

Dalraddy to Slochd project – welcome

Welcome to this exhibition on the Dalraddy to Slochd section of the A9 Dualling Programme.

In December 2011, the Scottish Government's Infrastructure Investment Plan set out the commitment to dual the A9 trunk road between Perth and Inverness by 2025.

At the same time, Transport Scotland commissioned a Preliminary Engineering Services (PES) study which included a preliminary engineering assessment equivalent to a Design Manual for Roads and Bridges (DMRB) Stage I Assessment. This was for the initial development and assessment of proposed corridor options and strategies.

Transport Scotland also commissioned the A9 Dualling Strategic Environmental Assessment (SEA) Environmental Report. This report identified the key environmental and landscape issues along the length of the A9 route, and assessed potential impacts associated with the dualling programme.

The work carried out then built a picture of the challenges and opportunities that dualling may bring. In March 2014, an approximate 200 metre study corridor around the existing A9 for the dualling programme was announced.

In summer 2014, Transport Scotland held exhibitions along the A9 to help inform the public and stakeholders about the development of options for the A9 Dualling Programme.



ATKINS mouchel



Introduction

Last year, Transport Scotland appointed design consultants to take forward the more detailed assessment work required to develop route options, junctions and accesses, and consider environmental mitigation for the dualling of the A9. In the northern section between Dalraddy and Inverness, a Joint Venture between Atkins and Mouchel (AMJV) is developing the projects for the dualling of the A9.

This exhibition marks the start of public consultation on more developed route and junction location options for the Dalraddy to Slochd project. No detailed assessment has taken place and we are looking for public feedback on the options being developed. This will help inform the ongoing development and assessment of the dualling proposals for the route between Dalraddy and Slochd.

In particular, 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.**

Please take your time to study the information on display and to speak to one of the members of the team present today. It will assist us in our assessment work if you could complete the feedback form available at this exhibition, or on the project website.



View of the existing A9 at Slochd Summit



View from the existing Granish junction looking south-east towards A95 and B9152 junction



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



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

Northern section projects

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

- Dalraddy to Slochd
- Tomatin to Moy.

Today's exhibition is for the Dalraddy to Slochd project and contains information about the development of options for the dual carriageway and the junction strategy for the project.



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). The current work (referred to as Stage 2) covers the development and assessment of route options, and builds on the previous Preliminary Engineering Services (PES) and Strategic Environmental Assessment (SEA) completed in 2014.

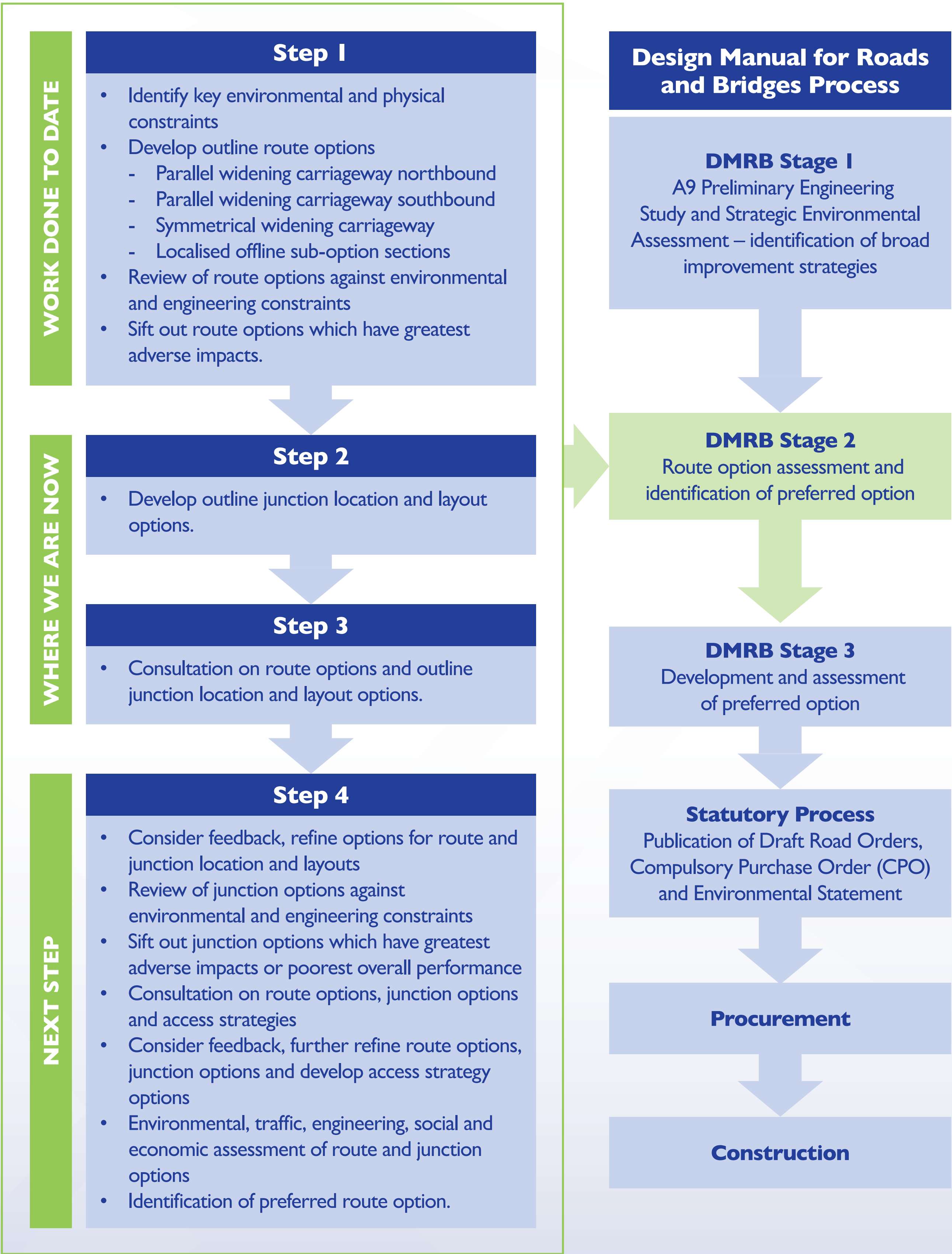
Some early work has allowed the number of route options to be reduced, by sifting out those options that had the highest potential for environmental and engineering impacts. Information about options that were considered and sifted out is available at this exhibition.

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

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). There is some information available at this exhibition about these aspects.

Further work, including ongoing consultation with affected people, local communities and the public, will be undertaken as we develop our options further.

After this, the route options will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which will support identification of the preferred route option for the Dalraddy to Slochd project.



DMRB Stage 2 design work

The Design Manual for Roads and Bridges (DMRB) Stage 2 design work has initially considered how to develop the dual carriageway, where junctions could potentially be located and what these could look like. As part of this work, options have been developed considering:

- **Mainline dual carriageway** – whether the A9 could be widened on the northbound side, the 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.

Initial mainline options were reviewed considering environmental and engineering factors. The mainline dual carriageway options which would have the greatest adverse impacts or poorest overall performance have been sifted out and suspended from further consideration.



View of the existing A9 looking south at Aviemore South junction



View of the existing A9 looking south at Carrbridge



Information gathering

Baseline data-gathering and surveys

During the Preliminary Engineering Services (PES) and Strategic Environmental Assessment (SEA), a large amount of data was gathered and consultation undertaken. This information will help inform the design and selection of route options. We have also carried out additional field surveys including:

- Ecological, landscape and visual surveys
- Other environmental surveys
- Traffic surveys
- Rock inspection and mapping.

We will also continue to consult with a range of organisations and local communities through a variety of means including:

- Consultation with individual land and property owners
- Drop-in sessions for members of the public and local communities
- Attending community council meetings
- Consultation with environmental groups
- Consultation with walking, cycling, equestrian and accessibility/disability groups.



