TS A9 DALRADDY TO SLOCHD PANELS RUNNING ORDER

Dalraddy to Slochd project – welcome

Welcome to this exhibition on the A9 Dualling Dalraddy to Slochd project. As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work for dualling the A9 between Dalraddy and Slochd.

In June 2016, we held exhibitions to seek public feedback on the route options being developed.

The purpose of this exhibition is to provide you with an overview of the outcome of the route option assessment work, and to present the preferred route option for the Dalraddy to Slochd project. Details of the preferred route are available to view on drawings at today's exhibition.

We also outline the work that has begun to further develop and assess the preferred route option as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

Transport Scotland staff and its consultants will be happy to assist you with any queries you may have.

An overview leaflet is available for you to take away, as well as a feedback form where we welcome your feedback and comments.

The A9 southbound at Slochd Summit

The A9 on Slochd Burg Bridge structure

ATKINS mouchel

Programme objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025.

The A9 Dualling programme objectives are to:

- Improve the operational performance of the A9 by:
  - reducing journey times
  - improving journey time reliability
- Improve safety for both Motorised and Non-Motorised Users (NMUs) by:
  - reducing accident severity
  - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.

Project development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults with a diverse range of landowners, local communities, members of the public, stakeholders and interested parties, including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians, equestrians and cyclists.

Following feedback from the previous public exhibitions, the route option assessment (DMRB Stage 2 Assessment) process for the Dalraddy to Slochd project has been completed.

Consultation

As part of the Design Manual for Road and Bridges (DMRB) Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the route and junction options. There have been a series of public exhibitions and drop-in sessions, as well as ongoing meetings with landowners and other stakeholders.

The most recent public exhibitions were held in Aviemore Community Centre and Cambridge Village Hall on the 16 and 17 June 2016 respectively.

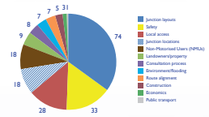
In total, 209 people attended and 27 feedback forms and 16 comments were received by letter and email after the event.

Most visitors were generally supportive of the project, particularly the finalised junction locations. Comments received related mainly to junction layouts.

Each comment was reviewed and the key points were summarised into broad categories shown on the adjacent chart. This is also documented in an exhibition report, which is available on the A9 Dualling website.

The feedback provided by members of the public will continue to inform the design development of the Dalraddy to Slochd project.

Aviemore public exhibition – June 2016



Summary of public exhibition comments

Cambridge public exhibition – June 2016

Stage 2 – Preferred option overview

The Dalraddy to Slochd project involves dualling 23km of the existing A9, from the northern end of the new dual carriageway currently under construction between Kincraig and Dalraddy, to the tie-in with the existing dual carriageway at Slochd Summit.

For the DMRB Stage 2 Assessment process, three different mainline widening options were considered, as well as three junction locations.

The mainline options considered were based on:

Mainline Option 1: Predominantly southbound widening along the complete length of project.

Mainline Option 1a: Predominantly southbound widening based on Option 1, with a variation to the alignment south of Aviemore to avoid properties.

Mainline Option 2: Predominantly northbound widening with localised variations to avoid properties and minimise rock cuts.

Junction layouts considered included three options at Aviemore South, four options at Granish and six options at Black Mount.

The A9 northbound on approach to Granish junction

The following exhibition panels presents an overview and details of the preferred option for this project and also provide the main findings of the route assessment process. Plans of the preferred option are available to view here today.

A member of the team can assist you with any queries that you may have.

Stage 2 – Preferred option summary

A9 carriageway dualling	Aviemore South grade-separated junction	Granish grade-separated junction	Black Mount grade-separated junction
The preferred option is Mainline Option 1a	The preferred option is a 'dual two-lane' grade-separated layout	The preferred option is a 'dual two-lane' grade-separated layout	The preferred option is a 'dual two-lane' grade-separated layout
This includes: • a predominantly southbound widening • a 'bow-tie alignment to the south of Aviemore to avoid properties • net reduction of localised northbound widening past Loch Alvie and Ava Lochan.	This includes: • a grade-separated junction serving all directions, connecting the A9 with the B9152 for onward travel to Aviemore or Kincraig • a loop layout with a bridge structure over the A9 • southbound mainline widening close to the junction.	This includes: • a grade-separated junction serving all directions, connecting the A9 with the existing A95 and B9152 • a loop arrangement on the northbound side and roundabout on the southbound connected by an underpass structure • southbound mainline widening close to the junction.	This includes: • a grade-separated junction serving all directions, connecting the A9 with A938 and LC40D • a diamond layout with a bridge structure over the A9 • southbound mainline widening close to the junction.

Preferred option: mainline

The preferred mainline widening option is Option 1a, which is based on mostly southbound widening including a best-fit alignment south of Aviemore to avoid properties. This option also includes localised northbound variations close to Loch Alvie and Ava Lochan.

