## A9 Dualling Killiecrankie to Glen Garry Project Welcome

Welcome to this drop-in event for the Killiecrankie to Glen Garry project of the A9 Dualling programme. We're here today to provide information about further design work we have being doing for the project. We have plans and other drawings available to view and would be happy to explain the various design changes that we have been making since the exhibition in March this year.



Killiecrankie Battlefield.

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: <u>www.transport.gov.scot/project/a9-killiecrankie-glen-garry</u>





Looking south past Bruar junction and along Glen Garry.





## A9 Dualling Killiecrankie to Glen Garry Project **Design Development**

Since the exhibition in March 2016, we've been working to develop the design in a number of areas. These include:

- Refining the main dual carriageway alignment;
- Further developing the layout of the grade separated junctions at Aldclune and Bruar;
- Proposed closure of the at-grade junction at Calvine;
- Progressing the road drainage design; and
- Developing proposals to cater for non-motorised users.

Some information about these 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. Please feel free to ask questions and provide feedback and comments.

## Mainline alignment

- The alignment has been refined due to further assessment;
- design considerations;
- The design of new and upgraded mainline structures have been developed; and



Verge widening has been incorporated, where appropriate, in order to accommodate drainage, safety barriers, signs and other

• 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 work further as our landscape assessments continue;

Localised sections of the alignment have been raised to take account of areas where there is a potential flood risk to the road.





## A9 Dualling Killiecrankie to Glen Garry Project

# Design Development (cont'd)

## **Proposed junction and access solutions**

- Refinement to the design of both Aldclune and Bruar grade separated junctions;
- Closure of the A9 Calvine junction (see separate panels); and

## **Drainage proposals**

## Non-motorised user (NMU) provisions

- display for more information; and
- about these routes.

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



• Where direct accesses to the A9 have been 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.

• The drainage design has been developed in accordance with Sustainable Drainage Systems (SuDS) guidance. There are currently 22 SuDS features proposed, outfalling into a range of watercourses. Access proposals to these features are being developed.

A number of grade separated crossing points are proposed for NMUs to improve safety and connectivity. See the NMU plans on

Opportunities for new NMU connections have been identified. Please consult a member of the team if you require more details



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





# A9 Dualling Killiecrankie to Glen Garry Project **B847 Calvine Junction**



Background

The Junction and Access Strategy, as presented at public exhibitions in 2014, assessed the need for grade separated junctions at Calvine and Bruar. The outcome of the assessment was the recommendation that only one grade separated junction was required in the vicinity of the existing at-grade junction at Bruar, to provide access to Calvine and Pitagowan via the B847 and Blair Atholl via the B8079. The recommendation was based on the following:

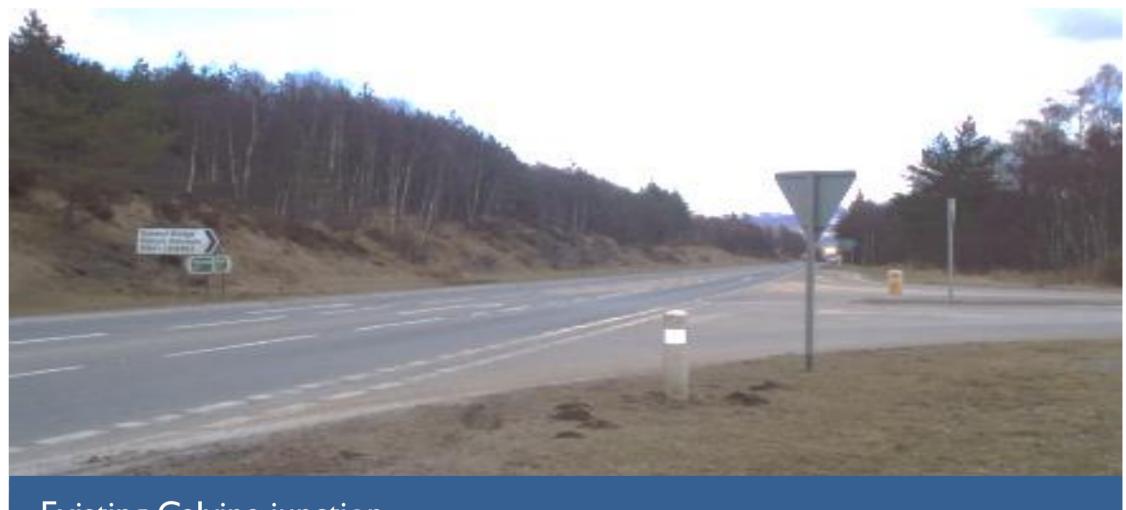
- Observed traffic movements at each junction;
- Further traffic modelling; and
- Potential impacts on local area.

