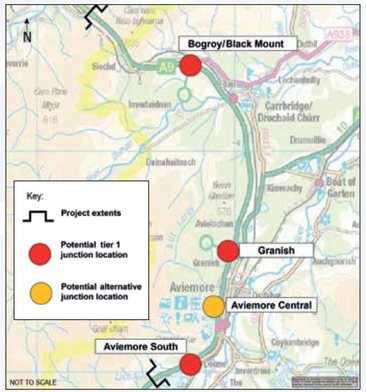
Junction locations and development

Previous work carried out from 2012 to 2014 recommended three potential junction locations based on the principle of providing a direct link between trunk roads and A and B class roads. A further potential junction location was identified through discussion with stakeholders.

The junction strategy for the project has been developed considering environmental, engineering and traffic criteria.

Potential junction locations are as follows:

- Aviemore South
- Aviemore Central
- Granish
- Bogroy/Black Mount.



A combination of junction options are also being considered including:

- Aviemore South, Granish, Bogroy/Black Mount
- Aviemore Central, Granish, Bogroy/Black Mount (with or without a restricted movements junction at Aviemore South).

Each of the junction option combinations will be considered in further detail as part of future work.

Junction constraints and options

Various indicative junction layout options have been developed. Some of the constraints at each junction location are listed below.

Aviemore South (A9/B9152)

- Areas of semi-natural ancient woodland located to both the north and south of the A9
- The B9152 side road to the south of the A9
- Estate buildings to the north of the A9
- Agricultural land.

Aviemore Central (A9/B9152)

- Craigellachie National Nature Reserve (NNR) and Site of Specific Scientific Interest (SSSI) adjacent to the northbound carriageway
- Undated carved stone located approximately 85 metres from the northbound carriageway (heritage spot)
- Area of ancient woodland adjacent to the northbound carriageway within Craigellachie National Nature Reserve (NNR)
- Aviemore burn and other minor drainage watercourses running on the southbound side of the A9
- Proximity of properties on the southbound side of the A9, including the Scandinavian Village and Bynackmore
- Numerous existing utilities.

Granish (A9/A95)

- Areas of semi-natural ancient woodland to both the northbound and southbound side of the A9
- Proximity of the B9152 side road and A95 to the east of the A9
- Residential property to the south east of the existing junction adjacent to the A9 carriageway.

Bogroy/Black Mount (A9/A938)

- Proximity of the unnamed road and National Cycle Network (Route 7) to the north of the A9
- Potentially unfavourable ground conditions (e.g. peat and watercourses)
- Drainage constraints (for underpass arrangements)
- Adjacent areas of semi-natural ancient woodland to both the north and south of the A9
- Proximity of the A938 to the north of the A9
- Close proximity of the Highland Main Line railway
- Restricted headroom at rail bridge on A938 (4.4 metres).

Other junction layout options may also be developed and considered. Graphics outlining the indicative junction options can be viewed at:
www.transportscotland.gov.uk/project/a9-dalraddy-slochd

Access

In conjunction with the development of the dual carriageway and junction options, we are progressing a strategy for access to adjacent land and properties.

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

All access points will be carefully assessed to consider the need for access, any alternative connections or any access provision that will need to be retained under the new dualled arrangement.

If you will be affected by the potential closure of any of the accesses directly onto the A9, please contact a member of our team who will arrange a one-to-one discussion with you.

Existing local access to the A9

What happens next?

We welcome your comments and feedback on the route options. This will help the ongoing development of the Dalraddy to Slochd project.

The Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment will consider the advantages, disadvantages and constraints associated with the route design options relating to environmental, engineering, economic and traffic issues.

The options presented, together with any other options you identify during or after these exhibitions, will be subject to further development. We will keep you updated through a range of direct communications and consultations including further public exhibitions, local drop-ins and one-to-one discussions.

The next steps will involve us considering your feedback. The options presented, together with any other options identified by the public during the exhibitions, may be subject to further development.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website:
www.transportscotland.gov.uk/project/a9-dalraddy-slochd

We would appreciate your views on the options presented and specifically on the following:

- Any local features or constraints that you think may be important for us to know about
- How the different route options may affect you
- Any other options that you think we should consider
- How the indicative junction layout options affect you
- Any other junction layout options that you think we should consider.

Please leave feedback forms in the feedback box provided at the exhibition or send to AMJV Stakeholder Manager Robin Smith by:

Email to: Robin.Smith@Mouchel.com

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

Please provide feedback as soon as possible and by Friday 18 March 2016.

For further information

For further information on the wider A9 Dualling Programme please visit the Transport Scotland website:
www.transportscotland.gov.uk/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@transportscotland.gsi.gov.uk

A9 Dualling
Dalraddy to Slochd project

A9 DUALLING PERTH TO INVERNESS Dalraddy to Slochd

Route and junction location options
February 2016

TRANSPORT SCOTLAND
COMHDHAIL ALBA

A9 Dalraddy to Slochd project

Introduction

In summer 2014, Transport Scotland held a series of public exhibitions along the A9 to inform local communities and get public feedback about route options for the projects which are part of the A9 Dualling Programme.

This leaflet provides a summary of some of the work undertaken for the new dual carriageway from Dalraddy to Slochd and provides an update on the progress made, as well as information on the developing design options.

