

A9 Dualling – Glen Garry to Dalraddy

Project 7 - Glen Garry to Dalwhinnie
Preferred Route Announcement
Public Engagement Event (November 2016)

Summary Report

Transport Scotland

February 2017



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Summary Report

Transport Scotland

February 2017

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Document history

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Project 7 – Glen Garry to Dalwhinnie

Preferred Route Announcement

Public Engagement Event (November 2016)

Summary Report

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1 Introduction

1.1 Background

1.1.1 A9 Perth to Inverness Dualling Programme

The A9 trunk road provides a strategic link between the highlands and the central belt of Scotland. In the Strategic Transport Projects Review published in 2008, the Scottish Government identified a programme of improvements for the A9 including upgrading to dual carriageway standard between Perth and Inverness, a distance of some 177 kilometres.

The Scottish Government Infrastructure and Investment Plan was launched on 6th December 2011 and makes a commitment to dual the A9 between Perth and Inverness by 2025.

In 2014 Scottish Ministers awarded three design contracts to take forward the development of the A9 Dualling Programme. The route between Perth and Inverness was divided into three Sections, the Southern, the Central and the Northern Section. A joint venture between CH2M HILL and Fairhurst consulting engineers (referred to in this report as CFJV) won the contract to develop the Central Section between Glen Garry and Dalraddy.

There are three individual Projects within the scope of services which CFJV are responsible for within the Central Section. These are:

- Project 7 – Glen Garry to Dalwhinnie
- Project 8 – Dalwhinnie to Crubenmore
- Project 9 – Crubenmore to Kincaig

Project 10 from Kincaig to Dalraddy lies within the Central Section but does not fall within the CFJV scope of services. This project is at a more advanced stage with construction underway and is being taken forward under a separate commission by others.

This report relates to Project 7 and its purpose is to summarise the Glengarry to Dalwhinnie Drop In Events which were held on 23rd and 24th November 2016 to announce the preferred route that had been selected at the end of the Design Manual for Roads & Bridges (DMRB) Stage 2.

1.2 Project 7 Glen Garry to Dalwhinnie

Project 7 runs from Glen Garry to Dalwhinnie and is approximately 9.5km in length, linking to the existing dual carriageway at Glen Garry, just south of Dalnaspidal. This Project is heavily constrained by designated sites and is in close proximity to the Drumochter Hills environmental designations on the eastern (southbound) side of the carriageway. The A9 forms the boundary of the Drumochter Hills which is a designated Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Special Protection Area (SPA). In addition the River Truim (which forms part of the River Spey SPA) is located generally to the west side of the carriageway at the north of the Project area, together with the Allt Dhubaig and River Garry to the south, resulting in a narrow corridor between designated sites in places.

The topography is steep with Drumochter Pass being a key constraint compounded by the presence of the Highland Mainline railway, the Beaully-Denny power line and National Cycle Network route NCN7. Project 7 passes the small settlement of Dalnaspidal with four residences between the trunk road and the railway and a further group of estate worker residences (Dalnaspidal Estate) and Dalnaspidal Lodge located immediately to the west of the railway and accessed over the existing level crossing.

There is currently an at-grade junction at Dalnaspidal which sits above a number of residential properties with a steep access road winding down to serve the properties and tie into the level crossing. Further north there is a four bedroom B&B property at Balsporran to the west of the carriageway, and Drumochter Lodge, which is currently used as an office-base, and estate worker properties situated to the east of the carriageway north of Balsporran. Both Balsporran and Drumochter Lodge currently have direct at-grade access onto the trunk road, and there is an informal car park at the Balsporran access, which is popular with hill walkers throughout the year.

As part of the upgrade to dual carriageway, existing at-grade junctions will be affected and improvements to these junctions will require to be considered as part of the assessment works.

1.3 Purpose of the Report

This report relates only to the Preferred Route Announcement public drop in events for Project 7, Glen Garry to Dalwhinnie, which took place in November 2016 and which mark the end of Stage 2 of the Design Manual for Roads and Bridges process.

The drop in events took place over two days with the first day, 23 November, for Project 7 in Dalwhinnie Village Hall (with panels from the recent Project 8 Dalwhinnie to Crubenmore drop in event also on display). The second day was staged at the same time as, and in conjunction with, Jacobs UK Ltd's drop in event for Project 5, which stretches from Killiecrankie to Glen Garry. The joint event took place in Blair Atholl Village Hall.

There has been one previous public information event on the DMRB Stage 2 Project 7 scheme development. This took place in June 2015 in Blair Atholl Village Hall. A report on this event is available on Transport Scotland's Project 7 website page at the following web address:-

<http://www.transport.gov.scot/project/a9-glen-garry-dalwhinnie>

This report summarises these two drop-in events in November 2016 for Project 7.

2 Drop In Event Promotion

2.1 Advertising of the Drop In Event

The two public drop in events were advertised via a variety of means including:

- notification was provided via the A9 Environmental Steering Group (ESG)
- postal invitations to local residents and landowners
- email notifications to key local stakeholders and NMU interests
- a press release from Transport Scotland to various news media
- news items on the Transport Scotland website and Twitter account
- an advert for the event in the Badenoch and Strathspey Herald, and the Perthshire Courier

A summary of the steps taken for each of the above is provided in the following paragraphs.

2.2 A9 Environmental Steering Group

The ESG had been consulted on the DMRB Stage 2 assessment and were advised of the preferred route announcement event taking place in Dalwhinnie at their meeting in December 2016.

2.3 Postal Invitations

Letters were issued to local residents and landowners. These letters confirmed the date and purpose of the drop in events and also offered a 1-2-1 meeting on either 22 November or 23 November prior to the events opening to the public.

A generic version of the invite letter is included in **Appendix A**.

2.4 Email Notifications to Key Local Stakeholders and NMU Interests

Email notifications were issued to all members of the A9 NMU (Non Motorised Users) Forum and community council contacts advising that the events were taking place. The email communication advised the NMU members that the local access officers were being invited to a meeting on the day of the drop-in event. The email communication actively encouraged the recipients to review the drop in material once available on the TS website.