Rock mapping surveys, August 2015



Watercourse surveys, December 2015



Structures visual surveys, September 2015



Geotechnical site walkover, September 2015

Key constraints

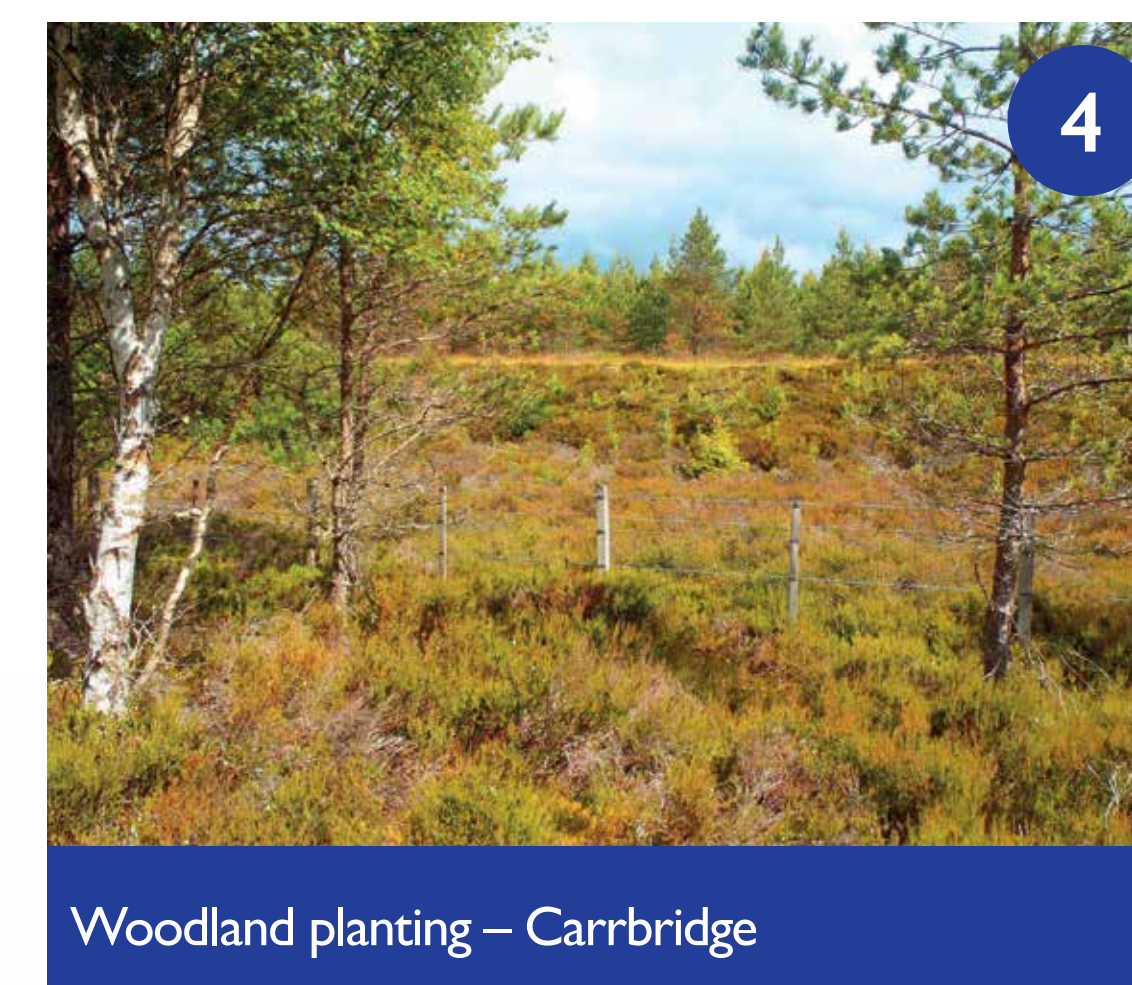
The Dalraddy to Slochd project design is being informed by environmental assessments that consider aspects including residential and commercial property, farming and estate interests, ecology, heritage, landscape and water environment.

One of the main considerations of the project is to avoid or reduce the impacts on the environment.

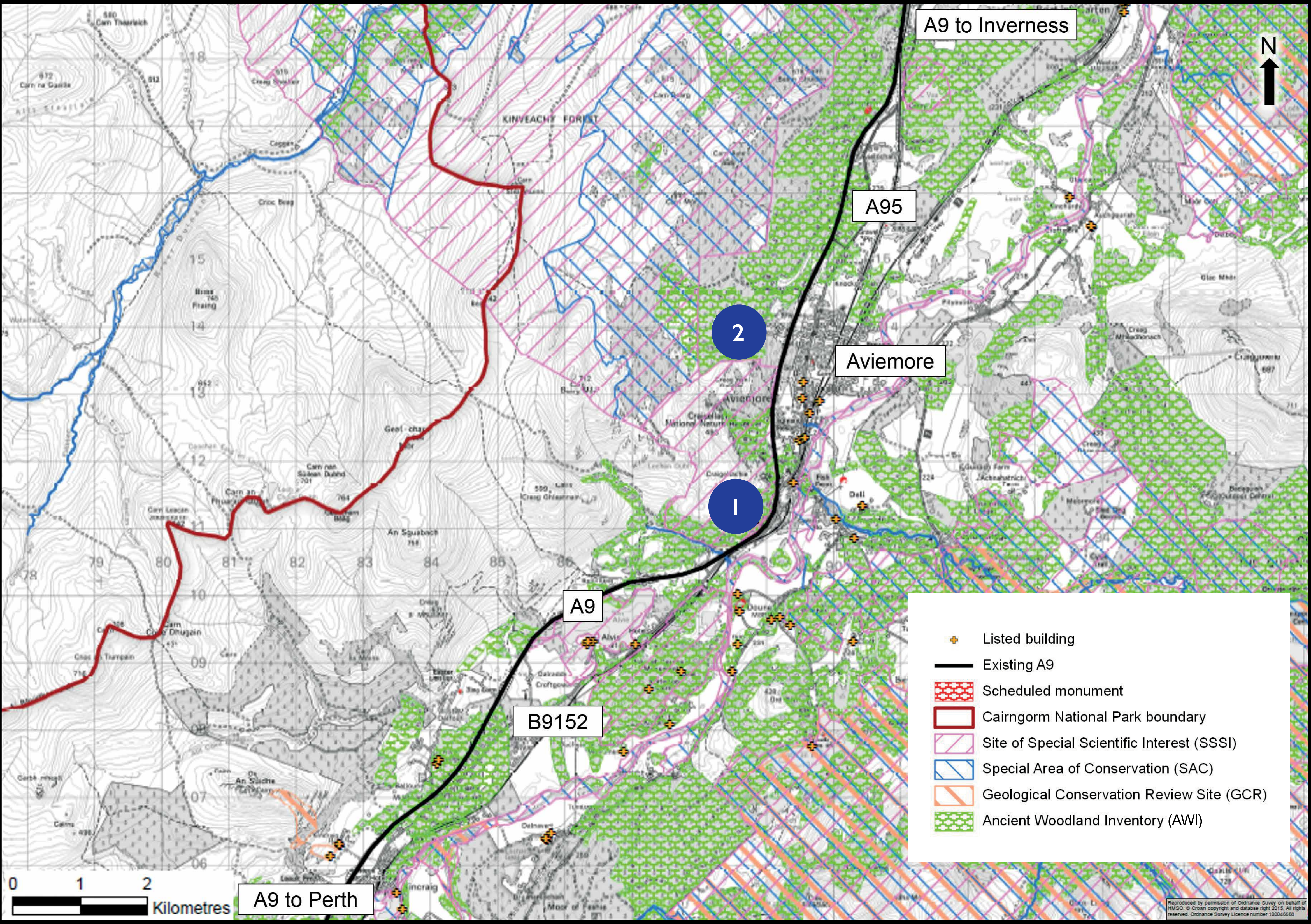
When designing the route, we will seek to avoid environmentally sensitive areas where possible. If we cannot avoid such areas, we will look to provide mitigation to reduce any negative impacts.

