&O Ferrymasters CO₂ Emissions Calculator. The project team chose to transport the material in bulk from Randers Harbour to Perth Harbour. Lorries were used to transport the material between the two harbours and the manufacturing site in Randers and project site in Perth. This decision is expected to prevent over 427,000 road miles and 715T CO₂e

Contact Us

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Surveys

Surveys have been carried out to establish the presence of badgers, bats and otters. Our ecologist is on site ensuring that our activities do not interfere with nesting birds.

A fish rescue has been carried out as part of the first phase of the realignment of the Perth Lade, with lamprey and eel relocated upstream of the works.

Invasive Weeds

We have devised a strategy for the identification, demarcation and control of some species of invasive weeds, namely, Japanese Knotweed, Hogweed and Himalayan Balsam.

Noise and Vibration

Noise surveys have been carried out at potentially sensitive locations. During the construction phase, great care shall be taken to ensure that permitted noise levels are not exceeded and that "noisy" operations are carried out strictly within the permitted hours of work.



Balfour Beatty

Scape Procure
Civil Engineering & Infrastructure

NEWSLETTER

Perth Transport Futures Project Phase 1 - A9/A85 Junction Improvement and Link Road to Bertha Park

Spring 2017



Welcome to the second quarterly newsletter for the A9/A85 Project.

The project provides a new link road from the A85 Crieff Road across the A9 dual carriageway and River Almond into Bertha Park. The project will bring a number of immediate benefits including access to and from Inveralmond Industrial Estate and roundabout.

The project also creates significant improvements and new facilities for both pedestrians and cyclists. Additionally, a new feature entrance and an overflow car park will be provided at the Crematorium to assist with the management of crematorium traffic.

After a period of collaborative engagement with Perth and Kinross Council and their designer CH2M, spanning back to December 2015, Balfour Beatty was awarded the project on 26 August 2016 through the Scape Civil Engineering and Infrastructure National Framework.

Throughout the construction period Balfour Beatty's site team will be committed to meeting the challenges of the project. We will ensure the safety of the public and our workforce, we will minimise delays to the travelling public and we will protect the environment and its inhabitants from the effects of our construction activities.

We hope you find this newsletter interesting and informative, and welcome any comments and queries you may have. Our contact details can be found on the back page of this newsletter.

Alan Brisbane

Alan Brisbane,
Balfour Beatty Project Manager,
A9/A85 Project

Considerate Constructing!



We are now a member of the Considerate Constructors Scheme. Abiding by the Code of Considerate Practice means that we respect the community in which we work, protect the environment, secure everyone's safety and value our workforce.

In this issue:

- Project history
- What's involved
- Scale of the works
- Programme
- Local recruitment
- Keep safe
- Contact information

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The need for the scheme



The need for a package of measures to address the traffic and air quality issues in and around Perth was identified a number of years ago. These measures have been developed as the Perth Transport Futures Project.

Primarily the project is focused on the need for major road infrastructure which is required to address key congestion points in the road network and to provide essential linkages to growth areas as set out in the Local Development Plan.

As a result of the timelines required for taking forward various elements of the project it has been broken down into a series of phases. While the individual phases all deliver direct benefits, the ability of Perth's network to accommodate the projected economic growth, including the opportunity to create thousands of jobs and in essence deliver the Local Development Plan allocations, will only be achieved with the delivery of the full package of measures. These measures will be delivered over a number of years and are split into four phases:

- Phase 1 - A9/A85 Junction Improvement and Link Road to Bertha Park
- Phase 2 - Cross Tay Link Road (CTLR) – A9 to the A93 and A94
- Phase 3 - Bertha Park North Link to A9 (Linking Phases 1 and 2)
- Phase 4 - Associated City improvements

Phase 1 of the Perth Transport Futures Project is currently under construction and is the subject of this Newsletter.

Scheme History	
Council commits funding for Phase 1	June '13
Council approves compulsory purchase of scheme land	June/October '14
Council approves appropriation of open space at Perth Crematorium	February '15
Planning consent granted for scheme	March '15
Council acquires land for scheme through compulsory purchase	August '16
Contract awarded to Balfour Beatty	August '16
Construction start date	September '16
Anticipated completion of scheme	March '19

What will we be doing?

It is proposed to construct an entirely new link road (3km in length) from the A85 Crieff Road in Perth (east of the A9) in a north-westerly direction to a development site at Bertha Park. A new grade separated junction providing access to and from the existing A9 will be constructed. A supplementary link road is also proposed to the west of the A9 linking the existing A9/A85 Crieff Road Junction to the new link road. A new roundabout will be constructed on Ruthvenfield Road with a new road bridge over the River Almond.