2.5 Transport Scotland Website and Social Media

Information regarding the event was uploaded to the Transport Scotland website and Twitter social media account as follows:

- Transport Scotland Website: [http://www.transport.gov.scot/project/A9 dualling Perth to Inverness](http://www.transport.gov.scot/project/A9%20dualling%20Perth%20to%20Inverness)

Transport Scotland Twitter social media account: [@transcotland](https://twitter.com/transcotland)

2.6 Advert and Poster

A combined advert covering the drop in events for both Project 7 and also Project 5 and 6 (from the Southern Section of the A9 Dualling) was placed in the Strathspey and Badenoch Herald and the Perthshire Courier the week before the events took place.

A combined poster was also sent out to various local public venues and community noticeboard locations for display. A copy of the advert and poster are included in **Appendix B**.

3 Drop In Event Details

3.1 General Details

The drop in events were held over two days on 23 and 24 November 2016 from 12 noon to 7pm.

Representatives from CFJV and Transport Scotland were available at the event to answer questions. Those in attendance throughout the event included the Transport Scotland Project Manager, the Transport Scotland Stakeholder Manager, and representatives from the CFJV engineering and stakeholder management teams.

On 23 November the display material presented to the public set out the preferred route alignment for each section of the dualling plus the preferred route junction for Dalnaspidal. In addition the panels previously displayed at a Project 8 public event in October 2016 were on display to allow the public to see how the two projects link together just south of Dalwhinnie.

In addition, PDFs of the display panels were made available on the project section of the Transport Scotland website at the following web address:

<http://www.transport.gov.scot/project/a9-glen-garry-dalwhinnie>

A copy of the display panels is provided in **Appendix C**.

3.2 Pre-Event Briefings

To ensure local land and property owners were fully aware of what was exhibited and how this could affect their land and property, meetings were offered to representatives of the main landowners and local residents on the day before and morning of the event on 23 November prior to opening to the public. Representatives of Transport Scotland and CFJV attended these meetings.

Not all local residents and landowner representatives who wished to meet were available prior to the public event but where required alternative arrangements were made to meet later. It was not possible to arrange to meet one property owner who resides in England, and another who advised they were not available to meet.

3.3 Event Display Material

3.3.1 Event Display Panels

The material on display for Project 7 included twelve panels which presented information under the following headings:

- Welcome
- Dual Carriageway Options
- The Preferred Route
- Stage 2 Preferred Option – Section 1 Option (b)

- Stage 2 Preferred Option – Section 2 Option (a)
- Stage 2 Preferred Option – Section 3 Option (b)
- Stage 2 Preferred Option – Section 4 Option (a)
- Stage 2 Preferred Junction – Option 21
- Stage 3 Design Development
- Stage 3 Design Development (ii)
- What Happens Next?
- Feedback

In addition there were two sets of plans of the preferred route (7 drawings) on display on tables for the public to review.

On 23 November in Dalwhinnie Village Hall there were also eight panels from the previous Project 8 exhibition in October 2016. On 24 November in Blair Atholl Village Hall there were also panels, drawings and visualisations on display for Project 5.

Photographs 3.1 and 3.2 below indicate how the panels were displayed at Dalwhinnie Village Hall. The twelve Project 7 panels began at the left hand side of the hall as people entered and ran around the hall with a gap, then the Project 8 panels were displayed on the right hand side of the hall. The drawings were displayed on tables in the centre of the hall.



Photograph 3-1: General layout of display panels at Dalwhinnie Village Hall



Photograph 3-2: General layout of display panels at Dalwhinnie Village Hall



Photograph 3-3: General layout of Project 7 display panels at Blair Atholl Village Hall

3.3.2 Event Visualisation Material

The drop-in event display panel material was supplemented by three-dimensional visualisations of the engineering designs, shown on a display monitor. Material presented was in the form of a video running continuously on a loop that could be paused at any point by the CFJV personnel to help people view specific areas of interest.

A copy of the visualisation video is available on the Transport Scotland website at the following web address:

<http://www.transport.gov.scot/project/a9-glen-garry-dalwhinnie>

4 Attendance and Feedback

Each person entering the public engagement event was greeted by the CFJV Stakeholder Manager who then explained the layout and the material on display. She also invited him or her to sign in to ensure that an accurate record of attendees was maintained.

A total of 13 individuals attended the prior 1-2-1 meetings with landowners and residents linked to the drop in events (with a further one meeting taking place thereafter in December 2016). 19 people signed in for the public drop in event on 23 November in Dalwhinnie Village Hall with most providing their postal code. Some but not all also provided contact email addresses. A total of 64 people attended the joint event at Blair Atholl Village Hall on 24 November with 5 people having a stated interest in Project 7 (which included 2 individuals attending a private 1-2-1 meeting in the morning).

In addition 24 senior pupils and 2 teachers from Kingussie High School attended the drop in event on the afternoon of 23 November in Dalwhinnie Village Hall as part of the Academy 9 initiative. The pupils were split into two groups with one meeting the Transport Scotland Project Manager and CFJV engineers to learn about the design process and challenges, while the other group experienced 360 virtual reality technology which enables the viewer to ‘explore’ the proposals in 3 dimensions (refer to photographs 4-1, 4-2, 4-3 and 4-4 below).



Photograph 4-1: Kingussie High School pupils experiencing virtual reality technology



Photograph 4-2: Kingussie High School pupils experiencing virtual reality technology



Photograph 4-33: Snapshot of the Virtual Reality Model



Photograph 4-44: Kingussie High School pupils learning about the dualling proposals

At these events an additional column had been added to the sign in sheets asking people to state the nature of their interest in the A9. From the responses provided at Dalwhinnie on 23 November attendees included local residents, a local tenant farmer and estate workers, NMU interests and members of the local heritage group, a representative from SSE, representatives of Dalwhinnie Community Council, property owners (who do not live locally) and a regular driver of the A9. The attendees at Blair Atholl with an interest in Project 7 were local residents and estate workers, plus a relative of one of the local residents.