When developing the route options we will take into consideration the constraints on the route design in the vicinity of the project, which include:

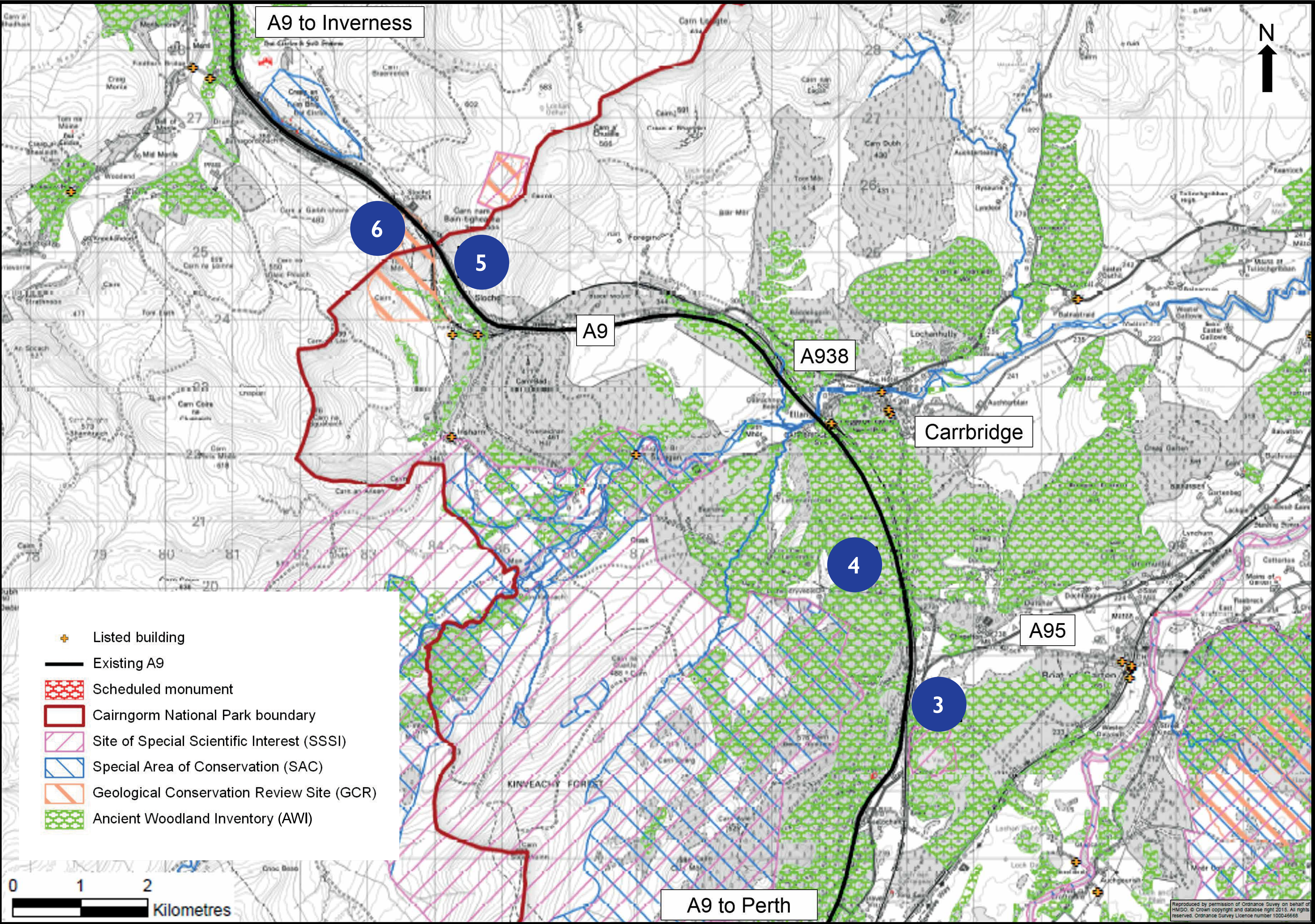
- Communities of Aviemore and Carrbridge
- Businesses and outlying residential properties, including accesses
- Four junctions to side roads
- Six bridges, seven underpasses, 28 culverts, four footbridges
- The existing trunk and side road network
- Non-Motorised User (NMU) e.g. pedestrian and cyclist 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.



Environmental constraints 1 of 2



Environmental constraints 2 of 2



Mainline options development (i)



Design standards and requirements for new junctions

In accordance with the requirements of the Design Manual for Roads and Bridges (DMRB), the new A9 trunk road will be designed as a Category 7A Dual Carriageway (D2AP). For this particular category of road, the standards stipulate that within the new dual carriageway sections:

- All junctions are required to be grade-separated
- No crossing of the central reserve is permitted.



View of existing A9 looking south towards Aviemore



View of existing Bogroy/Black Mount junction looking south

Mainline options development (ii)

Proposed mainline options

Previous work has identified an approximate 200 metre 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 landscape requirements, so that we can discount options which would have the greatest adverse environmental and engineering impacts.

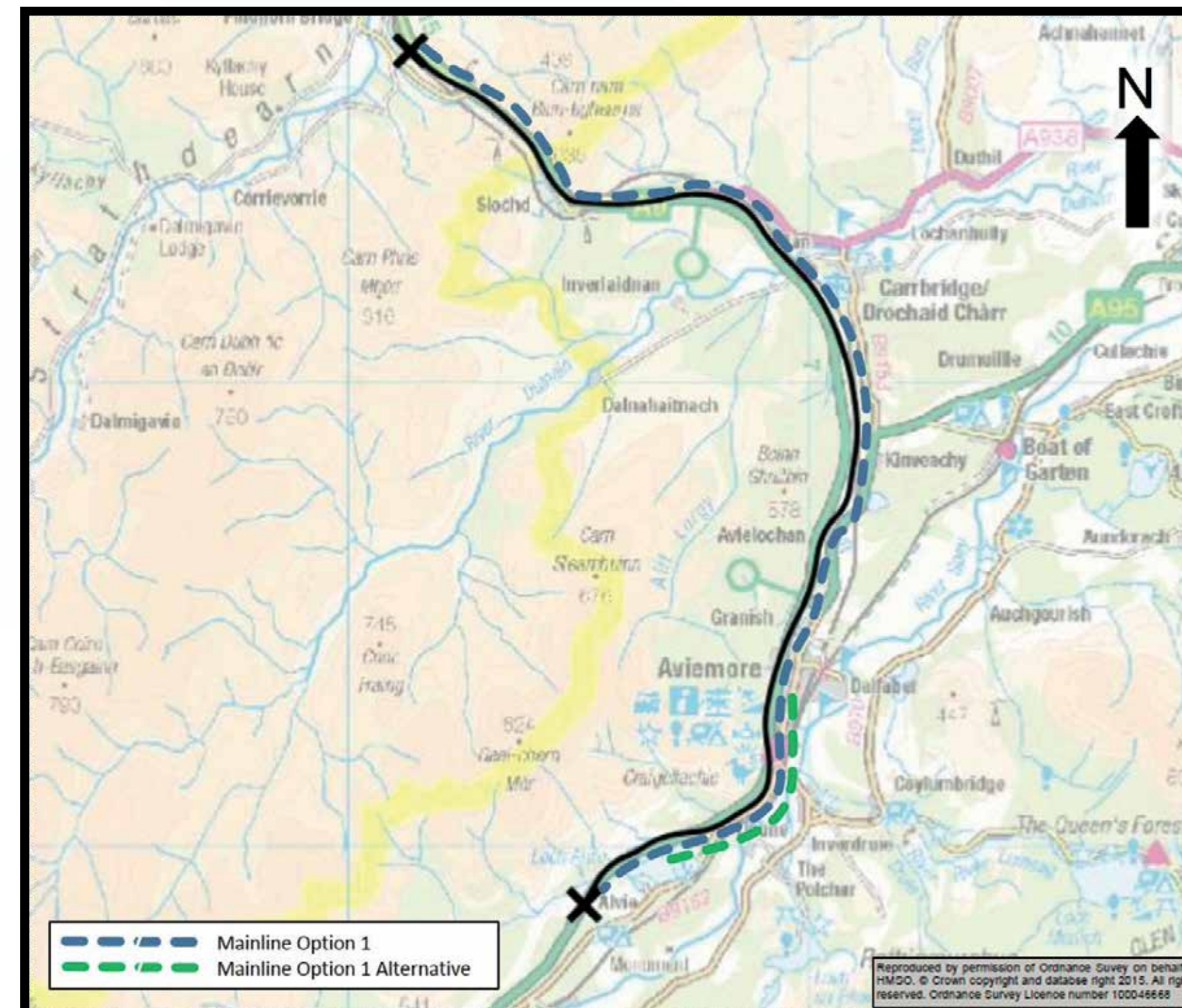
The route has been considered in sections. This work has recommended there should be two mainline options as well as a local variation option. These will be taken forward to the full Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.

