

# Pitlochry to Killiecrankie Project - Welcome



Welcome to this drop-in event for the Pitlochry to Killiecrankie project of the A9 Dualling Programme.

We are here today to provide information about further design work which we have been undertaking for this project.

Plans and other drawings are available to view and we would be happy to explain the ongoing design development work since the Preferred Option Public Exhibition in November 2016.



Autumnal View of Clunie Bridge



Reflections on Loch Faskally

Transport Scotland staff and their consultants, Jacobs, will be happy to assist you with any queries you may have in relation to the project.

For further information please visit: [www.transport.gov.scot/project/a9-Pitlochry-killiecrankie](http://www.transport.gov.scot/project/a9-Pitlochry-killiecrankie)

# Design Development

Since the exhibition in November 2016, we've been working to develop the design in a number of areas in accordance with the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment process. These include:

- Refining the main dual carriageway alignment;
- Further developing the design and layout of:
  - grade separated junctions at Pitlochry North and Pitlochry South;
  - at-grade junctions at C452 Foss Road and C452 Clunie-Foss Road; and
- Developing access proposals to properties which currently have a direct access onto the A9;
- Progressing the road drainage design proposals; and
- Developing proposals to cater for Non-Motorised Users (NMU's).

Information is available on each of these areas on the following panels, but please come and speak to a member of the team who will be happy to explain the materials on display.

## Mainline Alignment

The alignment has been refined due to the following further assessment and design considerations:

- The horizontal alignment has been further refined to incorporate more of the existing carriageway into the design;
- The extent of the works required at the Northern tie-in have been reduced, allowing the tie-in to be moved to the south;
- We have looked at how earthworks slopes will appear in the landscape, flattening or steepening them to get better integration with adjacent landform. We will continue this design work further as our landscape assessments continue;
- we have lowered the alignment in some areas to reduce embankment heights and need for retaining walls; and
- The designs for new and upgraded mainline structures have been developed.



Existing Mainline Carriageway

# Design Development (cont.)

## Proposed junctions and accesses

- Refinement to the design of both Pitlochry North and South grade separated junctions and the C452 Foss / Clunie-Foss junctions.
- Where direct accesses to the A9 are to be closed, new access tracks to provide alternative access have been discussed with affected landowners. These new routes will provide access to areas of land, businesses and properties adjacent to the A9.

## Drainage proposals

- The drainage design has been developed in accordance with Sustainable Drainage Systems (SUDS) guidance. The drainage system captures surface water from the carriageway via filter drains which typically outfall to SUDS basins which are designed to provide treatment and attenuation of carriageway run off prior to discharge.
- There are currently five SUDS basins proposed and each basin outfalls to adjacent watercourses.

## Non-Motorised User (NMU) provisions

- An underpass has been proposed for the Rob Roy Way to improve safety and connectivity; and
- Opportunities for new improved NMU connections have been identified. Please consult a member of the team if you require more details about these routes.

The design now contains a sufficient level of detail for the Environmental Assessment work to be carried out.



VRM Still – The Approach to Pitlochry North Junction



Existing C425 Foss Road

# Design Development - Structures



Since the exhibition in November 2016, we have also undertaken further design work on the two major structures within the project extents. These major structures carry the A9 over the River Tummel and Loch Faskally, both of which form part of the River Tay Special Area of Conservation (SAC) which supports important populations of Atlantic salmon, fresh water pearl mussels and otter.