Each person attending the drop in events was welcomed by and/or spoke with a Transport Scotland or CFJV representative (or Jacobs UK Ltd representative at the Blair Atholl event).

4.1 Feedback Received

4.1.1 Sources of Feedback

Feedback forms were available at both events on 23 and 24 November with a collection box on the reception desk. These were also available online on the Transport Scotland website. Only one response was provided on the day. Six further feedback responses were received covering a range of interests including local residents, a local farmer, the Access Officer for The Highland Council, the Access Officer for Cairngorm National Park Authority, and ScotWays.

The feedback received is contained in Appendix D of this report.

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5 What happens next?

The drop-in event panel titled “What happens next?” highlighted the anticipated reports and assessments that would follow the drop-in event. These are indicated below.

5.1 DMRB Stage 3

Transport Scotland will now take forward the development and assessment of the preferred route option for the scheme.

The next stage of the assessment process will include:

- Using the feedback received and on-going consultation with stakeholders and affected landowners to inform the design development of the preferred route option
- identification of the land required for the scheme and preparation of draft Orders, preparation of an environmental impact assessment of the developed preferred route option including access issues
- publication of an Environmental Statement which will include suitable mitigation measures to reduce impacts on the environment
- The publication of the draft Road Orders, Compulsory Purchase Order and Environmental Statement later in 2017

5.2 Future Events

This drop in event and any future exhibitions are important to ensure that the public and stakeholders are kept up to date with the progress of the Project and that they are given the opportunity to provide feedback to inform the design process.

It is anticipated that a further public engagement event will be held later in 2017 to set out the final proposals to support completion of the design, environmental impact assessment and design of environmental mitigation, together with preparation of the Draft Road Orders.

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Appendix A

Invitation Letters

Appendix A Invitation Letters

Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
 Telephone: 0141 2727100, Fax: 0141 272 7272
info@transportscotland.gsi.gov.uk



[insert name and address]

Your ref:

Our ref: A9/GGD/DAL/EX

Date:
7/11/2016

Dear [insert]

**A9 DUALLING PROGRAMME
 PROJECT 7 – GLEN GARRY TO DALWHINNIE PROJECT
 NOTIFICATION OF PUBLIC DROP IN EVENTS ON 23 AND 24 NOVEMBER AND REQUEST FOR A ONE-TO-ONE MEETING ON 22 NOVEMBER 2016**

Further to the public exhibition held in Blair Atholl in August 2015, and our consultation meetings with you on 16 December 2014, 16 June 2015 and 20 May 2016, our consultants CH2M Fairhurst Joint Venture (CFJV) have further developed the design options and DMRB Stage 2 assessment and we are now in a position to announce the preferred route for the proposed dualling between Glen Garry and Dalwhinnie. We are also able to provide an update on some of the initial design developments of the preferred route for the DMRB Stage 3 assessment.

We are staging a public drop-in event at Dalwhinnie Village Hall on Wednesday 23 November 2016 from 12 noon to 7pm and again on Thursday 24 November 2016 at Blair Atholl Village Hall from 12 noon to 7pm to which you are invited.

In advance of this we would like to arrange a one-to-one meeting with you on the 22 November 2016 in Dalwhinnie Village Hall where you will have the opportunity to view the preferred route and design developments for the Glen Garry to Dalwhinnie dualling project.

We have provisionally allocated a time slot between [inset time and date] in the village hall and would be grateful if you could please contact our consultant's Stakeholder Manager Carron Tobin on carron.tobin@ruraldimensions.com or 07715773660 to confirm or re-arrange to a more convenient time. If this date or venue is not suitable we can readily look to meet at a later date.

Representatives from Transport Scotland and CFJV will be present at the meeting with you (and also the drop-in events) to update you on the design developments. We will also be able to advise on the next steps in the process and give an overview of the key programme timeframes.

Should you have any queries regarding the dualling programme please either contact Carron using the details noted above or contact myself as noted below.

Your sincerely,

Sam MacNaughton
 A9 Dualling Stakeholder Manager
Sam.MacNaughton@transport.gov.scot
 Mobile 07773533342

Appendix B

Advert and Poster

Appendix B Advert and Poster

A9 Dualling

Public drop-in sessions



A series of public drop-in sessions are being held on 23 - 25 November 2016. These will give local communities and road users the opportunity to see and comment on the outcome of ongoing design work for three of the dualling projects – part of the A9 Dualling Programme.

Transport Scotland officials and design consultants will be on hand at each drop-in session to discuss the design work and answer any questions.

Details of drop-ins:

Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects

Wednesday 23 November, 12 noon – 7pm
Location: Dalwhinnie Village Hall, Dalwhinnie PH19 1AB

Opportunity to view and comment on the preferred option for the Glen Garry to Dalwhinnie project. Visitors will also be able to view material from the recent drop-in session for the nearby Dalwhinnie to Crubenmore project. On display will be the design developments which have taken place since the preferred route for this project was announced earlier this year.

Killiecrankie to Glen Garry and Glen Garry to Dalwhinnie projects

Thursday 24 November, 12 noon – 7pm
Location: Blair Atholl Village Hall, Main Road, Blair Atholl PH18 5SG

Visitors will be able to view proposed access arrangements for the Killiecrankie to Glen Garry project following identification of the preferred route earlier this year.


There will also be an opportunity to view the preferred option for the nearby Glen Garry to Dalwhinnie project.

Killiecrankie to Glen Garry project

Friday 25 November, 10am – 4pm
Location: Killiecrankie Village Hall, Killiecrankie PH16 5LG

Visitors will be able to view proposed access arrangements for the Killiecrankie to Glen Garry project following identification of the preferred route earlier this year.

For further information, please visit:
www.transport.gov.scot/a9dualling



A9 Dualling Public drop-in sessions



A series of public drop-in sessions are being held on 23 - 25 November 2016. These will give local communities and road users the opportunity to see and comment on the outcome of ongoing design work for three of the dualling projects – part of the A9 Dualling Programme.

Transport Scotland officials and design consultants will be on hand at each drop-in session to discuss the design work and answer any questions.