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

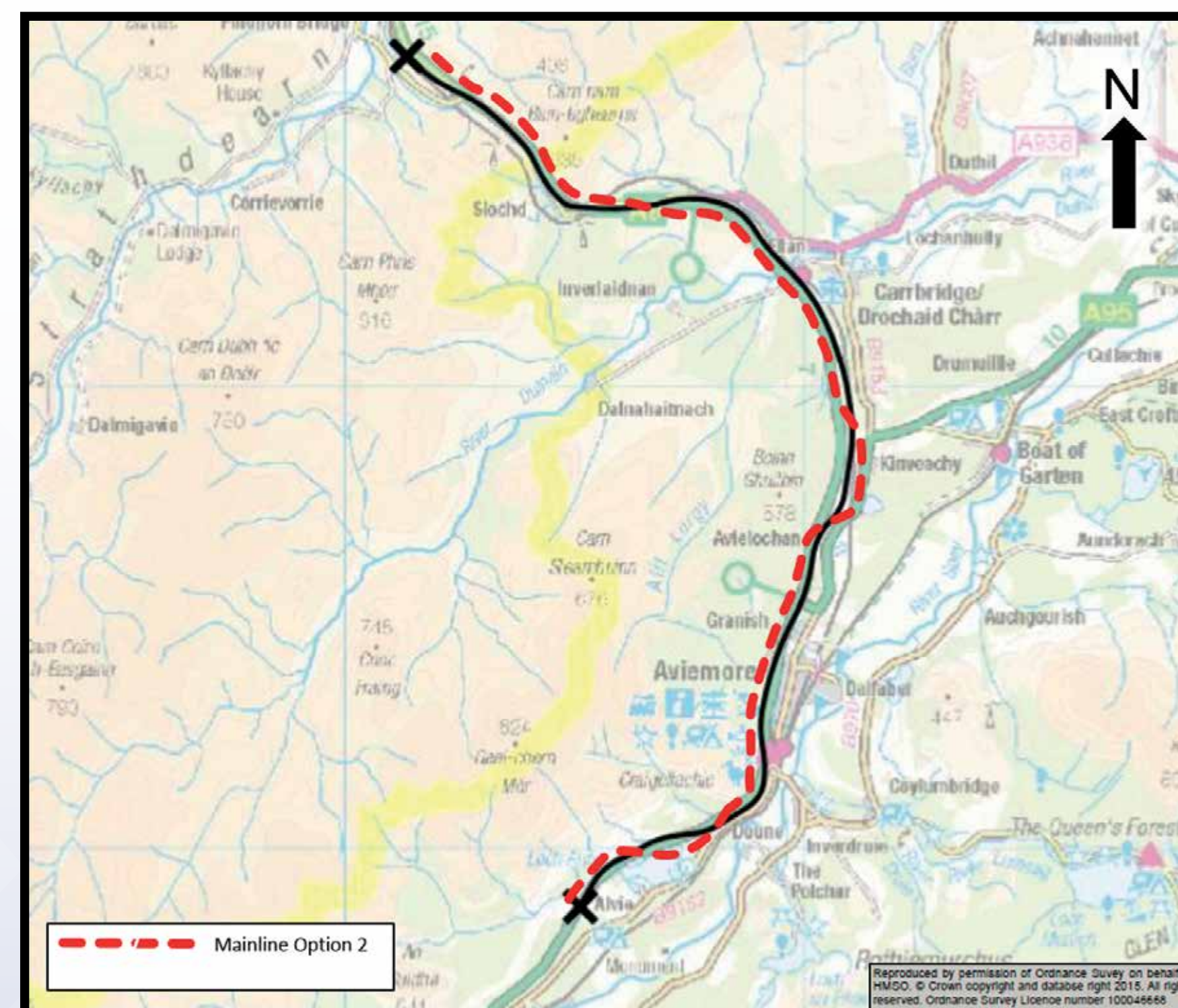
Mainline option 1 alternative: Predominantly southbound widening based on option 1, incorporating a variation to the alignment south of Aviemore to avoid properties.

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

Please speak with one of the members of the team if you wish to view plans of these options.



Mainline options 1 and 1 alternative



Mainline option 2

Junction locations and development (i)

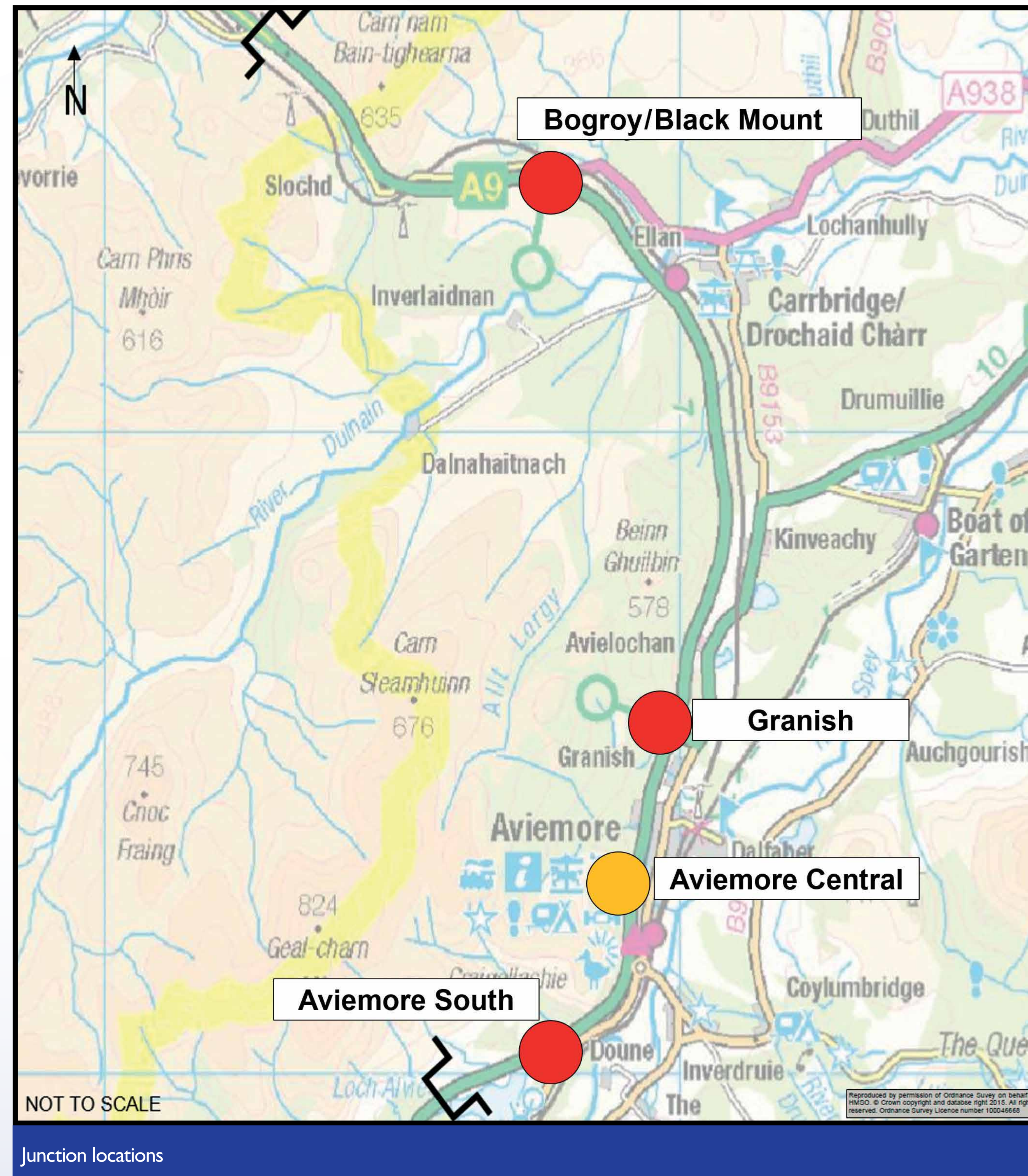
The Preliminary Engineering Services (PES) identified three potential junction locations based on the principle of providing a direct link between trunk roads and A and B class roads.