This decision was confirmed in the DMRB Stage 2 Assessment and presented at the preferred route public exhibitions in March 2016. It was acknowledged from public consultation feedback received during the DMRB Stage 2 Assessment that there is a desire to retain a connection to the A9 at the northern end of Calvine despite the provision of a full grade separated junction at Bruar. The next decision to be made was therefore:

- Upgrade the existing junction at Calvine to a left in/left out junction; or
- Close the junction at Calvine and ensure that alternative access to the A9 is provided.

### **Current Position**

Following further assessment work and consultation during the DMRB Stage 3 Assessment we have concluded that the existing junction at Calvine should be closed. Access to/from the A9 into Calvine and the surrounding area will be provided via the existing local road network and the proposed and retained junctions.



Existing Calvine junction.

Access would primarily be via the B847 towards Pitagowan and the proposed grade separated junction at Bruar and secondary via the U521, Calvine to Dalnacardoch road, and the existing

junction at Dalnacardoch.

The decision making process has been informed by a number of consultations and considerations and a summary is provided on the adjacent panel. Please ask a member of staff if you wish to discuss this further or any other matter regarding access to a property or area of land adjacent to the A9.





# A9 Dualling Killiecrankie to Glen Garry Project B847 Calvine Junction (cont'd)



### Impact on Public Transport

During the DMRB Stage 3 Assessment we have confirmed that Calvine and Struan is served by a local bus service, however, the route of this bus service is not expected to be impacted by closing Calvine junction. Bus services will still be able to access Calvine and Struan from Blair Atholl using the B847 via Pitagowan.

### Impact on the Local Road Network

Perth and Kinross Council are the local authority responsible for the side road network in the vicinity of Calvine and the surrounding area. They have confirmed responsibility for both the B847 road between Bruar, Calvine and Struan and also the U521 road between Calvine and Dalnacardoch.

Discussion has taken place with Perth and Kinross Council concerning the upgrade or closure of the junction. Whilst not expressing an opinion on whether the junction should be closed or not, they agreed with the principle of minimising junctions onto the A9.

As part of the project proposals a link will be reinstated across the Allt Anndeir watercourse near Dalnamein to ensure that the U521 Calvine to Dalnacardoch road remains a means of accessing the A9 to/from Calvine for all vehicle types including those above 4.5m in height which are restricted from using the railway bridge outside Calvine.

