

Project 7 – Glen Garry to Dalwhinnie NMU Considerations

The key NMU routes in this area are:

- NCN7 (also a CNPA Core Path)
- Sow of Atholl Munro Track (accessed from Dalnaspidal)
- Beinn Udlamain (accessed from Drumochter Pass lay-bys)
- A' Mharconaich Munro Track (accessed from Balsporran car park)

The NCN7/ CNPA Core Path and the existing at grade crossings of the A9 in Project 7 will be affected by the proposed works

NCN7/CNPA Core path will continue to route through Project 7 (parallel to the northbound carriageway). Options to maintain NMU access are being considered within the Project 7 design and the environmental mitigation process, these currently include:

- Diversion of the NCN7/ CNPA Core Path via the grade separated junction at Dalnaspidal, then following the existing residential PKC adopted access road. The proposed junction also provides a safer grade separated crossing below the A9 and connection of the Sow of Atholl Munro route to NMU route along the General Wade's Military Road (GWMR) in this area.
- Realignment of the NCN7/ CNPA Core Path south of the existing northbound lay-by 81 at Drumochter Pass and a proposed NMU ledge within the A9 underbridge to cross a major watercourse (Allt A' Chaorainn). This provides a safer grade separated crossing below the A9, where currently there is an at-grade crossing for the connection of the Beinn Udlamain Munro Track and NMU on the GWMR.
- Realignment of the NCN7/ CNPA Core Path around Balsporran Cottages and a proposed underpass north of Drumochter Lodge to provide a safer grade separated crossing below the A9, where currently there is an at-grade crossing.
- Realignment of the NCN7/ CNPA Core Path and a proposed underpass at existing northbound lay-by 85 within the last kilometre of Project 7. This provides a safer grade separated crossing below the A9, where currently there is an at-grade crossing for the connection of the A' Mharconaich Munro Track and the Carn na Caim and A' Bhuidheanach Munro Track (which commences in Project 8). This lay-by is also proposed to be retained in this location.

At the construction procurement stage, NMU access during construction will be considered further. It is likely that temporary diversions for NMUs and temporary closures of A9 at-grade crossing points will be required.

Drumochter Pass lay-bys are proposed to be retained but may be impacted during construction

Temporary closure of lay-bys may be required during construction. However, this will be further assessed prior to the construction procurement stage. This may include contractual requirements specifying some temporary lay-by provision.

Access to the Balsporran Car Park may be affected

It is proposed that access to the Balsporran Car Park is retained via a left-in/ left-out junction. NMUs accessing the car park from the north may have a vehicle diversion via the Dalnaspidal grade separated junction. Access to Balsporran car park during construction will be considered at the construction procurement stage. This may include contractual requirements to retain access throughout the duration of the works.

Feedback

Transport Scotland welcomes your comments and feedback on these matters. Please provide any comments you may have as soon as possible, and by 20 January 2017. Feedback forms are available at the Drop In Event, and you can email us at: A9dualling@ch2m.com For further information on Project 7 (Glen Garry to Dalwhinnie) and to view the exhibition materials, please visit:
<http://www.transport.gov.scot/project/a9-dualling-perth-inverness>