A further potential junction location has been 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.



Junction locations and development (ii)



A combination of junction options are being considered. In conjunction with an assessment of traffic, this review will assess which locations are most appropriate for a junction, in order to provide suitable access and minimise environmental and engineering impacts. The review will also assess whether adjacent junctions could be combined, to eliminate some of the traffic movements at one or more of the junctions, in order to reduce the impacts of the project.

The junction combinations under consideration are as follows:

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

Each of these junction option combinations will be considered in further detail as part of future work. In addition to environmental and engineering criteria, issues that will be considered include:

- When considering traffic movements, the need to cater for specific turning movements at each junction will be assessed
- If restricted movement junctions are being considered, the alternative route for any affected vehicles will be assessed to understand the length and travel time for alternative routes and connections
- Whether appropriate access between the A9 and the trunk/side road network and accessibility for communities is provided
- Estimation of potential traffic flows to the junction locations to ensure that good access connections are retained or that any access connection lost is justified. If/where additional traffic surveys are required, these will be identified and arranged to inform later design stages
- Once the traffic movements required are identified, the constraints around the proposed junction sites will be considered – to ensure that a junction can be located around any major constraints, such as rail lines, etc. Local policies and plans and the local development policy will also be considered
- Assessment of potential impact on local accesses and whether the length of diversion route is suitable
- Alternative sites for the proposed junctions may also be considered.

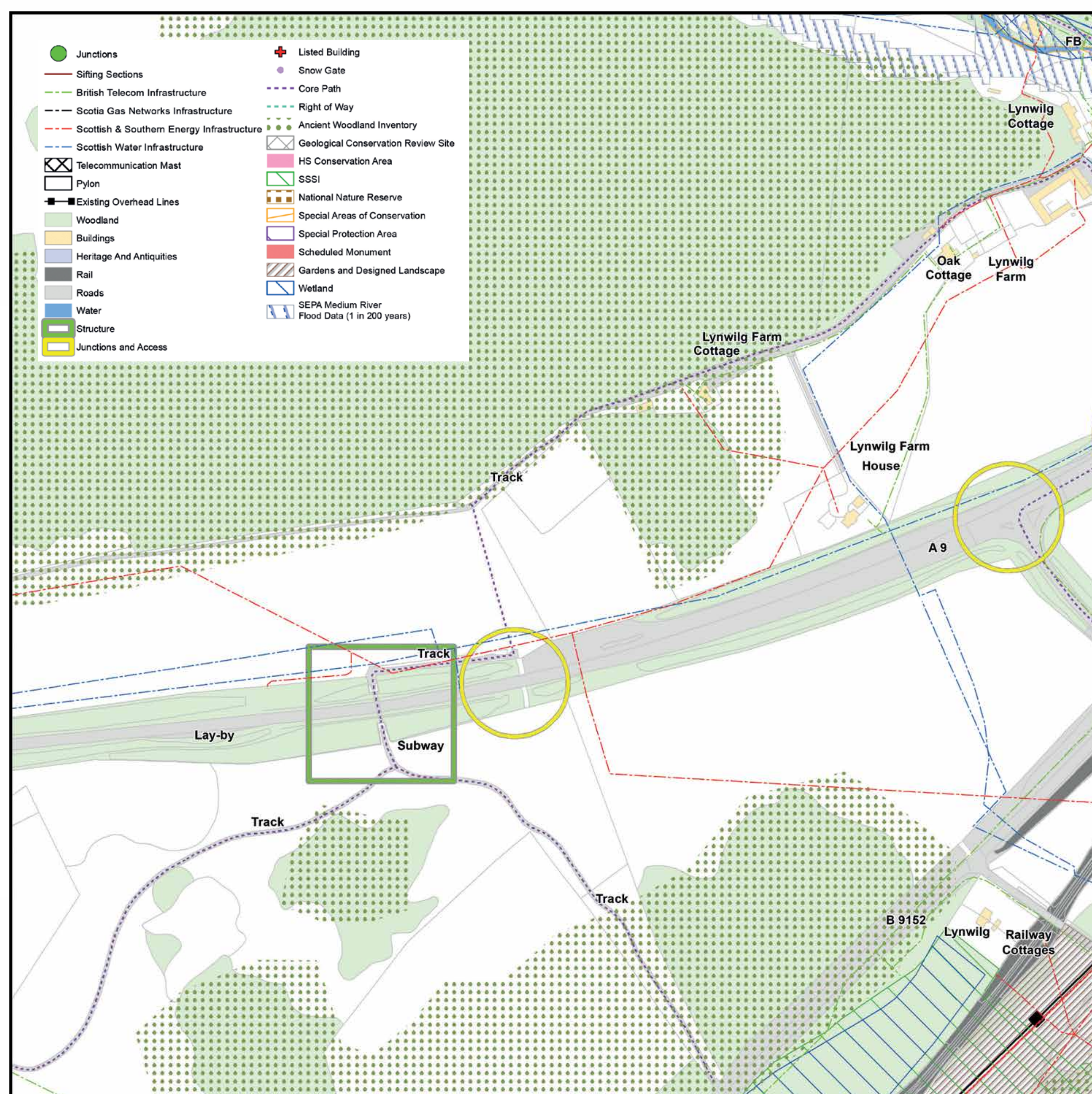


Junction constraints and options – Aviemore South (A9/B9152)

Plans showing indicative junction layout options being developed at Aviemore South junction are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- 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.



Aerial view of existing Aviemore South junction

Indicative junction layout options

Full movements half cloverleaf layout with overbridge connecting to the B9152
Southbound mainline widening option

Full movements diamond layout with overbridge connecting to the B9152
Southbound mainline widening option

Full movements dumb-bell with overbridge connecting to the B9152
Southbound mainline widening option

Full movements left right stagger with B9152 realigned with overbridge connecting to the B9152
Southbound mainline widening option

