

# A9 Dualling

Dalraddy to Slochd project

## Public drop-in sessions

November 2017



Overview leaflet

[transport.gov.scot/project/a9-dalraddy-slochd](https://transport.gov.scot/project/a9-dalraddy-slochd)



# Introduction

In March 2017, Transport Scotland held the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment preferred route exhibitions to seek public feedback on the options presented for dualling the A9 between Dalraddy to Slochd.

This leaflet provides an update on the work being carried out as part of the DMRB Stage 3 Assessment design development process.

We are looking for comment and feedback from stakeholders and members of the public to help inform the ongoing design development of the Dalraddy to Slochd project.



Slochd Beag structure



A feedback form is available at the exhibition or on the project website: [transport.gov.scot/project/a9-dalraddy-slochd](https://transport.gov.scot/project/a9-dalraddy-slochd)



PROPOSED NON-MOTORISED USER (NMU) CONNECTION

Grampian Road / Craig Dhu DMRB Stage 3 Design (ongoing)

# Design development

Since the last public exhibition in March 2017, we've been working to develop the design in a number of areas. These include:

- Optimisation of the main dual carriageway alignment with a view to reducing impacts
- Development of compact grade-separated junctions at **Aviemore South**, **Granish** and **Black Mount** to reduce the footprint and overall impact of the junctions
- Development of proposals for the grade-separated junction tie-ins to local roads – **B9152** at Aviemore South and **A95/B9152** at Granish
- Development of proposals for the **Slochd junction** (U2400), **Lynwilg Road** (U3050) and private access
- Development of new and upgraded structures
- Development of the Sustainable Drainage System
- Development of proposals to cater for Non-Motorised Users (NMUs) such as pedestrians, cyclists and equestrians
- Consideration of geotechnical and environmental options at Slochd
- Development of lay-by provision to provide six new 'Type A' lay-bys in the northbound direction and five in the southbound direction. The parking area in each lay-by is separated from live traffic by a kerbed island. Locations are shown on the plans available to view today.

## Design development

### Main dual carriageway

DMRB Stage 3 refinements include:

- The line and level of the road has been refined to reduce the impacts on existing constraints. We have also refined verge and central reserve widths
- Earthworks have been adjusted to improve integration with the surrounding landscape through flattening or steepening the slopes
- The overall length of retaining structures (e.g. walls or soil nails) has been reduced through adjustments to the level of the dual carriageway
- Lay-bys now incorporated into the design.

### Refinements example: Grampian Road / Craig Dhu

- Road level lowered and separation increased to properties on both sides of A9
- Retaining wall height reduced by 1.3m and length reduced by 50m
- Combined Non-Motorised User (NMU) route provided alongside northbound carriageway
- Refinements to the road alignment has allowed the rock face at Aviemore to remain undisturbed.

# Grade-separated junctions

The design of junctions was a main area of public interest during the previous consultation events. Feedback from these events expressed concerns about the size of the grade-separated junctions, A9 connections to public and private roads, and Non-Motorised User (NMU) facilities for pedestrians, cyclists and equestrians.

Acting on this feedback, compact grade-separated junction layouts are now being progressed as part of the DMRB Stage 3 Assessment. This has resulted in the following benefits:

## Aviemore South – half cloverleaf layout

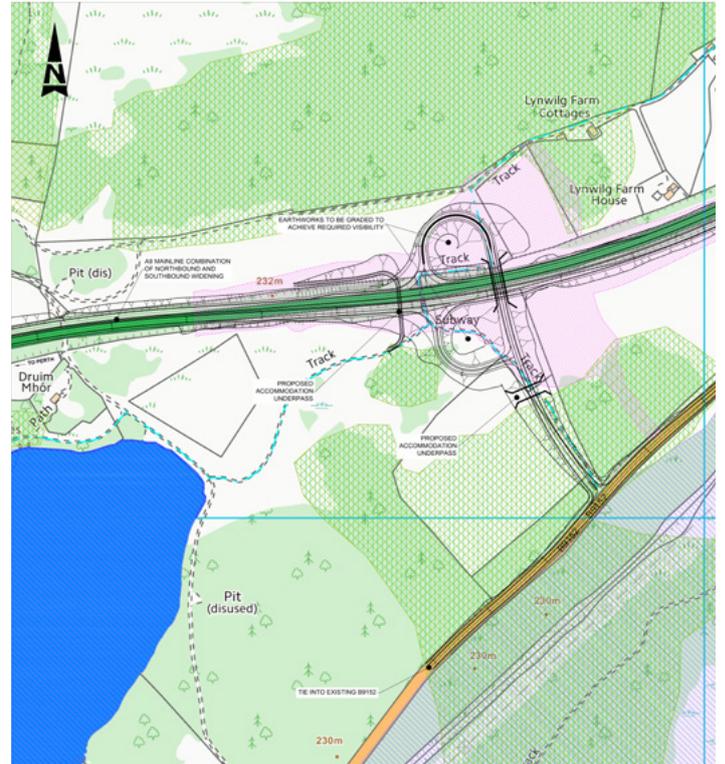
- Reduction in footprint and land take
- Reduces impact on environmental constraints – woodland, agricultural, ecology
- Reduced length of span for bridge over the A9
- Improved connection to side road (Lynwilg Road) and to Non-Motorised User (NMU) routes.

## Granish – half cloverleaf layout

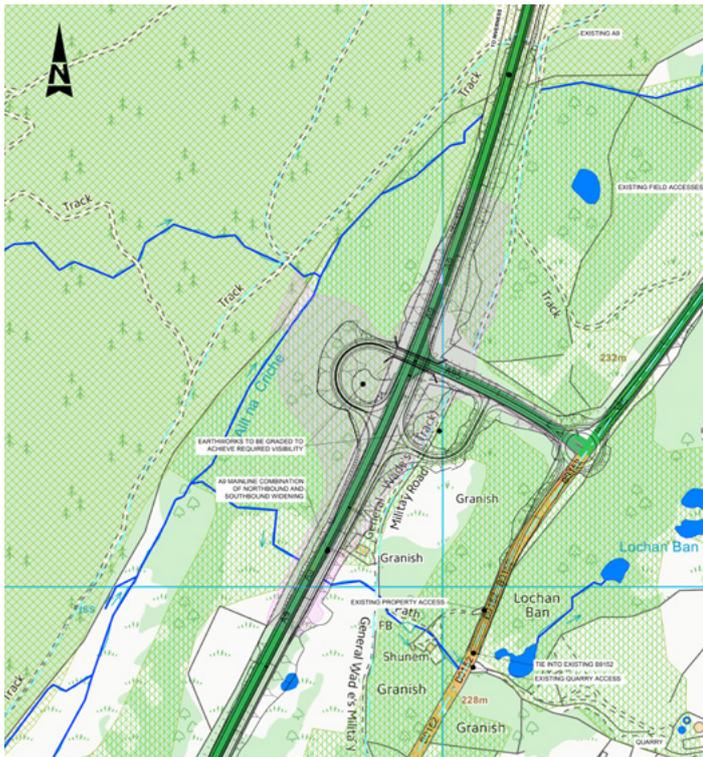
- Reduction in footprint and land take requirements
- Avoids direct impact with watercourse and flood zone
- Reduces woodland fragmentation
- Smaller length of underpass below the A9
- Improved connection to private accesses.