### Impact on Local Businesses, Landowners and the Public

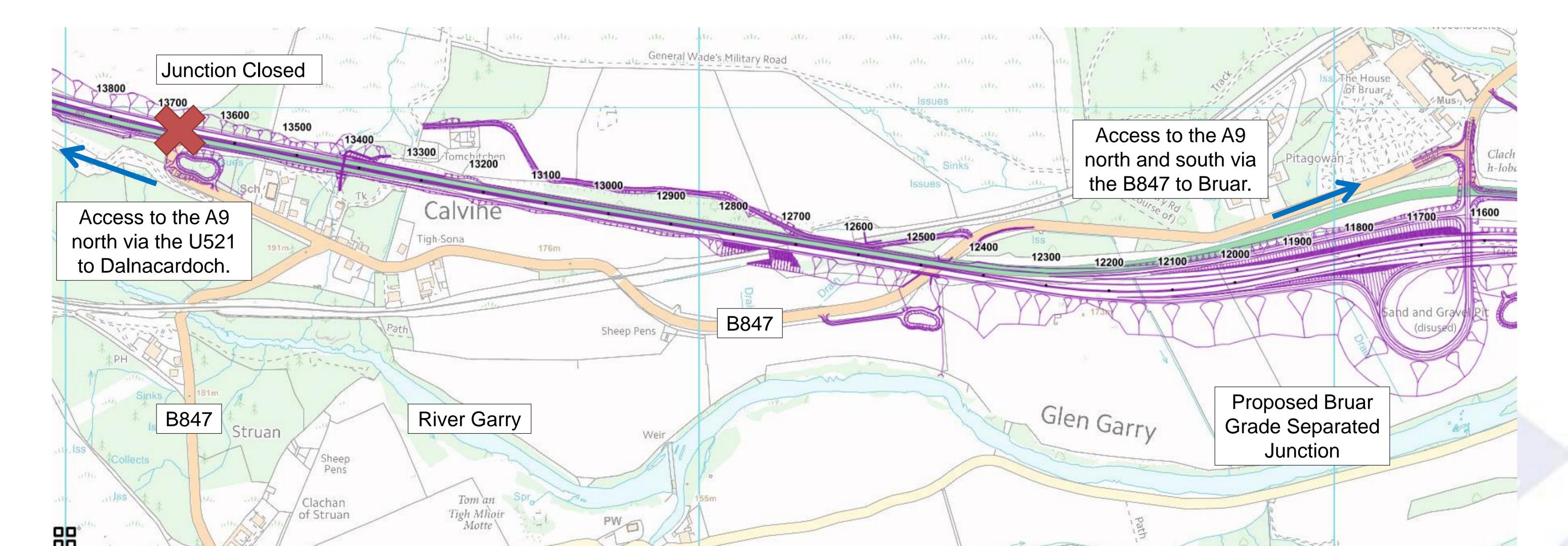
Through our consultations a local business raised concerns about Calvine Junction being closed as this would result in forestry extraction vehicles needing to negotiate the restricted headroom bridge on the B847 which passes under the Highland Main Line railway. This was also raised by members of the public at previous exhibitions.

From our assessment, timber extraction vehicles should be capable of passing through the railway structure at Calvine. There is also the option of any larger vehicles, including those above 4.5m in height, needing to access the village being routed via the Dalnacardoch junction and back south to Calvine on the U521 road.

### **Emergency Services Consultation**

During the DMRB Stage 3 Assessment we have consulted with the emergency services. These discussions have confirmed that the emergency services are not opposed to closing Calvine junction and would be able to access the village and surrounding area in emergency situations using the proposed grade separated junction at Bruar and the B847 to Calvine and Struan.

Emergency service vehicles are able to pass under the railway bridge outside Calvine.



Proposed Bruar and Calvine junction arrangements.

With the scheme in place the subsequent diversion time when travelling southbound on the A9 to the centre of Calvine, via the Bruar grade separated junction, would be approximately 4 minutes longer compared to turning right at Calvine under the existing arrangement. When travelling northbound on the A9, the diversion time to the centre of Calvine, via the Bruar grade separated junction, would be approximately 2 minutes longer compared to turning left at Calvine under the existing arrangement.





# A9 Dualling Killiecrankie to Glen Garry Project What Happens Next?

There has been a lot of discussion with landowners, residents, statutory consultees and non-motorised user (NMU) groups to date.

Following the drop-in event in November 2016, there will be ongoing consultation. Refinements will be incorporated into the design.

An Environmental Assessment will then be carried out and additional mitigation measures may be included. This will then establish the required land boundaries and allow for the completion of the Design Manual for Roads and Bridges (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 proposals.

The project design can be seen on drawings and visualisations at this event today.





Ground Investigation works at Glackmore.





## A9 Dualling Killiecrankie to Glen Garry Project

## Comments

Further consultation through one-to-one engagement is planned 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:

- 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 20<sup>th</sup> January 2017.

Email to: 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:

Telephone: 0141 272 7100 Email: A9dualling@transportscotland.gsi.gov.uk







Bruar, Pitaldonich, The River Garry, and Invervack.



Killiecrankie to Glen Garry: Tulach Hill view of (from left to right) Calvine, Pitagowan,