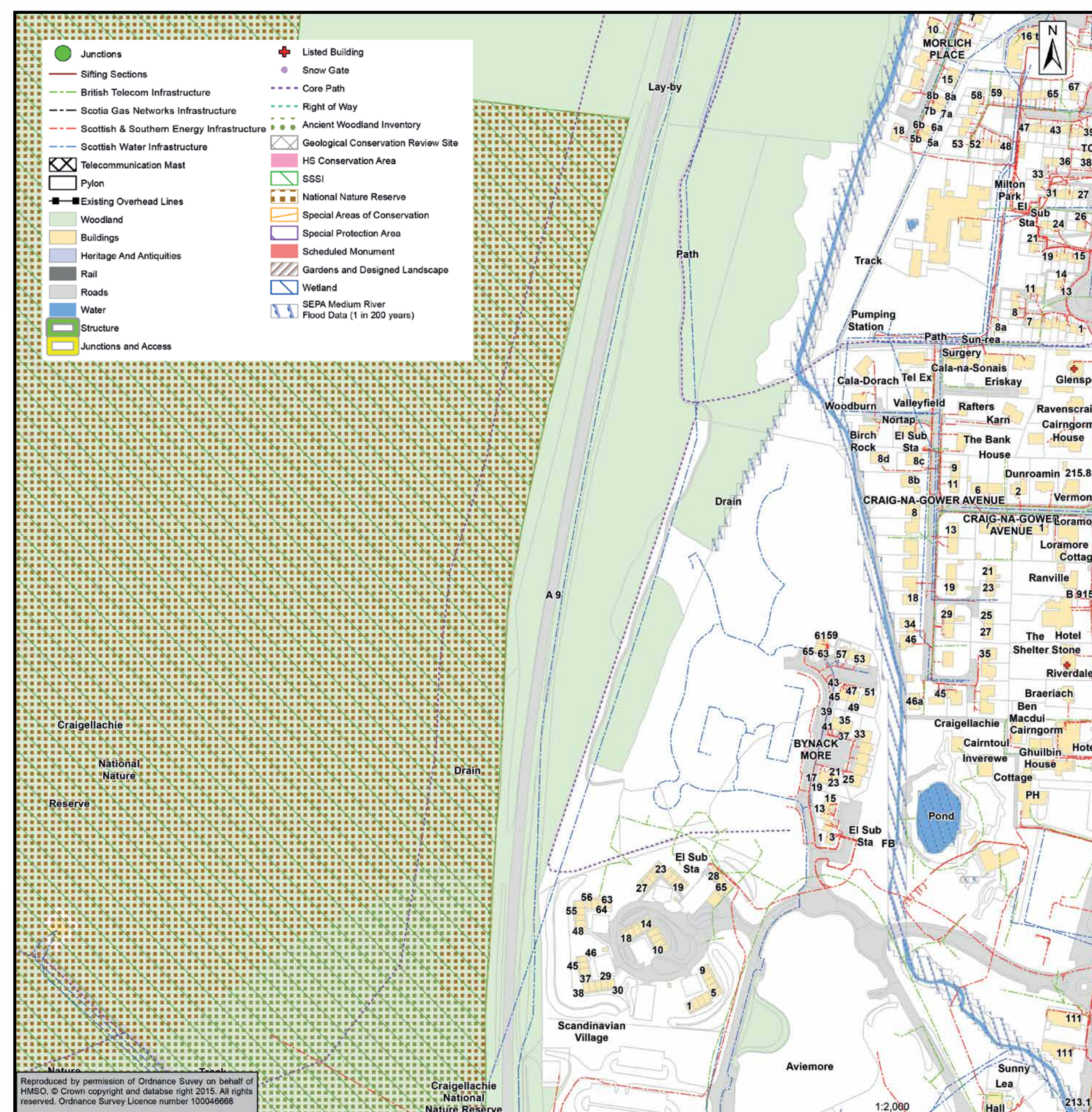
Junction constraints and options

– Aviemore Central (A9/B9152)

Plans showing indicative junction layout options being considered at an Aviemore Central junction location are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- Craigellachie Natural Nature Reserve (NNR) and Site of Special 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 Natural 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.



Aerial view of potential Aviemore Central junction location

Indicative junction layout options

Full movements half cloverleaf layout with underbridge connecting to the B9152
Northbound mainline widening option

Full movements half cloverleaf layout with underbridge connecting to the B9152
Southbound mainline widening option

Full movements diamond layout with roundabout on southbound side with underbridge connecting to the B9152
Northbound mainline widening option

Full movements diamond layout with roundabout on southbound side with underbridge connecting to the B9152
Southbound mainline widening option

Full movements dumb-bell with underbridge connecting to the B9152
Northbound mainline widening option

Full movements dumb-bell with underbridge connecting to the B9152
Southbound mainline widening option

Full movements diamond layout with underbridge connecting to the B9152
Northbound mainline widening option

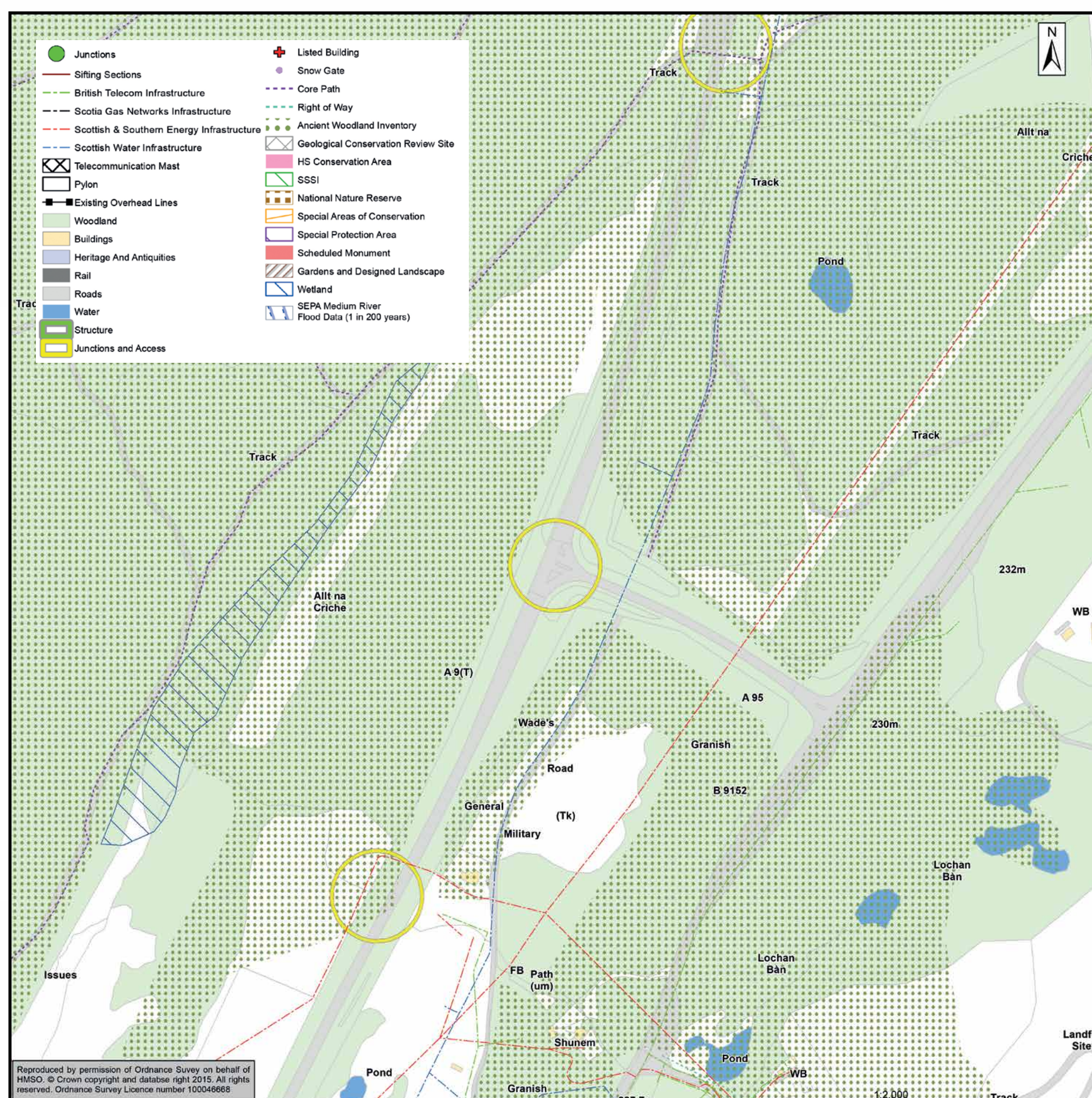
Full movements diamond layout with underbridge connecting to the B9152
Southbound mainline widening option

Junction constraints and options – Granish (A9/A95)

Plans showing indicative junction layout options being considered at the existing Granish junction location are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- 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.