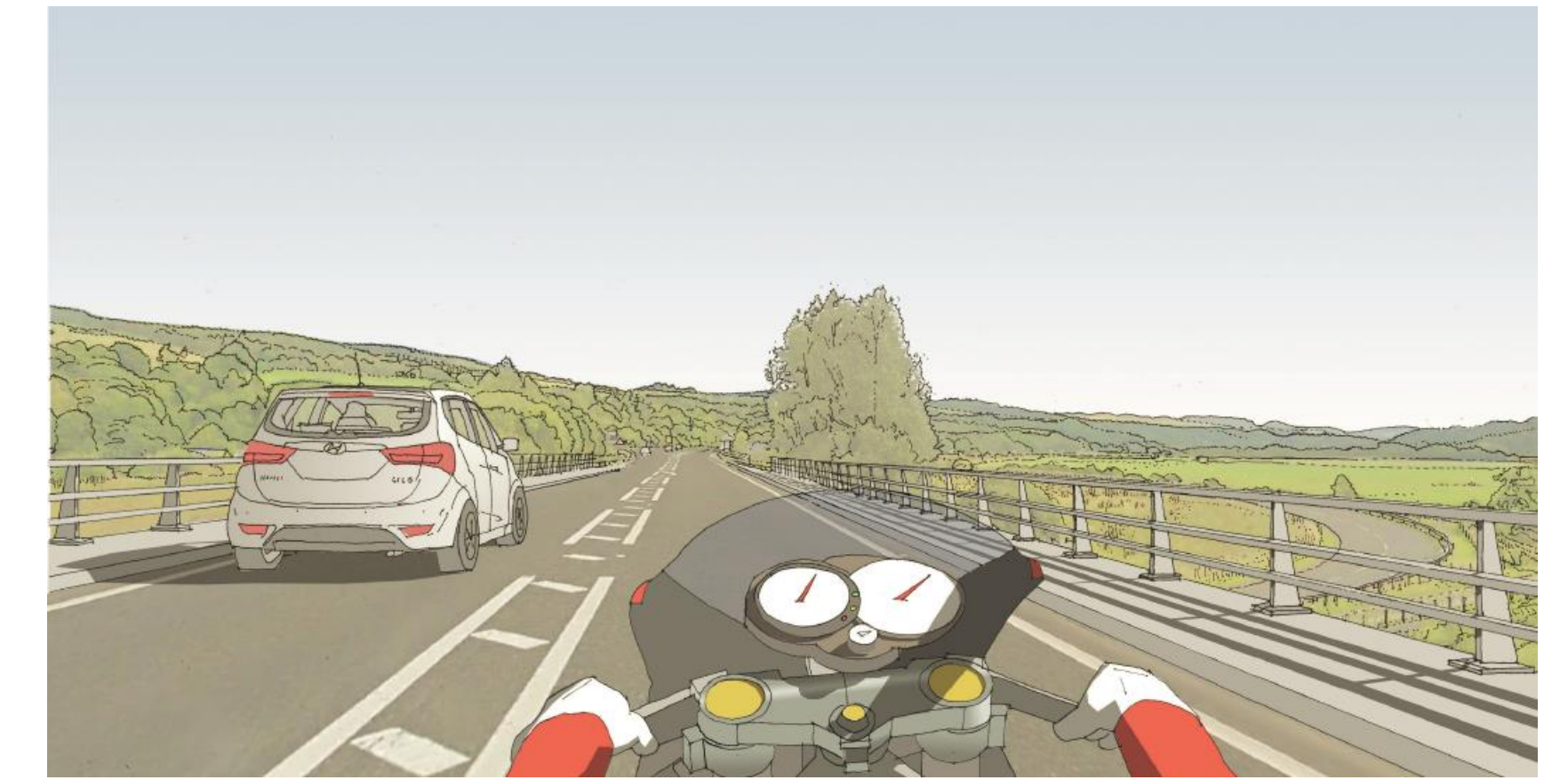
## River Tummel Crossing

A number of alternative forms of structure were considered at the location of the River Tummel crossing, of which 4 have been progressed to the next stage of assessment. Three of the options retain the existing structure to form the southbound carriageway, with the new structure forming the northbound carriageway. A further option is for the full replacement of the crossing.