## Black Mount – half cloverleaf layout

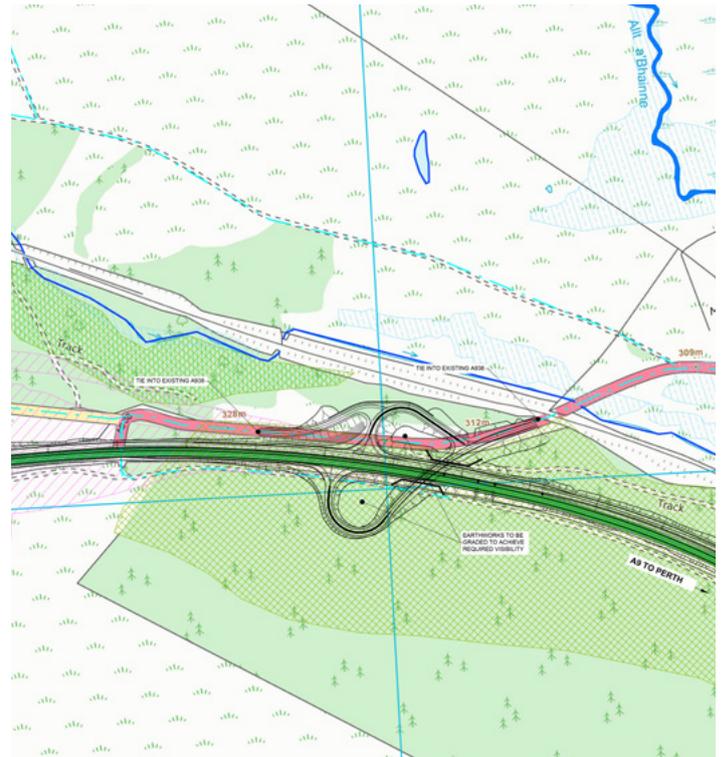
- Reduction in footprint and land take requirements
- Avoids areas of difficult ground conditions – peat
- Reduced visual impact with below ground underpass Direct link to the A938 and improved connection to side road (U2400) and the NMU route National Cycle Network (Route 7)
- Improved connection to private accesses.



Aviemore South



Granish



Black Mount



Aviemore South junction to B9152: Preferred option – ghost island

## Grade-separated junction development

Following further assessment and taking into account public feedback received on the grade-separated junctions, layout options have been developed for the new A9 connections to the local road network from the B9152 at Aviemore South and the A95/B9152 at Granish.

### B9152 connection at Aviemore South

Junction options included, ghost island, single lane dualling and roundabout.

Preferred option identified as **ghost island** for the following reasons:

- Accommodates all turning movements
- Reduced land take compared to other options
- Less environmental impacts (woodland and ecology) compared to other options.

### A95/B9152 connection at Granish

Junction options included, single lane dualling, roundabout and A95 realignment.

Preferred option identified as a **roundabout** for the following reasons:

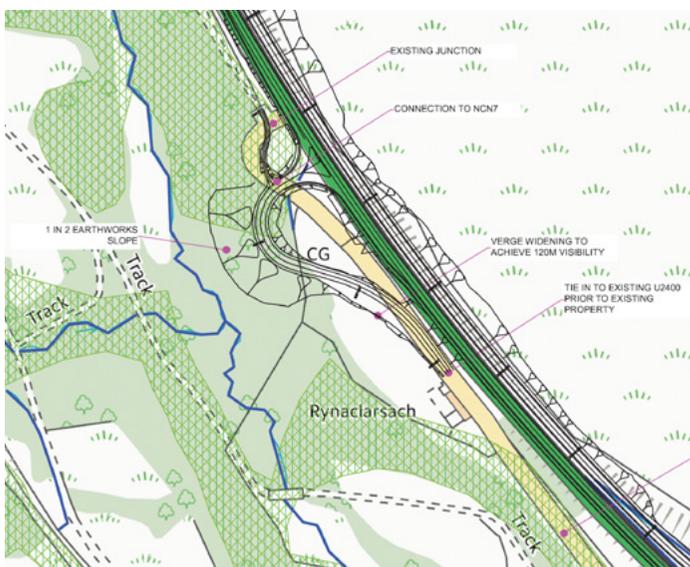
- Provides equal priority for traffic movements from both the A95 to A9 and A95 to B9152 which addresses



Granish junction to A95/B9152: Preferred option – roundabout

the traffic balance and improves the connection for HGVs between the A95 and A9

- Provides a defined segregation between local and trunk roads
- Reduced land take (woodland and ecology) compared to other options.