Aerial view of existing Granish junction

Indicative junction layout options

Full movements dumb-bell with underbridge connecting to the A95
Northbound mainline widening option

Full movements dumb-bell with underbridge connecting to the A95
Southbound mainline widening option

Full movements diamond layout with underbridge connecting to the A95
Northbound mainline widening option

Full movements diamond layout with underbridge connecting to the A95
Southbound mainline widening option

Full movements half dumb-bell and trumpet layout with underbridge connecting to the A95
Northbound mainline widening option

Full movements half dumb-bell and trumpet layout with underbridge connecting to the A95
Southbound mainline widening option

Full movements half cloverleaf layout with underbridge connecting to the A95
Northbound widening option

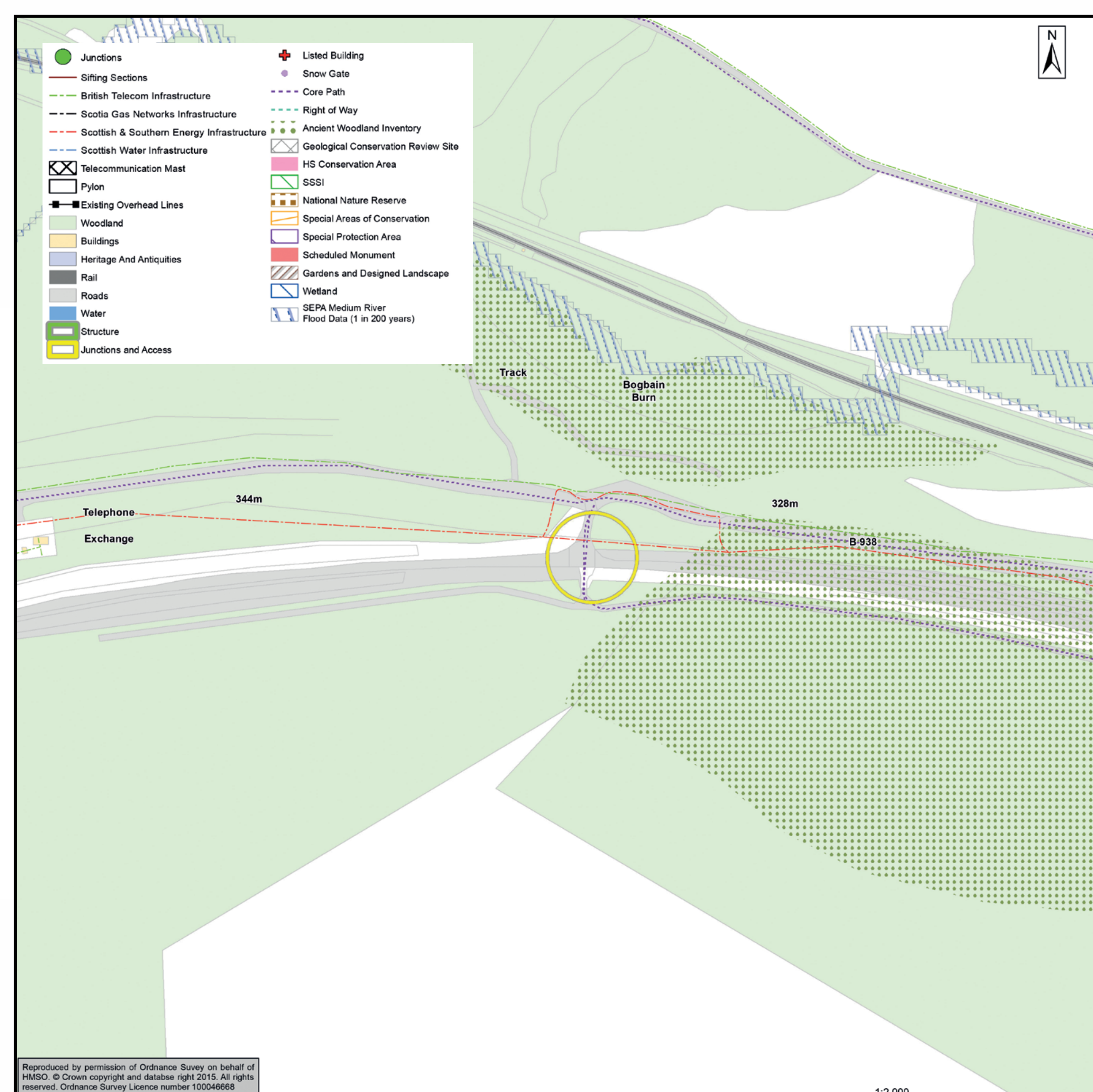
Full movements half cloverleaf layout with underbridge connecting to the A95
Southbound widening option

Junction constraints and options – Bogroy/Black Mount (A9/A938)

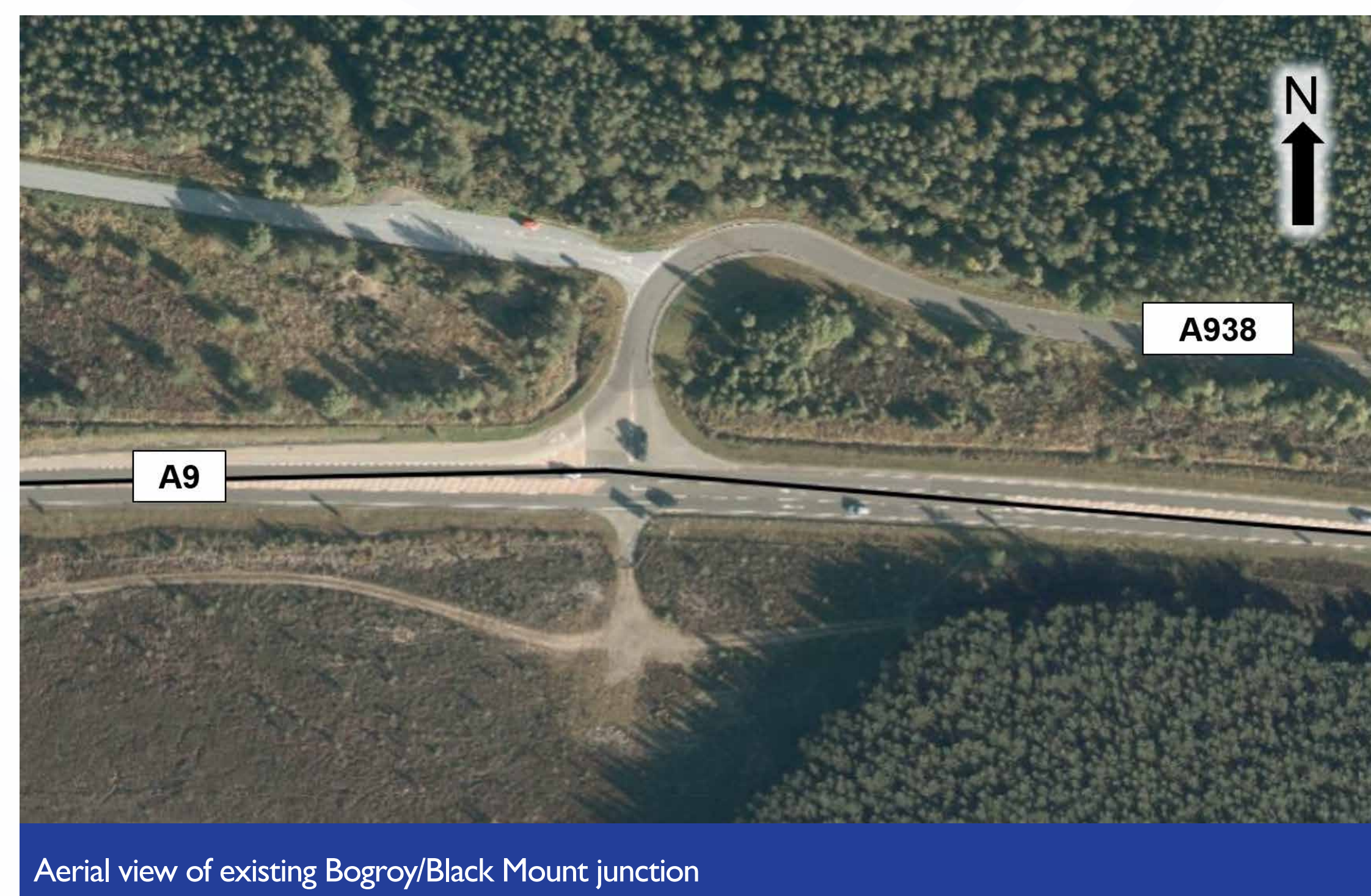
Plans showing indicative junction layout options being considered at the existing Bogroy/Black Mount junction location are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- 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).



