

Consultation

As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, public consultation has been undertaken to inform the further development, refinement and assessment of the route and junction options.

This has been achieved partly via a series of public exhibitions alongside ongoing consultation meetings with landowners and other stakeholders. The previous Dalraddy to Slochd public exhibitions were held in Carrbridge on 2 February 2016 and in Aviemore on 3 February 2016.

A key theme raised by a number of visitors to the exhibitions related to the potential junction locations being considered, and in particular the potential Aviemore Central junction location. This feedback has been valuable and assisted in the review of junctions taken forward as part of the Stage 2 Assessment.

Feedback from public and stakeholder consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the junction layout options.



Carrbridge public exhibition, February 2016

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).

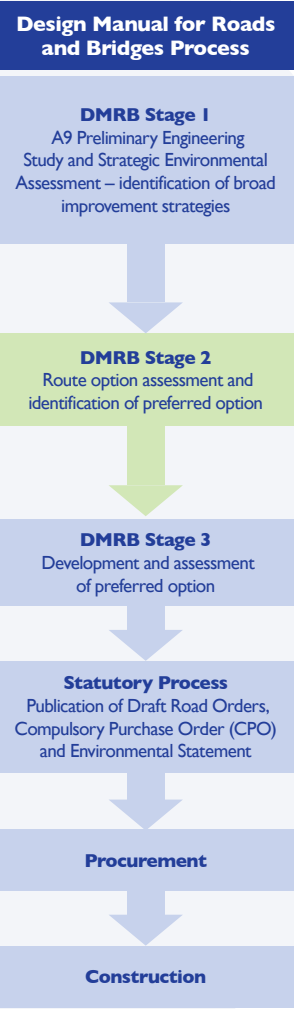
The current work (referred to as DMRB Stage 2) covers the development and assessment of route options and builds on the earlier DMRB Stage 1 work.

Further work, including ongoing consultation with affected people, local communities, the public and stakeholders (including the Scottish Environmental Protection Agency, Scottish Natural Heritage, Cairngorms National Park Authority and The Highland Council) will be undertaken as we develop our options further:

After this, the route options will be considered as part of the DMRB Stage 2 Assessment, which will support identification of the preferred route option for the Dalraddy to Slochd project.

On completion of the DMRB Stage 2 Assessment, the next stage will involve the development and assessment of the preferred route and include consideration of:

- refinement of the preferred route
- environmental mitigation
- accesses
- lay-bys
- facilities for pedestrians, cyclists and other Non-Motorised Users (NMUs).



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 currently have an access directly onto the A9 or may be affected by the potential closure of an access onto the A9 shown on the plan, please approach a member of our team today 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 junction layout options. This will help the ongoing development of the Dalraddy to Slochd project.

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.

Further public consultation will be ongoing and there will be an opportunity for you to comment on the preferred route option in early 2017.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website. Please leave in the feedback box provided at the exhibition or email:

robin.smith@mouchel.com

You can also post to:

Robin Smith,
Lanark Court,
Ellismuir Way,
Tannochside Park,
Uddingston,
Glasgow,
G71 5PW

Please provide feedback as soon as possible and before 29 July 2016.

For further information

Further information on the A9 Dualling Dalraddy to Slochd project, along with these exhibition panels, summary leaflet, feedback form, drawings and visualisations from this exhibition, can be found on the Transport Scotland A9 Dualling website at:

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

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

www.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

A9 Dualling
Dalraddy to Slochd project



Junction layout options
June 2016



A9 Dalraddy to Slochd project

Introduction

In early 2016, Transport Scotland held exhibitions to present mainline route options, junction locations and indicative junction layouts for dualling the A9 between Dalraddy and Slochd.

- Work undertaken at that time showed the three mainline widening options that had been developed together with potential junction locations and layouts at:
- Aviemore South
 - Aviemore Central
 - Granish
 - Black Mount.

Since those exhibitions, we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.

This leaflet provides an update on the progress made as well as details on the current design options.

We are looking for public feedback on the junction layouts developed by our consultants, a joint venture between Atkins and Mouchel (AMJV) to help the ongoing development and assessment of the dualling proposals.

- In particular, we would appreciate your views on the following:
- how the junction layout options affect you
 - any other junction layout options that you think we should consider
 - any constraints or local features that you consider would be important for us to know

A feedback form is available at the exhibition or on the project website www.transport.gov.scot/project/a9-dalraddy-slochd



A9 Perth to Inverness Dualling Programme – overview of all 11 projects

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 (NMTUs) by:
 - reducing accident severity
 - reducing driver stress
- facilitate active travel within the corridor
- improve integration with public transport facilities.

Junction layout options

Following the assessment of junction locations, a further review was undertaken to look specifically at the junction layout options to identify which should be taken forward in the DMRB Stage 2 Assessment.

A variety of different grade-separated junction configurations were reviewed and assessed. These considered engineering, environmental and economic criteria to determine which layouts would have significant impacts or present little benefit over the other layouts being considered.