A new roundabout will also be built at Bertha Park which will provide access to the proposed new secondary school. Four new junctions with traffic signals and CCTV will be implemented and will be optimised to take account of traffic demands. A new footbridge with ramps over the A9 will be constructed to link residential areas with Inveralmond Industrial Estate. A 2.5m wide pedestrian/cycle path will be constructed over the whole length of the new road. Pedestrian access along the route of Perth Lade will also be re-instated, and will include upgrades to the network of paths in the area. The scheme includes a new junction, boundary feature wall and overflow car park at Perth Crematorium.

Balfour Beatty and Perth & Kinross Council

The contract (value £35million) was awarded to Balfour Beatty in August 2016 following a period of collaborative working through the Scape Civil Engineering and Infrastructure National Framework.

Early Works



Work started in October 2016 with the project site offices being mobilised on Crieff Road. The early activities noted below allowed the main works to progress in earnest:

- Site clearance works on A9 and proposed link road corridors
- Site investigation to verify ground conditions prior to construction of structures
- Installation of temporary bridge over the River Almond to minimise volumes of construction traffic on the public road
- Establishment of Mineral Extraction Area at Bertha Park to allow earthworks fills will be won for the project
- Installation of earthworks monitoring and instrumentation equipment
- Installation of vertical band drainage under the large embankment areas
- Temporary diversion of Perth Lade west of the A9 to release bridge construction

A number of public utility diversions are required to facilitate delivery of the project, with the key numbers tabled below:

Public Utility	Diversions or protections
British Telecom	6
SSE Power & Communications	8
Scottish Gas Networks	8
Scottish Water	7
Virgin Media	1

Current Works

Most recently a contraflow was installed on the A9 to allow construction of a new reinforced concrete underpass to carry the re-aligned Perth Lade under the A9, with the structure being built in two halves to maintain traffic flows on the A9. To minimise disruption to road users, large elements of the structure were pre-fabricated in advance of the contraflow being installed. These will be lifted into their final position by a 500t crane as the excavation is completed. Placement of general embankment fills to the new Ruthvenfield Link road has also progressed as weather has allowed and will ramp up moving into the summer.

Scale of the project

The Perth Transport Futures Project will be one of the largest single roads projects to be delivered by Perth and Kinross Council. The key construction quantities are as follows:

Earthworks fill	540,000	Cubic metres
Earthworks excavation	80,000	Cubic metres
Vertical Drains	350,000	Linear metres
Piling Bored	1850	Linear metres (900m dia)
Steelwork fabrication	674	Tonnes
Concrete structural	13,137	Cubic metres
Steel reinforcement	1,588	Tonnes
Kerbing	14,950	Linear metres
Road Surfacing	55,0000	Square meters
Fencing	22,900	Linear meters

Programme and general disruption

Enabling activities works will be continuous until Spring 2019. There shall be a number of concurrent work fronts throughout this duration and there will inevitably be some disruption to adjacent residents and businesses and the travelling public. To minimise the impact of this notification of the works has been made with residents and businesses and this will continue throughout the construction period with letter drops and quarterly newsletters.

A key aspect of the works in the coming period is the construction of a new underpass on the A9 which will carry the realigned Perth Lade. This work will be completed between March and June 2017 and facilitated by the use of a contraflow on the A9. The works have been, and will continue to be, publicised via variable message signage on the existing road network in parallel with twitter feeds and project website updates. There will ultimately be some disruption during this period and to minimise this there has been extensive pre-planning with Perth and Kinross Council, Transport Scotland, Bear Scotland, and the Police to ensure all reasonable measures are deployed to mitigate this impact.

The normal site working hours are:
Monday – Friday: 07:00 - 19:00hrs
Saturday: 07:00 - 13:00hrs

During the project there will be essential work that can only be carried out at night and outwith the above hours. In the event of this notices shall be circulated in advance when appropriate. These notices shall include letters to residents, as well as flyers in local facilities.

On future occasions there will be a need for local overnight closures of the A9 for the installation of beams on the new overbridge opposite McDiarmid Park (anticipated to be late summer), and the new footbridge slightly further North. These will be advertised in advance with diversion routes agreed with Bear Scotland and Perth and Kinross Council, prior to any planned works.

Other key activities requiring traffic management in the future will be:

- new slip road tie-ins on A9
- public utility diversions A9 and A85
- new junction construction on the A85
- upgrading of street lighting on the A85



Safety

Safety of the general public and our own workforce is at the very top of our list of priorities. Construction sites are of particular interest to young people. We shall therefore continue to inform local schools of our ongoing activities and the associated hazards.