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Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects

Wednesday 23 November, 12 noon – 7pm
Location: Dalwhinnie Village Hall, Dalwhinnie PH19 1AB

Opportunity to view and comment on the preferred option for the Glen Garry to Dalwhinnie project. Visitors will also be able to view material from the recent drop-in session for the nearby Dalwhinnie to Crubenmore project. On display will be the design developments which have taken place since the preferred route for this project was announced earlier this year.

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Thursday 24 November, 12 noon – 7pm
Location: Blair Atholl Village Hall, Main Road, Blair Atholl PH18 5SG

Visitors will be able to view proposed access arrangements for the Killiecrankie to Glen Garry project following identification of the preferred route earlier this year.

There will also be an opportunity to view the preferred option for the nearby Glen Garry to Dalwhinnie project.

Killiecrankie to Glen Garry project

Friday 25 November, 10am – 4pm
Location: Killiecrankie Village Hall, Killiecrankie PH16 5LG

Visitors will be able to view proposed access arrangements for the Killiecrankie to Glen Garry project following identification of the preferred route earlier this year.

For further information, please visit:
www.transport.gov.scot/a9dualling



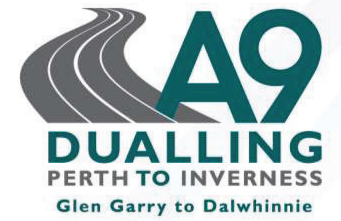
**TRANSPORT
SCOTLAND**
CÒMHDAIL ALBA

Appendix C

Display Panels

Appendix C Display Panels

A9 Dualling Glen Garry to Dalwhinnie Project Welcome



This public information event provides an overview of the Stage 2 route option assessment work Transport Scotland has been taking forward for the A9 Glen Garry to Dalwhinnie Project, as previously presented at the public exhibition held in June 2015, and presents the selected Stage 3 preferred route option.

In addition to the preferred route we will provide further detail on the design and development of the preferred option (DMRB Stage 3 assessment process) including access and NMU provision.

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

Further information is available on the Transport Scotland website:
www.transport.gov.scot/project/a9-glen-garry-dalwhinnie

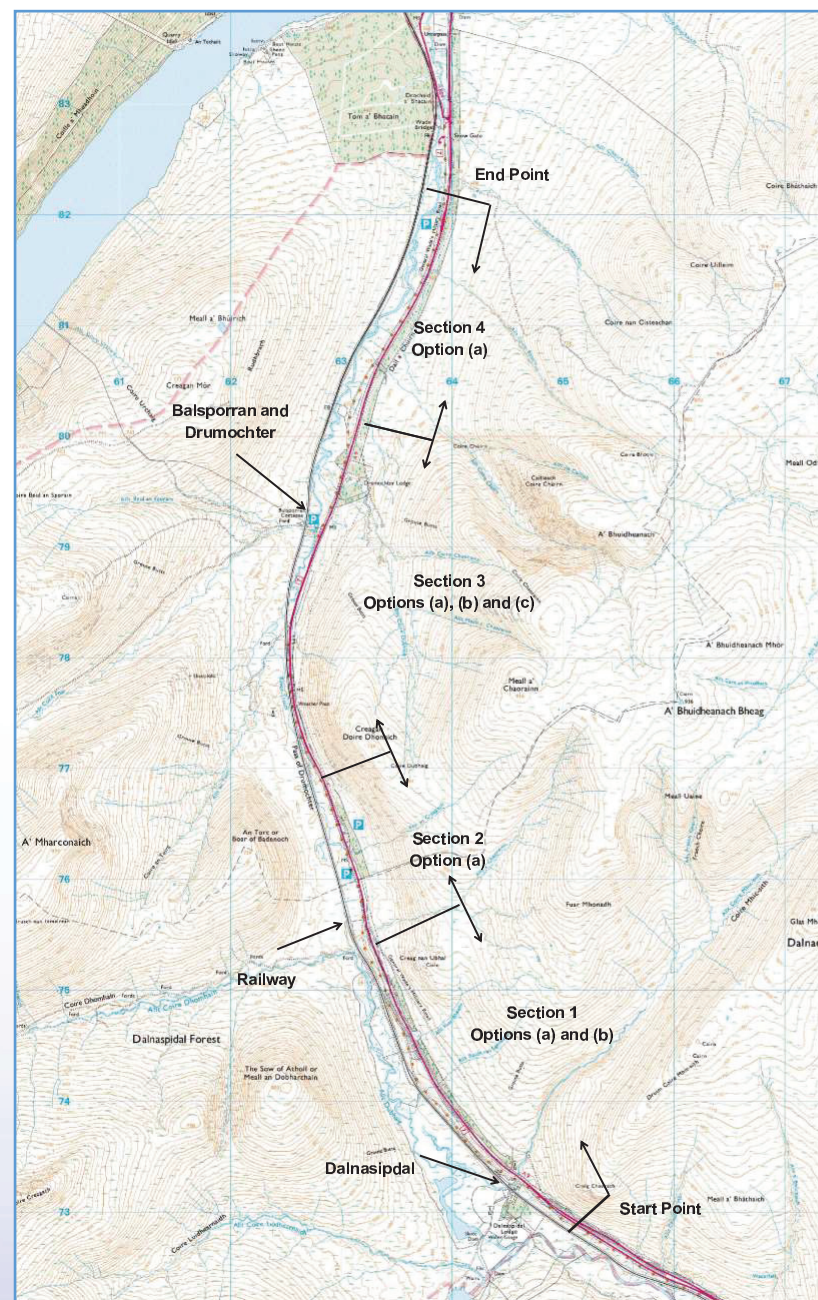
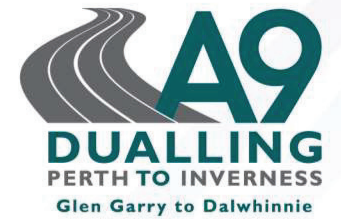


View north at Drumochter



A9 Dualling

Glen Garry to Dalwhinnie Project Dual Carriageway Options



Glen Garry to Dalwhinnie project extents

The project was split into four sections to assist the design work on the dual carriageway options. The sections are shown on the adjacent map and were chosen based on adjacent constraints such as topography, environmental features and the proximity of the Highland Mainline railway.

