

A9 Dualling Programme

Killiecrankie to Glen Garry Project

Welcome

Welcome to this public drop-in event for the Killiecrankie to Glen Garry project, as part of the A9 Dualling Programme.

This event will provide information about further design work carried out on the project, including the River Garry crossing at Essangal.

We also have drawings and visualisations available to view today, and we would be happy to explain the various design changes that have taken place since the public drop-in event in November 2016.



View (from left to right) of Tulach Hill, the River Garry, Killiecrankie, the A9 and Killiecrankie Battlefield.



View looking south past Bruar junction and along Glen Garry.

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-killiecrankie-glen-garry

Design Development - Overview

Since the last public drop-in event in November 2016, we have been working to develop the design in a number of areas which include:

- Further assessment of structure options for the River Garry crossing at Essangal;
- Development of environmental mitigation measures, including species protection measures, planting proposals and the requirement for environmental management plans;
- Further development of the Flood Risk Assessment and the approach to compensatory flood storage;
- Design development of the 85 watercourse crossings of the A9; and
- Progression of the proposals catering for non-motorised users (NMU).

Some information about the design development is described 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. We also welcome your feedback and comments.



Mainline visualisation on approach to Bruar junction (March 2016).

Design Development - Structures

Since the public drop-in event in November 2016, we have undertaken further design work on the River Garry crossing at Essangal. This major structure carries the A9 over the River Garry. The River Garry forms part of the River Tay Special Area of Conservation (SAC), which supports important populations of Atlantic salmon, lamprey and otter.

River Garry crossing at Essangal

A number of alternative forms of structure were considered at the River Garry crossing; two of which have progressed to the next stage of assessment. Both options retain the existing structure to form the southbound carriageway, with the new structure forming the northbound carriageway.

Option A looks to mirror the existing structure and would require piers within the River Garry, adjacent to the existing piers.

Option B proposes to retain the existing bridge with a new bowstring arch bridge constructed adjacent to the existing bridge.

Both options avoid demolition of the existing structure and allow for the bridge deck to be relatively slender. Both options also result in negligible impacts on flood risk.

Option A requires piers to be constructed in the aquatic SAC habitat and the effects of this are currently being assessed. Option B avoids piers in the SAC but is different in appearance and structural form to the existing bridge.

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



Option A – proposed River Garry crossing at Essangal – view towards the north-west.



Option B – proposed River Garry crossing at Essangal – view towards the north-west.



What Happens Next?

There has been extensive discussion with landowners, residents, statutory consultees and NMU groups to date.

Following this drop-in event, the following key activities will be progressed as the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment concludes.

The engineering design and Environmental Impact Assessment will be concluded, which may include additional mitigation measures. 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.

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.

Progress after publishing the new Draft Orders will depend on the formal comments received to the proposal.



Ground Investigation works at Glackmore.

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Comments

Further consultation may be required during the Design Manual for Road and Bridges (DMRB) Stage 3 Assessment. We will keep you updated through a range of direct communications and consultations. You can contact Jacobs' Stakeholder Manager, Fergus Allan, via the details below:

Phone: 0131 659 1579
Mobile: 07470 199266
Email: Fergus.Allan@jacobs.com

Your comments and feedback would be appreciated and will help inform the ongoing project development. If you wish to provide us with any feedback, please complete and return our feedback form today or by email or post as soon as you are able to, but before 19th May 2017.

Email: A9dualling@jacobs.com
Post to: Jo Jeffreys
Jacobs A9 Dualling Team
Assistant Stakeholder Manager
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-killiecrankie-glen-garry

Contact details for Transport Scotland's Dualling team:

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