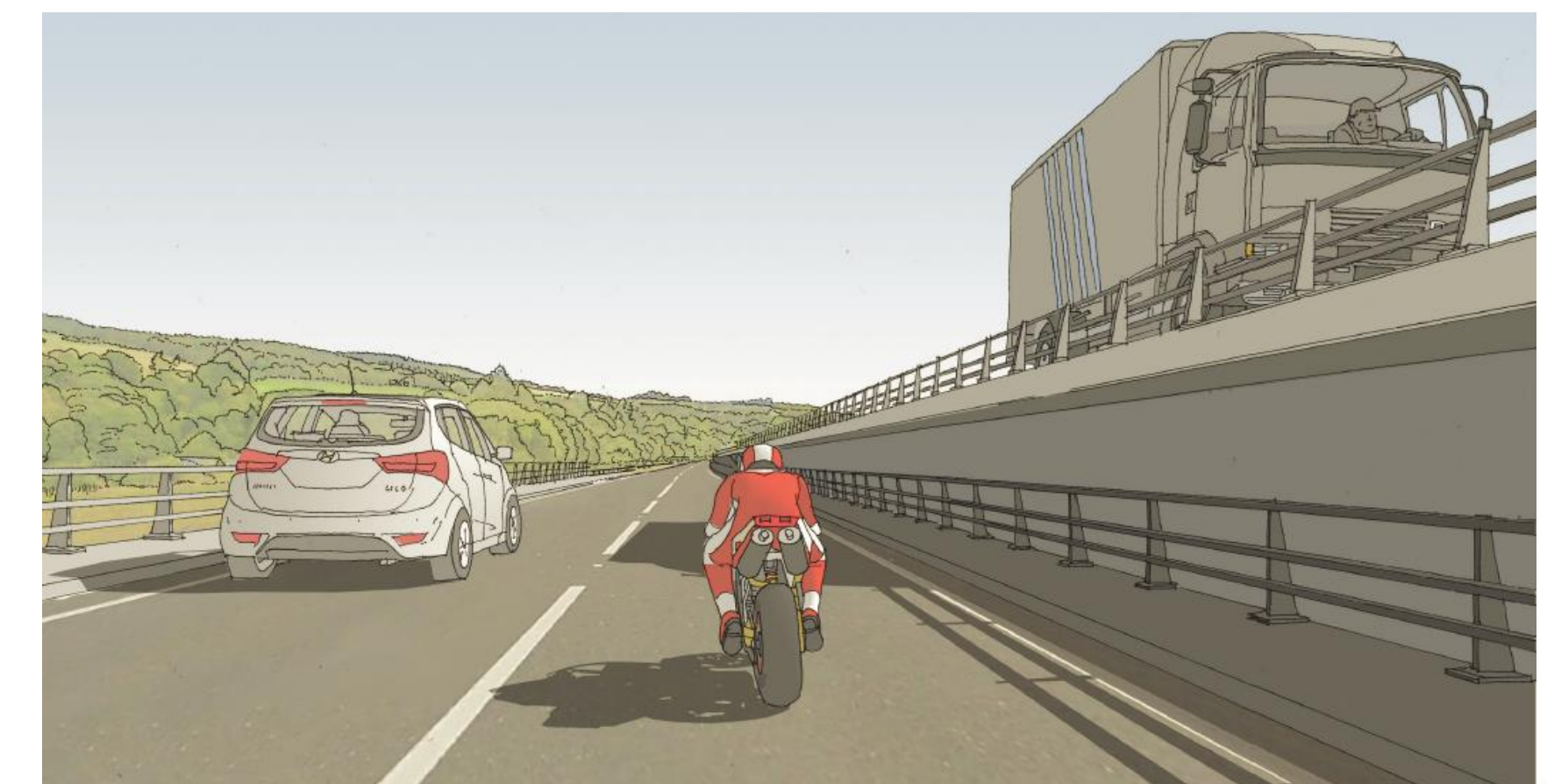
Option A, looked to mirror the existing structure. This would require piers to be placed within the SAC which would result in permanent loss of wildlife habitat and would increase the flood risk to properties upstream.

As a result an alternative option (Option B), which retained the existing bridge with the new bridge adopting a similar style, but without piers in the SAC, was considered. However, the increase in the central span of the bridge requires the bridge to be longer and deeper, lifting the level of the northbound carriageway and blocking the views to the south for southbound travellers. Furthermore the deep bridge deck would be more intrusive on the landscape and create a visual mismatch between structures.

A further option (Option C), to demolish the existing structure and replace with a new structure was also considered, again without piers in the SAC. Similar to Option B, this structure would be considerably larger than the existing in both span and deck height. Furthermore this option would increase flood risk downstream and increase the area of lost floodplain. There would also be an impact on the SAC during demolition.



Tummel Crossing – Existing– Motorcyclist View (Passing car on Southbound Carriageway)



Tummel Crossing – Option B – Drivers View from Southbound Carriageway

# Design Development – Structures (cont.)

## River Tummel Crossing (Cont.)

Given the previous, a further option has been considered, Option D. This option retains the existing bridge with a new bowstring arch bridge constructed adjacent to the existing. This option, similar to Option B, would create a visual mismatch between structures and may require a temporary pier in the SAC on a gravel bank, which is dry during normal flow conditions.