- Section 1 is 2.2km in length - 2 options (a) and (b)
- Section 2 is 2.0km in length - 1 option (a)
- Section 3 is 2.7km in length - 3 options (a), (b) and (c)
- Section 4 is 2.6km in length - 1 option (a)

The options in each section have been assessed using known local constraints and feedback from public consultations. The line of the dual carriageway for the overall project was identified by joining together the preferred options for each section.

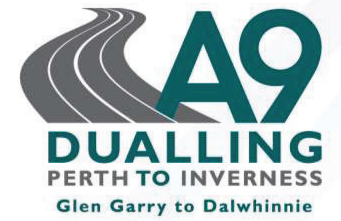
Junction options serving the settlement at Dalnaspidal have also been assessed and a preferred junction selected.



A9 Dualling

Glen Garry to Dalwhinnie Project

The Preferred Route



Drumochter Pass



Existing A9 access

Based on the route options assessment process, section options 1b, 2a, 3b and 4a are to be taken forward as the combined preferred route option. The following exhibition panels present the preferred option within each section.

During the design and development of the preferred option (DMRB Stage 3 assessment process), the following important elements have been given further consideration:

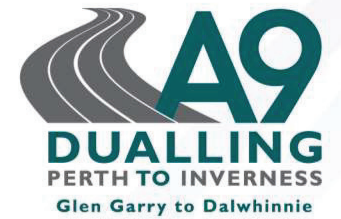
- A strategy has been developed and incorporated into the design to provide access to land and property adjacent to the route, and to address NMU access requirements
- The alignment has been further developed to reduce impact on land and properties
- The alignment has been further developed to assist construction and reduce impact on road users



A9 Dualling

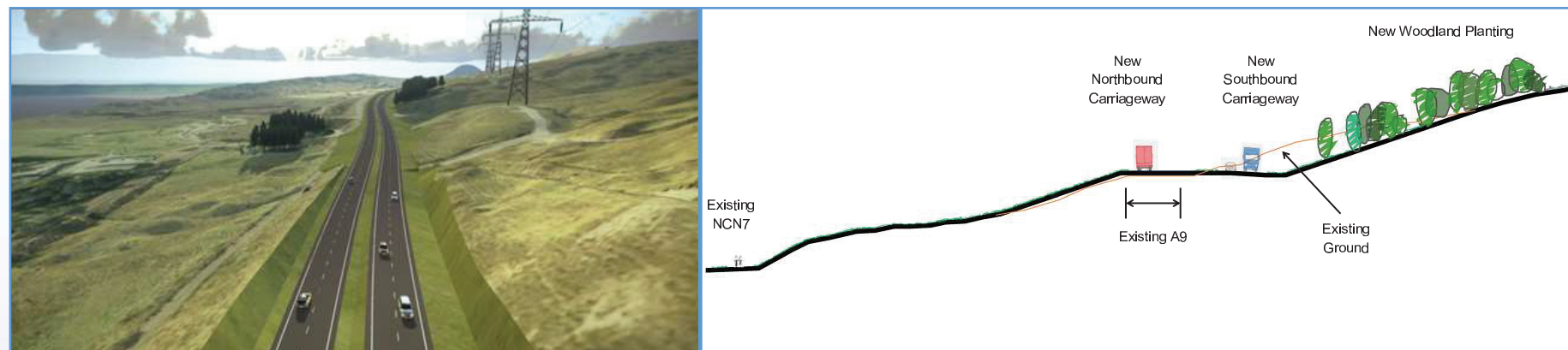
Glen Garry to Dalwhinnie Project

Stage 2 Preferred Option - Section I Option (b)



This section is 2.2km long, passing Dalnaspidal. This section will tie-in to the existing Glen Garry dual carriageway. This section is constrained on both the northbound and southbound sides of the existing carriageway. The northbound side was constrained by the properties at Dalnaspidal and the southbound by the Beauly to Denny power line and Drumochter Hills Special Area of Conservation (SAC), Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI). Two options were therefore considered for the new dual carriageway.

Following assessment the Stage 2 preferred option selected was to widen to the southbound side of the road reducing the impact on the existing properties at Dalnaspidal.



Visualisation looking north

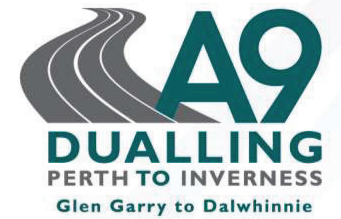
Detailed plans of this option are available for viewing at this event.



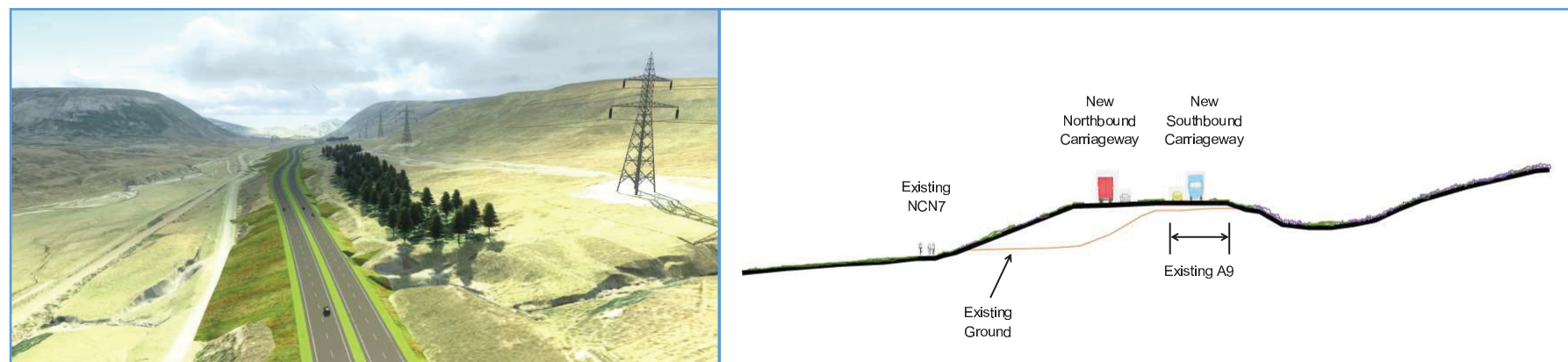
A9 Dualling

Glen Garry to Dalwhinnie Project

Stage 2 Preferred Option - Section 2 Option (a)



The main constraints in Section 2 are the Beauly to Denny power line and Drumochter Hills SAC/SPA and SSSI to the southbound side we have therefore only considered a single option for the new dual carriageway, this involves widening to the northbound carriageway of the existing A9.