Option 1a is preferred for the following reasons:

- provides the best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal
- has the lowest net volume of rock cut. This reduces impacts and difficulties associated with construction
- avoids a direct impact on properties located to the south of Aviemore
- has the least encroachment into areas of ancient woodland
- has the least adverse impact on Loch Alvie Site of Special Scientific Interest (SSSI) through localised northbound carriageway widening
- has least impact on Cairngorms National Nature Reserve (NNR) and SSSI
- has no direct impact to cultural heritage sites located along the route
- maintaining the dual carriageway mainly on the southbound side will reduce the number of carriageway cross-overs required during construction. This will simplify construction and traffic management.

The A9 southbound at Cambridge

The A9 northbound at Slochd

Preferred option: Aviemore South junction

The preferred junction option at Aviemore South is a half-cloverleaf layout, based on southbound mainline widening, with a bridge structure over the A9.

The cloverleaf layout is preferred for the following reasons:

- the junction layout has the least impact and land-take on agricultural land immediately surrounding the junction
- the junction layout offers the best earthworks balance, by reducing impacts associated with transporting material to and from site and waste disposal
- the junction layout offers the lowest cost of construction.

Aviemore South preferred junction option

Aviemore South junction

As part of initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred junction layout, details of which are available at this exhibition.

Preferred option: Granish junction

The preferred junction option at Granish is a half-dumbbell cloverleaf layout, based on southbound mainline widening, with an underpass structure below the A9.

The cloverleaf layout is preferred for the following reasons:

- the junction layout results in the least amount of earthworks and cut requirements. This reduces impacts associated with transporting material to and from site and waste disposal
- the junction layout results in a reduced impact on groundwater compared to the other layouts.

Granish preferred junction option

Granish junction

As part of initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred junction layout, details of which are available at this exhibition.

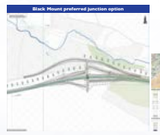
Preferred option: Black Mount junction

The preferred junction option at Black Mount is a left-right stagger diamond layout, based on southbound mainline widening, with a bridge structure over the A9.

The diamond layout is preferred for the following reasons:

- to meet the demands of the road, an all movements junction is preferred which allows traffic to go in any direction, with access to the A938, LC40D unclassified road to Slochd and National Cycle Network (Route 7)
- the junction layout offers the least adverse landscape and visual impacts on users of the site.
- the junction layout means reduced encroachment into ancient woodland.

Black Mount preferred junction option



Black Mount junction

As part of initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred junction layout, details of which are available at this exhibition.

Stage 3 – further design development

As part of the ongoing design development, we are considering how to apply design changes to accommodate a smaller junction layout.

This offers the following potential benefits:

- reduced junction footprint
- reduced costs to purchase land
- reduced need for imported material for construction
- reduced impact on environmentally sensitive sites
- improved junction flow of traffic and priority to A9 trunk road traffic
- potential for more direct tie-ins for local access requirements (to be developed during DMRB Stage 3).

This smaller junction layouts presented here are indicative options at this stage. These will be subject to further design changes during DMRB Stage 3.

We would welcome your comments and feedback on these design refinements.

Aviemore South junction

Granish junction

Black Mount – northern layout

Black Mount – southern layout

Pink hatch area denotes extent of the Stage 3 preferred junction option.

What happens next?

We will continue to consult throughout the DMRB Stage 3 Assessment process and the comments and feedback that you provide on the information presented at this exhibition will be considered in the next stage of the project design development.

At the next public consultation event, which is likely to be a drop-in session, Transport Scotland will look to provide you with an update on the preferred route and junction options, details of design developments, including side roads and local accesses.

An Environmental Impact Assessment will be carried out and additional mitigation measures may be included to establish the land-take boundaries. This will lead to the completion of the DMRB Stage 3 Environmental Statement and the publication of draft Road Orders and Compulsory Purchase Order for the Dalraddy to Slochd project.

The publication of the draft Orders marks the start of the formal statutory process and it is at this time that the route alignment will be fixed and members of 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.

A9 southbound at Slochd

Should Transport Scotland receive objections to the draft Orders which cannot be resolved, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

Therefore, progress after publishing the draft Orders will depend on the formal comments received to the proposals.

Comments and feedback

Transport Scotland welcomes your comments and feedback, particularly on the following topics:

- the preferred mainline route
- the preferred junction options
- options being considered at junctions as part of DMRB Stage 3 design development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and by **14 April 2017**.

Email to:
a9dualling@mouchel.com

Or by post to:
Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
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Glasgow
G71 5PW

Further consultation and engagement will also be undertaken on the junction access strategy, as we address access to properties and land adjacent to the existing A9.

You can contact A9DC Stakeholder Manager Robin Smith at any time:

Telephone: **07557 173 747**
Email: **a9dualling@mouchel.com**

For further information on the Dalraddy to Slochd project, and to view the exhibition materials, drawings and strip plans, please visit:

www.transport.gov.scot/project/a9-dalraddy-slochd

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

www.transport.gov.scot/a9dualling

Further information

Further public consultation is planned during the DMRB Stage 3 Assessment process and we will keep you updated through a range of direct communications and consultations.

Feedback from stakeholders and members of the public, including from this exhibition, will be will be considered as part of the further development, refinement and assessment of the preferred route option.