Aerial view of existing Bogroy/Black Mount junction

Indicative junction layout options

Full movements diamond layout with overbridge connecting to the A938
Northbound mainline widening option

Full movements diamond layout with overbridge connecting to the A938
Southbound mainline widening option

Full movements half cloverleaf layout with overbridge connecting to the A938
Northbound mainline widening option

Full movements half cloverleaf layout with overbridge connecting to the A938
Southbound mainline widening option

Restricted movements diamond layout with overbridge connecting to the A938
Northbound mainline widening option

Restricted movements diamond layout with overbridge connecting to the A938
Southbound mainline widening option

Full movements dumb-bell with overbridge connecting to the A938
Southbound mainline widening option

Full movements dumb-bell with overbridge connecting to the A938
Northbound mainline widening option

Access

In conjunction with the development of the dual carriageway and junction location options, we are progressing a strategy for access to land and properties adjacent to the A9.

The A9 will be upgraded to a high-standard dual carriageway and direct access to the A9 will generally only be available at junctions. However, 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, please approach a member of our team today who will arrange a one-to-one discussion with you.



Existing local access to the A9



Existing local access under the A9

What happens next?

We welcome your comments and feedback on the mainline route options, junctions locations and indicative junction layout options. This will help the ongoing development of the Dalraddy to Slochd project.

The options presented today, together with any other options you identify during these exhibitions, may be subject to further development.

A further exhibition to provide an update on junction locations and provide details on junction layouts being developed is planned for summer 2016. In addition, further consultation through local drop-ins and one-to-one consultation is also planned. Following the exhibition in the summer, options will be taken forward as part of the DMRB Stage 2 Assessment.

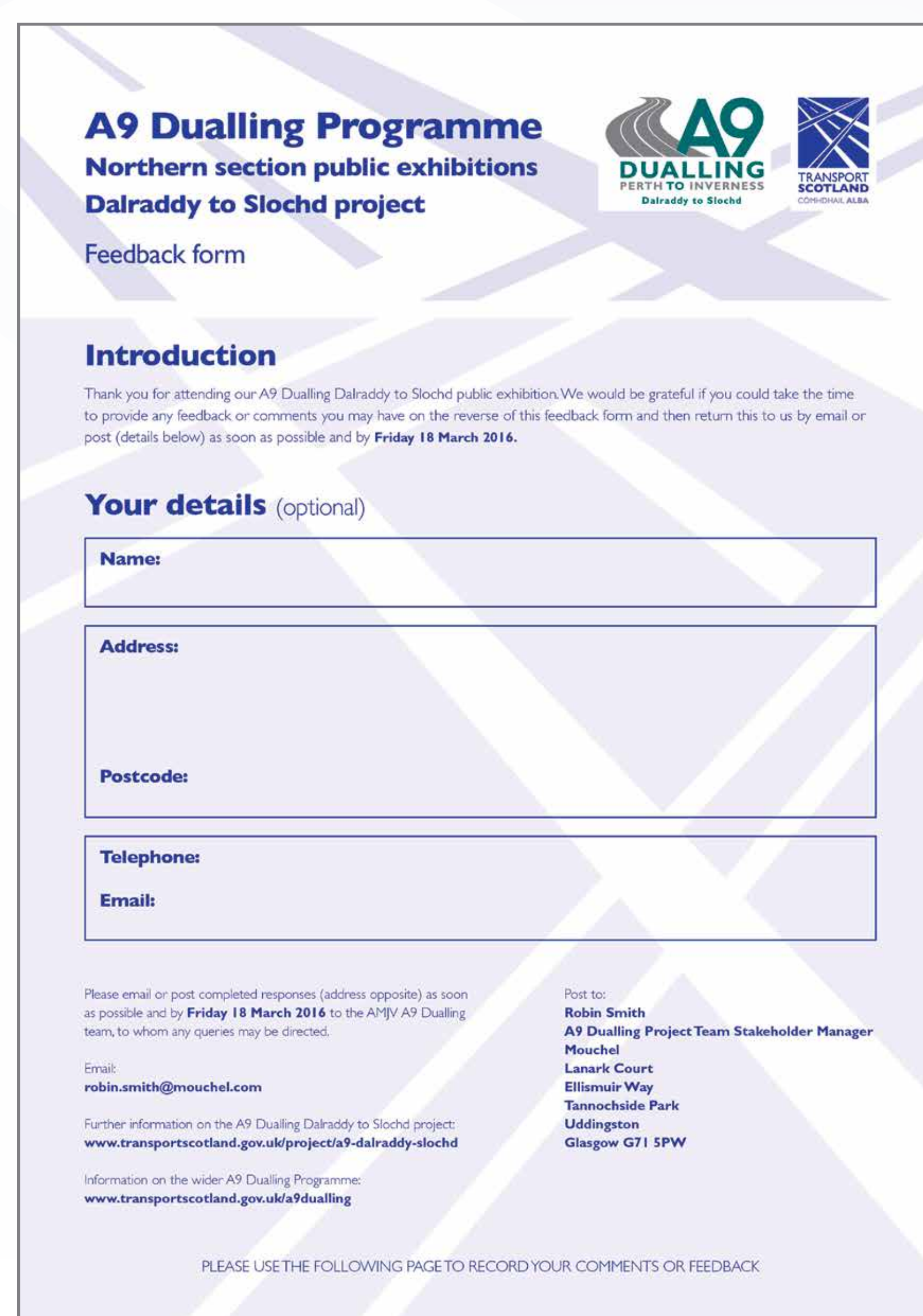
The Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment will consider the advantages, disadvantages and constraints associated with the design options, in relation to environmental, engineering, economic and traffic issues.

A preferred option is expected to be selected by early 2017. We will keep you updated through a range of direct communications and consultations, including further public exhibitions.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website.

In particular, 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.



A9 Dualling Programme
Northern section public exhibitions
Dalraddy to Slochd project

Feedback form

Introduction

Thank you for attending our A9 Dualling Dalraddy to Slochd public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and by **Friday 18 March 2016**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) as soon as possible and by **Friday 18 March 2016** to the A9 Dualling team, to whom any queries may be directed.

Email: robin.smith@mouchel.com

Further information on the A9 Dualling Dalraddy to Slochd project: www.transportscotland.gov.uk/project/a9-dalraddy-slochd

Information on the wider A9 Dualling Programme: www.transportscotland.gov.uk/a9dualling

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

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK.

Please leave feedback forms in the feedback box provided 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 18 March 2016.

You can also contact AMJV Stakeholder Manager Robin Smith at any time:

Telephone: **07557 172 747**
Email: **Robin.Smith@Mouchel.com**

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.transportscotland.gov.uk/project/a9-dalraddy-slochd

Information on the wider A9 Dualling Programme can be found at:

www.transportscotland.gov.uk/a9dualling

Contact details for Transport Scotland's A9 Dualling team:

Telephone: **0141 272 7100**
Email: **a9dualling@transportscotland.gsi.gov.uk**