Visualisation looking north

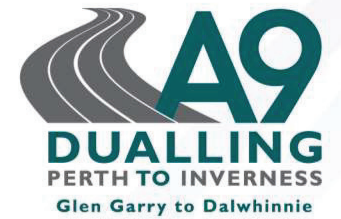
Detailed plans of this option are available for viewing at this event.



A9 Dualling

Glen Garry to Dalwhinnie Project

Stage 2 Preferred Option - Section 3 Option (b)



The road traverses Drumochter Pass through this 2.7km section, and is heavily constrained on both sides. Three options have been selected for the new dual carriageway taking into account the constraints. The three options considered at Drumochter Pass are:

- Parallel widening
- Split dual carriageway with natural embankment
- Split dual carriageway with a retained edge between the northbound and southbound carriageway

The Stage 2 route assessment considered that a balance should be sought between providing parallel widening and a split carriageway with natural embankment where suitable. Design refinement at Stage 3 has provided design improvements, benefits in constructability, and will contribute to an earthworks balance across the project.



Visualisation looking north

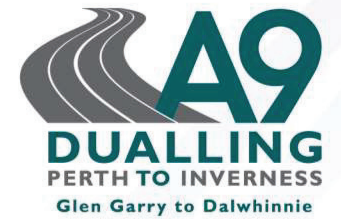
Detailed plans of these options are available for viewing at this event.



A9 Dualling

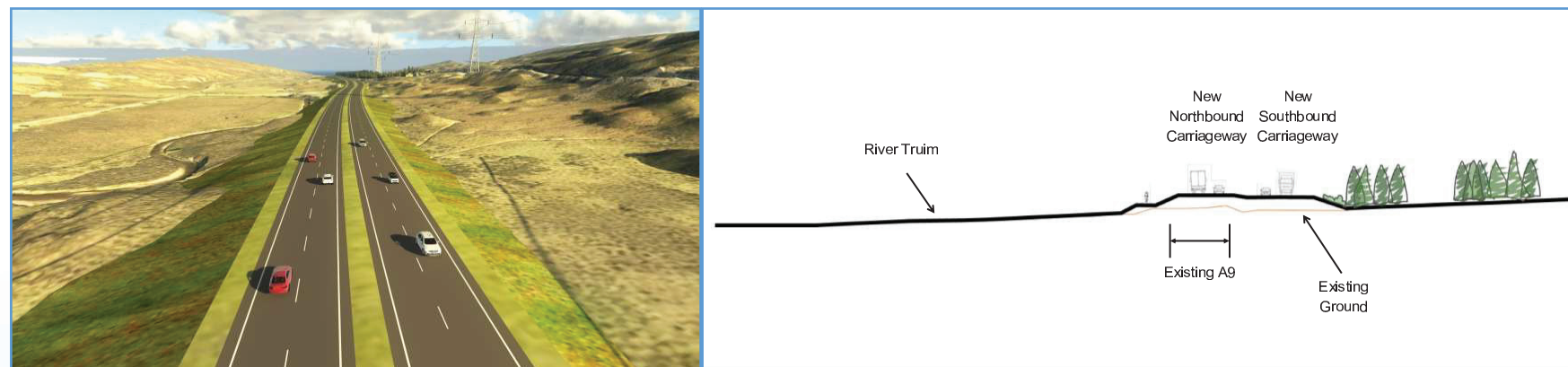
Glen Garry to Dalwhinnie Project

Stage 2 Preferred Option Section 4 – Option (a)



As this section passes through a less constrained corridor we considered a single option for the new dual carriageway, this involves widening to the southbound carriageway of the existing A9.

There was limited opportunity to widen to the west of the existing A9 due to the significant constraint posed by the River Truim (Spey SAC) and the existing NCN 7.



Visualisation looking north

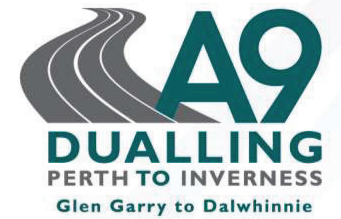
Detailed plans of this option are available for viewing at this event.



A9 Dualling

Glen Garry to Dalwhinnie Project

Stage 2 Preferred Junction – Option 21



A single junction located at Dalnaspidal was considered at Stage 2. Six junction options A – F were presented at the public exhibition held in June 2015. The feedback from the exhibition and from consultation was that the junctions proposed in June 2015 could have significant impacts on the community and the surrounding constraints. The following junction options at Dalnaspidal considered at the Stage 2 assessment were developed to reduce potential impacts:

The junction options at Dalnaspidal considered at the Stage 2 assessment were:

- Junction Option 12 – Full Grade separated junction
- Junction Option 20 – Left-in/Left-out junctions with local grade separation
- Junction Option 21 – Left-in/Left-out junctions with local grade separation
- Junction Option 22 – Left-in/Left-out junctions with local grade separation and single river crossing