Proposed Slochd junction – left-in/left-out

## Slochd junction (U2400)

Option assessment considered the following:

- **Option 1** – upgrade junction to left-in/left-out movement
- **Option 2** – close junction and upgrade U2400 bridge deck over the railway
- **Option 3** – close junction and fully replace U2400 rail structure

Following an assessment of environmental, engineering traffic and economic factors, and consultation with key stakeholders we have identified **Option 1 left-in/left-out as preferred** for the following reasons:

- Minimises structural complexity and interaction with the Highland Mainline Railway
- Reduced disturbance during construction
- Improved connectivity for vehicles and Non-Motorised Users (NMUs) through diverting larger vehicles onto the trunk road network.

# Accesses and Non-Motorised User (NMU) provision

The A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Some left-in/left-out junctions may be provided but only in exceptional circumstances.

33 existing accesses have been considered. Where direct access to the A9 will be closed, new access tracks providing alternative access have been discussed with affected landowners and assessment undertaken considering engineering, environmental and economic factors.

Preferred options have been identified for each.

## Non-Motorised User (NMU) provision:

- A number of grade-separated crossing points are proposed for NMUs to improve safety and connectivity
- Opportunities for new NMU connections have been identified.



Upgraded right-of-way at Aviemore



Example of access provision



National Cycle Network (Route 7) realignment

# Slochd rock-cut

The preferred alignment has widening predominantly to the southbound side through the Slochd area due to the proximity of the Highland Mainline Railway to the west.

The widening results in the need for sections of rock cut to be excavated for which the design is being developed as part of the DMRB Stage 3 Assessment process. The developing design considers environmental, engineering and economic factors as below:

- Environmental assessments – visual impacts (northern gateway to the National Park)
- Geotechnical site investigations and surveys to further inform design development and construction techniques.

## Current Position

- We are asking members of the public and key stakeholders for comments and feedback
- Mobilising additional site investigation of the area to help inform the design
- Refine preferred option and incorporate into DMRB Stage 3 Assessment design.



Slochd Beag preliminary visualisation



To view all the exhibition panels including the three strip plans, please visit: [transport.gov.scot/project/a9-dalraddy-slochd](https://transport.gov.scot/project/a9-dalraddy-slochd)



A9 southbound at Slochd



## What happens next?

**Public consultation will continue throughout the DMRB Stage 3 Assessment process and the comments and feedback from stakeholders and members of the public, will help inform the ongoing refinement of the developing design.**

An **Environmental Impact Assessment (EIA)** is underway and additional mitigation measures will be considered to establish the land requirements. This will lead to the development of the **Environmental Statement** and the publication of **draft Orders** for the project.

After publication, there will be a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

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 on the preferred route option, particularly on the following topics:

- Junction provision and connections
- Access provision
- Non-Motorised User (NMU) provision
- Drainage.

Email to: [a9dualling@mouchel.com](mailto:a9dualling@mouchel.com)

Or by post to: **Robin Smith, A9 Dualling Project Team Stakeholder Manager, Atkins Mouchel Joint Venture, WSP, Lanark Court, Ellismuir Way, Tannochside Park, Uddingston, Glasgow G71 5PW**

### Further information

## Atkins Mouchel Joint Venture

You may contact AMJV Stakeholder Manager Robin Smith at any time:

Telephone: **07557 172 747**

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

## Project

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

[transport.gov.scot/project/a9-dalraddy-slochd](http://transport.gov.scot/project/a9-dalraddy-slochd)

## A9 Dualling Programme

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

[transport.gov.scot/A9dualling](http://transport.gov.scot/A9dualling)

If you have any queries or any comment on the wider programme, please contact the A9 Dualling team by telephone or email.

Telephone: **0141 272 7100**

Email: [a9dualling@transport.gov.scot](mailto:a9dualling@transport.gov.scot)