The key constraints identified close to the junctions included:

- Alvie Site of Special Scientific Interest (SSSI)
- Craigellachie National Nature Reserve (NNR) and SSSI
- existing side roads
- existing Non-Motorised User (NMTU) routes, including National Cycle Network (Route 7)
- ancient woodland
- proximity of residential and business properties
- difficult ground conditions
- utilities, e.g. water, gas supplies.

Junction location options

A combination of four different junction locations have been considered against engineering, environmental and economic criteria. Local feedback was sought for each location.

Following assessment of the junction layouts, including considering local, community and stakeholder feedback from the consultations, we have concluded that the following junction locations should be taken forward into the DMRB Stage 2 Assessment:

- Aviemore South
- Granish
- Black Mount.

The junction location option being considered at Aviemore Central has been discounted, as it would have significant environmental impacts and without providing significant benefits compared to the other locations considered. Particular issues identified for the Aviemore Central junction included:

- encroachment into the Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI)
- impact on ancient woodland
- significant earthworks/buildability issues
- impact on Non-Motorised User (NMTU) network (orbital route)
- little or no public support.

Aviemore South (A9 / B9152)

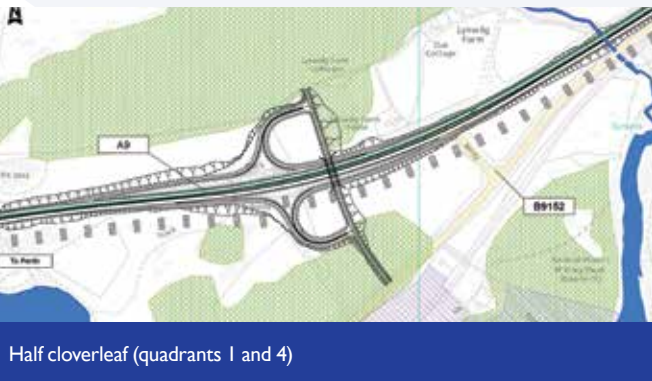
All Aviemore South junction options include an overbridge structure and are based only on southbound widening of the mainline carriageway.



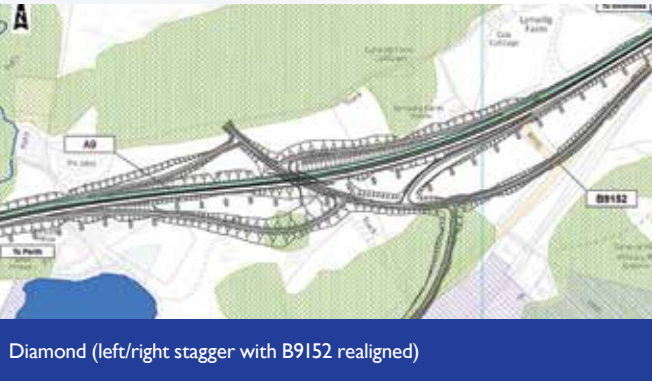
Diamond (left/right stagger with ghost island)



Junction locations taken forward to the DMRB Stage 2 Assessment



Half cloverleaf (quadrants 1 and 4)



Diamond (left/right stagger with B9152 realigned)

Granish (A9 / A95)

All Granish junction options include an underbridge structure and have been developed to accommodate either northbound or southbound widening of the mainline carriageway. The northbound mainline carriageway widening options are shown opposite for reference.



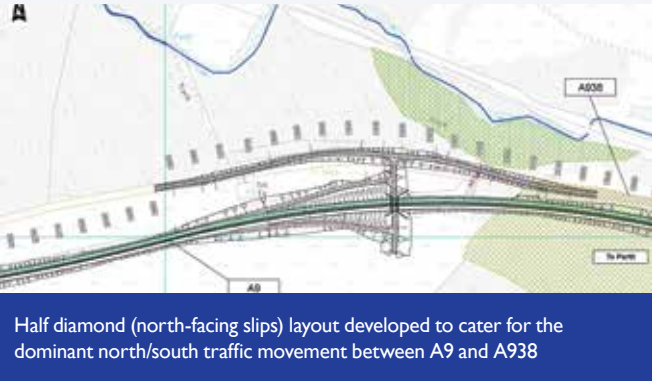
Diamond (left/right stagger)



Half dumb-bell and cloverleaf

Black Mount (A9 / A938)

All Black Mount junction options include an overbridge structure and have been developed to accommodate either northbound or southbound widening of the mainline carriageway. The northbound mainline carriageway widening options are shown below for reference.



Half diamond (north-facing slips) layout developed to cater for the dominant north/south traffic movement between A9 and A938



Half cloverleaf (quadrants 2 and 4)

3D visualisations of the diamond junction layouts for the Aviemore South and Black Mount junctions, and of the half dumb-bell and cloverleaf junction layouts at Granish are available to view at the exhibition.