Dalnaspidal access

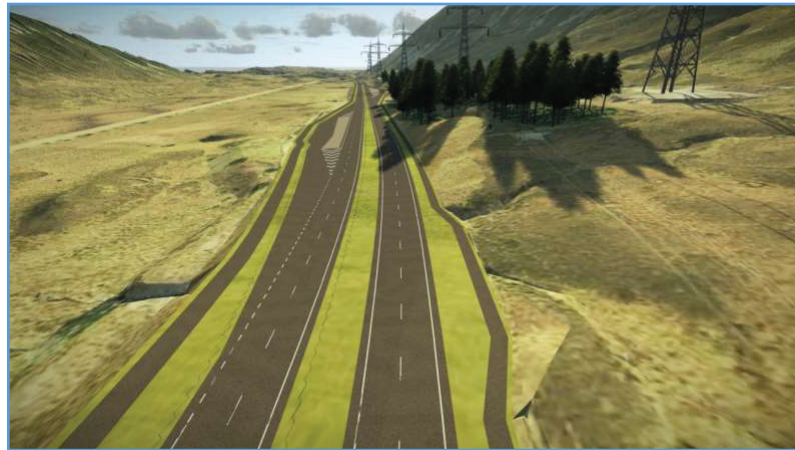
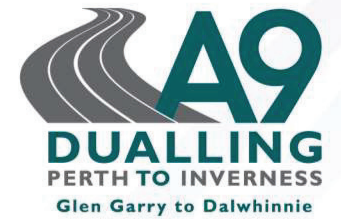
Following local consultation on the junction options, junction Option 21 was selected as the Stage 2 preferred junction. Junction option 21 was assessed as the favoured option when compared with any other mainline and junction combination with respect to potential impacts across a range of environmental receptors in the vicinity. Junction Option 21 also had the least number of geometric departures from standard and gave the lowest cost.

Plans of the Stage 2 preferred option and the options which have been discounted at this stage are available to view today.



A9 Dualling

Glen Garry to Dalwhinnie Project Stage 3 Design Development



A9 dualling



Drumochter Pass



Dalnaspidal access

The design and development of the proposed project now incorporates the following:

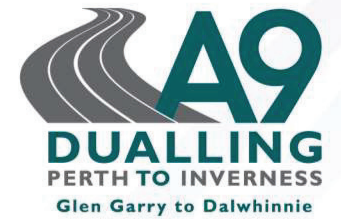
- The proposed design has been further refined with appropriate verge widening incorporated to facilitate proposed drainage, safety barrier, signs and other design considerations
- The proposed earthworks embankments and cutting slopes have been re-graded at specific locations in order to provide a better fit with surrounding landscape
- The proposed design as it traverses through Drumochter Pass has been developed in greater detail to reduce the proximity to the existing Highland Mainline railway and the Beauly to Denny power lines to aid constructability
- The proposed Dalnaspidal junction has been further developed to reduce the number of side road watercourse crossings and impacts on the watercourse and the telecommunications mast

The design developments are presented on the project drawings and in the visualisation models available today.



A9 Dualling

Glen Garry to Dalwhinnie Project Stage 3 Design Development



Balsporran / Drumochter access



Enhanced lay-by



Existing car park at Balsporran

Other design features presented include:

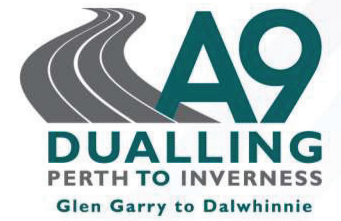
- New tracks which provide alternative access to adjacent land parcels
- Direct left-in / left-out access to the A9 at Balsporran and Drumochter with local access below the A9 proposed
- The drainage design for the project has been developed in accordance with Sustainable Drainage Systems (SuDS) guidance. Fourteen outfall locations are currently proposed with associated SuDS basins
- Two new “Type A” lay-bys will be provided in the northbound direction along with the retention of the existing enhanced lay-by south of Drumochter pass. The existing HGV lay-by in the southbound direction will also be retained with a possible additional Type A lay-by opposite Balsporran
- Improvements to the existing NMU provision including two new NMU underpasses providing safe access across the A9
- Retention of the existing Balsporran car park and improved access

The design developments are presented on the project drawings and in the visualisation models available today.



A9 Dualling

Glen Garry to Dalwhinnie Project What Happens Next?



We are seeking your feedback on the Stage 3 preferred route and the additional design developments presented today. Your feedback will assist in finalising the proposed design.

Environmental assessment and survey work is informing ongoing design development and will include developing measures to further reduce the environmental impact of the project. These will be incorporated at the next stage of design and will be described in an Environmental Statement. This work will allow the land needed to build the project to be confirmed. We will continue to consult with landowners and residents to support this work.

Following this the Environmental Statement and Draft Orders will be published. This will mark the start of the statutory process and it is at this time that the alignment will be fixed 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.

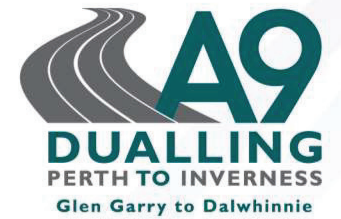
Progress after publishing the new Draft Orders will depend on the formal comments received to the proposals.



A9 Dualling

Glen Garry to Dalwhinnie Project

Feedback



Thank you for attending our A9 Dualling public event.

Further information is available on the Transport Scotland website:
www.transport.gov.scot/project/a9-glen-garry-dalwhinnie

The information displayed at today's event will be uploaded to the site in the near future.

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 January 2017.

Feedback forms are available today from any of our staff.