We are looking for public feedback on the options developed by our consultants, a Joint Venture between Atkins and Mouchel (AMJV) to help the ongoing development and assessment of the dualling proposals. Although a detailed assessment is yet to be undertaken, we would appreciate your views on the following:

- Any local features or constraints that you think may be important for us to know about
- How the different route options may affect you
- Any other options that you think we should consider
- How the indicative junction layout options affect you
- Any other junction layout options that you think we should consider.

A feedback form is available at the exhibition or on the project website: **www.transportscotland.gov.uk/project/a9-dalraddy-slochd**

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):
  - reducing accident severity
  - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.

Northern section projects

The northern section of the A9 Dualling Programme contains two projects, with dedicated teams working on each:

- Dalraddy to Slochd
- Tomatin to Moy.

This leaflet relates to the Dalraddy to Slochd project.

A9 Perth to Inverness Dualling Programme – overview of all 12 projects


View of the Highland Main Line railway, local side road – National Cycle Network (Route 7) and Slochd Beag bridge structure


View of the existing A9 looking north at Aviemore South junction

Route options 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) Stage 2 process (see diagram opposite).

Some early work has allowed the number of route options to be reduced by sifting out those options that had the highest potential for environmental and engineering impacts.

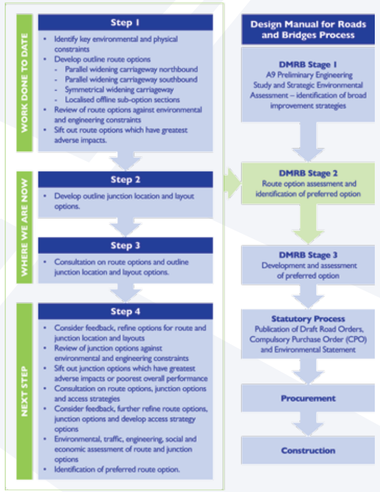
Options developed have considered:

- Mainline dual carriageway – whether the A9 could be widened on the northbound side, southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9
- Junctions – where junctions could be located, considering factors such as nearby properties, environmental features, landscape, geographical features, engineering and operational considerations and cost. We will also consider access between the A9 and the trunk/side road network and local communities.

The mainline dual carriageway options which would have had the greatest adverse impacts or poorest overall performance have been sifted out and suspended from further consideration.

The next stages will also include more detailed consideration of junctions, accesses, lay-bys and facilities for pedestrians, cyclists and other Non-Motorised Users (NMUs).

Public feedback will be considered as part of the further development, refinement, and assessment of the dual carriageway and junction options, and will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment. This will support identification of the preferred route option for the Dalraddy to Slochd project.



Key constraints

The project design is being informed by environmental assessments that consider aspects including residential and commercial property, farming and estate interests, ecology, heritage, landscape and water environment.

The route options have been developed taking into consideration the constraints on the route design identified throughout the corridor as a part of previous and current studies including:

- Communities of Aviemore and Carrbridge
- Businesses and outlying residential properties, including accesses
- Four junctions to side roads
- Six bridges, seven underpasses, 28 culverts, four footbridges
- The existing trunk and side road network
- Non-Motorised User (NMU) e.g. pedestrian and cyclist route(s) including National Cycle Network (Route 7)
- Highland Main Line railway
- Cairngorms National Park (CNP)
- River Spey Special Area of Conservation (SAC)
- Loch Alvie Site of Specific Scientific Interest (SSSI)
- Craigellachie National Nature Reserve (NNR) and SSSI
- Ancient woodland
- Slochd Geological Conservation Review Site (GCR)
- Floodplains.


Underbridge structure – Aviemore


Highland Main Line railway – Carrbridge

Mainline options development

To comply with the design standards and requirements for new junctions:

- All junctions, both major and minor are required to be grade-separated
- No crossing of the central reserve is permitted.

Previous work identified an approximate 200 metre wide corridor within which the new dual carriageway would be broadly located.

Initial options have now been considered for the more detailed alignment of the mainline, and a sifting exercise has been undertaken using environmental and engineering criteria. This includes factors such as topography, ground conditions, buildability, ecology and any land take requirements, so that we can discount options which would have the greatest adverse environmental and engineering impacts.

This work has recommended there should be two mainline options as well as a local variation option. These will be taken forward to the full Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.

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

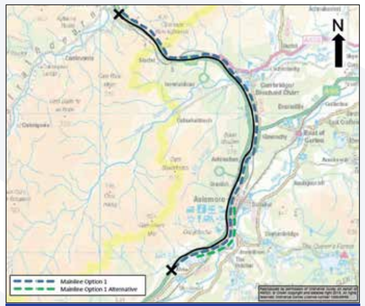
Mainline option 1 alternative: Predominantly southbound widening based on option 1 incorporating a variation to the alignment south of Aviemore to avoid properties.

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

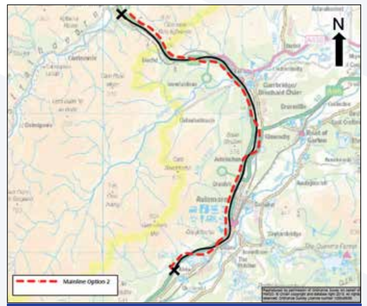
More detailed plans of the options are available to view at: **www.transportscotland.gov.uk/project/a9-dalraddy-slochd**


View of existing A9 looking south towards Aviemore


View of existing Bogroy/Black Mount junction looking south



Mainline options 1 and 1 alternative



Mainline option 2