Option D has however been included in the Stage 3 design as it has the following advantages:

- No need for demolition of the existing structure;
- The bow string arch allows for the deck to be relatively slender, reducing the visual impact;
- No piers constructed in the channel of the SAC; and
- Neutral impact on flood risk with the lowest loss of floodplain

## Loch Faskally Crossing

At Loch Faskally it is proposed to retain the existing Clunie Underbridge for northbound traffic, with a new structure to be constructed to the southbound side of the existing bridge. This new structure will mirror the form and dimensions of the existing bridge.

The Clunie Footbridge will be retained.

Artists impressions of each option are available to view on the screen and on paper copies. Staff will be happy to talk you through the options and assist in answering any questions you may have.



Proposed River Tummel Crossing – Option D – South West View



Proposed River Tummel Crossing – Option D – North East View

# What Happens Next

There has been a lot of discussion with landowners, residents, statutory consultees and Non-Motorised User (NMU) groups to date.

Following this drop-in event, there will be ongoing consultation and comments will be used to feed into the ongoing design refinement. This consultation will continue throughout the DMRB Stage 3 Assessment.

An Environmental Impact Assessment is being undertaken and includes the development of suitable mitigation measures to reduce the impact on the environment, where required. This will allow the boundary of land required for the project to be established and allow for the completion of the DMRB Stage 3 Environmental Statement and the publication of Draft Orders for the project.

The publication of the Draft Orders marks the start of the formal Statutory Process and it is at this time that the alignment will be finalised and the public will be able to formally comment on the proposals for the dualling of the A9 between Pitlochry and Killiecrankie.

After publication there is a six-week objection period associated with the Draft Orders and a six-week representation period associated with the Environmental Statement.

Should we receive objections to the Draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry before the project can proceed.

**The project design can be seen on drawings and visualisations at today's drop-in event.**



View of Loch Faskally from Clunie Footbridge



High Trees in Faskally Wood

# Comments

Further consultation through one-to-one engagement is continuing during the DMRB Stage 3 Assessment. We will keep you updated through a range of direct communications and consultations. You can contact Jacobs Stakeholder Manager, Sarah Morgan:

Mobile: **07833 936426**

Email: **Sarah.Morgan@jacobs.com**

Your comments and feedback would be appreciated and will help inform the ongoing design refinement and project development. If you wish to provide us with feedback, please complete and return a feedback form today. Alternatively return your completed form by email or post before 28<sup>th</sup> April 2017.

Email to: **A9dualling@jacobs.com**

Post to: **Gillian Lindsay**

**A9 Dualling Stakeholder Team**

**Jacobs**

**95 Bothwell Street**

**Glasgow**

**G2 7HX**

All materials on display today along with further general information on the A9 Dualling Programme can be found on the Transport Scotland website at: [www.transport.gov.scot/project/a9-Pitlochry-killiecrankie](http://www.transport.gov.scot/project/a9-Pitlochry-killiecrankie)

Contact details for Transport Scotland's Dualling team:

Telephone: **0141 272 7100**

Email: **a9dualling@transport.gov.scot**



**A9 Dualling Programme**  
Pitlochry to Killiecrankie project



Feedback form

## Introduction

Thank you for attending this drop-in for the A9 Dualling Pitlochry to Killiecrankie project. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as you are able to, but no later than **28<sup>th</sup> April 2017**.

## Your details (optional)

Name:	<input type="text"/>
Address:	<input type="text"/>
Postcode:	<input type="text"/>
Telephone:	<input type="text"/>
Email:	<input type="text"/>

Please email or post completed responses (address opposite) by 28<sup>th</sup> April 2017 to the Jacobs A9 Dualling team, to whom any queries may be directed.

Email: [a9dualling@jacobs.com](mailto:a9dualling@jacobs.com)

Further information on the A9 Dualling Pitlochry to Killiecrankie project:  
[www.transport.gov.scot/project/a9-pitlochry-killiecrankie](http://www.transport.gov.scot/project/a9-pitlochry-killiecrankie)

Information on the wider A9 Dualling Programme:  
[www.transport.gov.scot/a9dualling](http://www.transport.gov.scot/a9dualling)

Post to:  
**Gillian Lindsay**  
A9 Dualling Stakeholder Team  
Jacobs UK Ltd  
95 Bothwell Street  
Glasgow  
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PLEASE TURN OVER TO RECORD YOUR COMMENTS OR FEEDBACK.  
Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.

The logo for Jacobs, consisting of the word 'JACOBS' in a bold, blue, sans-serif font with a registered trademark symbol.