View north at Drumochter



Appendix D

Feedback Received

Appendix D Feedback Received

Respondent	Details of feedback received
Local Resident – Newtonmore	<p>Major issue for all small villages is the terminal decline of the bus service. While bus stops on the A9 are better than nothing and may retain a service. They are not attractive to the disabled or elderly. (Has an equality impact assessment been done?)</p> <p>The arbitrary decision to change/reduce services by the bus operators has almost killed the existing service - is not positive.</p>
Member of the public	<p>I just wish to put on record that the Dalwhinnie to Crubenmore Oct 2016 Stage 3 preferred option design development visualisation on the Transport Scotland website is excellent. Congratulations to Fairhurst and CH2M for this, TS should insist on this visualisation format for being available on their website for every A9 and A96 dualling section.</p>
Local resident – Newtonmore	<p>I attended the consultation on 23rd November in Dalwhinnie hall, and was very impressed by both the information on display and the people who were on hand to explain it to me. I was also pleased that they had included the panels dealing with the next stage of the road, from Dalwhinnie to Crubenmore, as I had not managed to attend that consultation. I was particularly pleased to see that thought had been taken regarding laybys and the cycle path. It is obvious that great thought has gone into the project, and while no one looks forward to the coming roadworks, it will be great when it is all done!</p>
Local Farmer	<p>Seems to be plenty of money for cycle tracks and fancy laybys at the county border but nothing for sheep fank at Drumochter.</p> <p>When the new A9 went through we lost the sheep fank in Drumochter and had to walk them to Dalwhinnie. Now its getting dualled we'll have to walk them further and past a busy junction.</p>
Access Officer, The Highland Council	<p>My main interest as an access officer with the Highland Council is in public rights of way in the zone where the Council's area overlaps that of Cairngorms National Park Authority. I defer to my National Park colleagues in respect of broader access rights enshrined in the Land Reform (Scotland) Act 2003.</p> <p>The nearest recorded public right of way to this scheme is HB78; a vindicated public right of way between Dalwhinnie and Rannoch. This will be unaffected by these proposals. There is another – HB35 between Dalwhinnie and Feagour – which should also remain unaffected.</p> <p>NCN 7 is a focus of attention in the Highland Council's Highland wide Local Development Plan Policy 78 – Long Distance Routes. As such, and deferring to my CNPA colleagues, I would hope that cyclists were accommodated during the construction phase although the impact of that construction on their enjoyment might be one focus of an EA. Our policy would suggest that the function and amenity of NC7 should be enhanced by the dualling project. While this appears to be the case in the current proposals I am still worried at how close the cycleway will be to the raised carriageway, maintenance, drainage and road spray.</p> <p>Thank you for considering the needs of walkers, skiers and cyclists in the proposals to accommodate access to the hills.</p> <p>Car parks and lay-bys such as Balsporran remain important sites from which to access the hills and NCN7. It is encouraging to see the proposals to relocate some of these. It will be reassuring to see these proposals extended into your Stage 3 proposals.</p> <p>Realising that you may still be in negotiation with land managers I'd encourage you to accommodate public access into those negotiations. This may translate into making sure that access furniture like gates are as accessible as possible. There are recognised designs and products that successfully accommodate public access while remaining secure against stock and deer – see attached.</p>

Respondent	Details of feedback received
<p>Access Officer, Cairngorm National Park Authority</p>	<p>Pleased with developments so far presented, solutions are effective and cater for ongoing NMU provision well. Infrastructure at key locations appears suitable and facilitate carriageway crossings where needed. NCN7 remains constrained at Drumochter however designs presented look innovative and we hope will make best use of available space. A key issue remains proximity to the carriageway with user experience being relevant.</p> <ul style="list-style-type: none"> • Provision at Cuaich should look to incorporate segregated parking for NMU's – thereby creating safest option. • Stopped up Dalwhinnie S junction should incorporate formalised parking provision on basis the existing provision at start of off-road NCN7 is closed/affected. • We advocate a nearby crossing for NMU's approaching Carn na Caim & A'Bhuidheanach Bheag from s'bound side (stopped up road end). Options are provisionally shown as Allt Coire Ulleim underbridge and/or Allt Coire nan Cisteachan underbridge. <p>The presenting team were very helpful and made an excellent job of running through the options so far worked up. We look forward to further refinements as Stage 3 develops.</p>
<p>ScotWays</p>	<p>General comments on A9 consultation process</p> <p>I have attended public consultations on 3 projects this autumn at Pitlochry, Dalwhinnie and Killiecrankie. Another at Tomatin was attended by different representative from <i>ScotWays</i> as I had another engagement that day.</p> <p>At each exhibition we have been able to chat with representatives of the consulting engineers or from Transport Scotland, who have explained the impact on NMU routes. Each interaction has been courteous and professional, and it has been clear that the consulting engineers and Transport Scotland are keen to ensure that access rights of NMUs are protected and even enhanced by the dualling project.</p> <p>Clearly <i>ScotWays</i> along with other NMU interests and the local communities will have to keep a watching brief while the dualling process progresses, to ensure that our hopes and expectations are realised. But it is fair to say that "so far, so good".</p> <p>Glengarry to Dalwhinnie / Crubenmore - Project 7</p> <p><i>ScotWays</i> notes the sensible decision to build a grade separated junction at Dalnaspidal, which will be appreciated by the small community there, and by all types of NMUs, since this is a vital access point for them.</p> <p>The underpass at Allt A' Chaorainn is another useful crossing of the A9 for NMUs; it also allows a circular walk from Dalnaspidal using the NCR7 and the General Wade Road. However on a recent recce of the area, I note that the GWR peters out about 1km south of the lay-by. It is possible that it was mistaken for a temporary access road constructed for the new Beauldy-Denny power-line and subsequently inadvertently destroyed. <i>ScotWays</i> hopes that this link can be re-instated into its previous state, thus ensuring the integrity of the circular walk.</p> <hr/> <p>The Balsporran / Drumochter Lodge combined underpass is an innovative way of providing access safely to the hills on both sides using a single underpass, and will also help the small community.</p> <p>The Dalwhinnie Junction is a sensible way of providing parking for NMUs off road.</p> <p>Similarly, the arrangement at Cuaich is a sensible way of keeping walkers safely away from passing traffic while they change into kit.</p> <p><i>ScotWays</i> appreciates that some of the present lay-bys used by hill-walkers and skiers may have to be re-located if they are at pinch-points, but it is hoped that these lay-bys will be linked to where NMUs can easily cross the railway to access the hills to the west.</p> <p>Neither the Society nor its individual officers carries professional indemnity insurance and in these circumstances any advice, while given in good faith, is always given without recourse.</p> <p>I hope the information provided is useful to you. Please do not hesitate to contact me if you need more detail or if you have any further queries.</p>

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