Dalraddy to Slochd project – welcome

A9 DUALLING
PERTH TO INVERNESS
Dalraddy to Slochd

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.

At this public exhibition we are seeking your feedback on the junction layouts presented to help inform the ongoing development and assessment of the project.

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.

Please take your time to study the information on display and to speak to a member of the team present today. Your comments are an important part of the assessment process and we ask that you provide written feedback **by 29 July 2016.**

View of the existing A9 looking north at Granish junction

View of the existing A9 looking south at Black Mount junction

ATKINS mouchel

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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.

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

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.

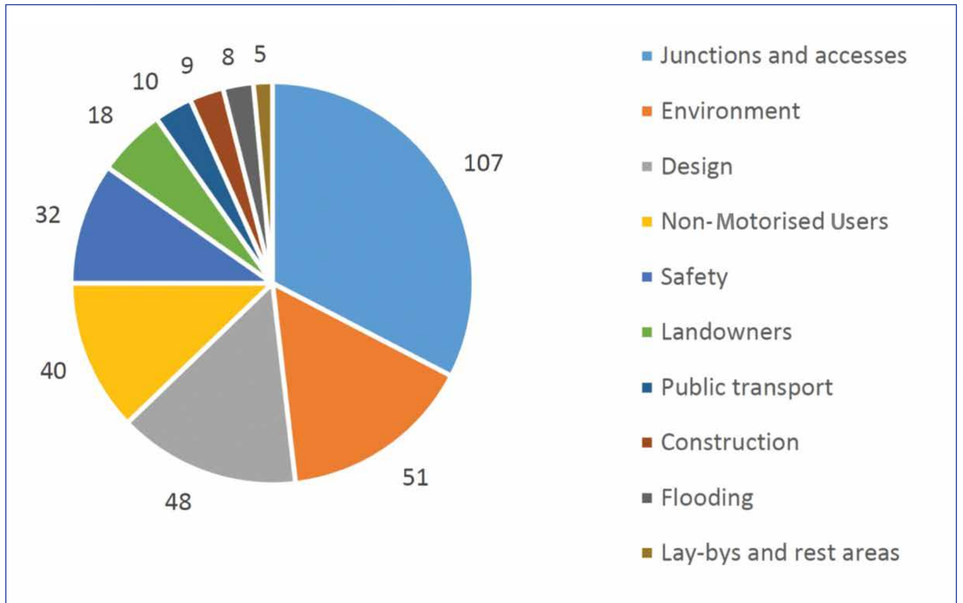
Public consultation has been achieved partly via a series of public exhibitions, as well as ongoing consultation meetings with landowners and other stakeholders.

The previous Dalraddy to Slochd public exhibitions were held in Carrbridge on 2 February 2016 and in Aviemore on 3 February 2016.

We received a total of 116 feedback forms, containing over 300 comments. Each comment was reviewed and the key points summarised into broad categories as shown on the chart adjacent.

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.

The feedback provided by members of the public will continue to inform the design of the Dalraddy to Slochd dualling project.



Summary of exhibition comments

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.

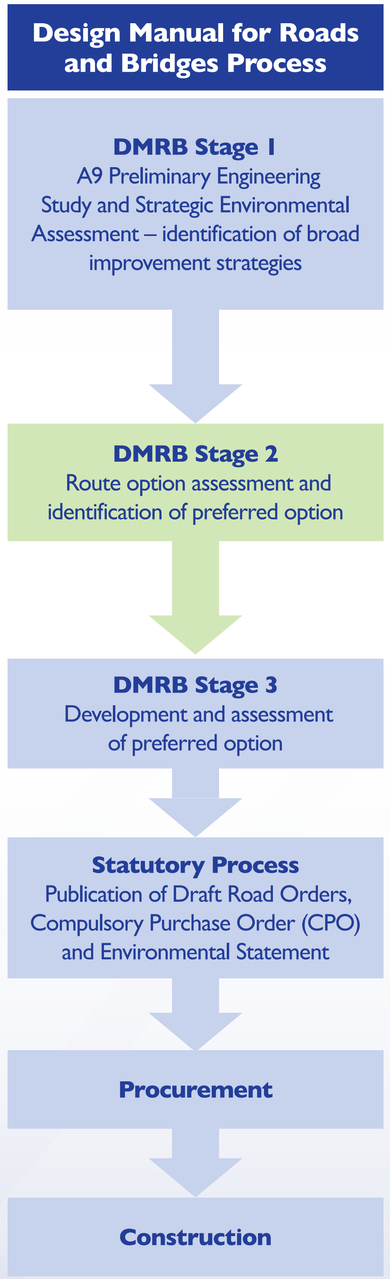
Feedback from public and stakeholder consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the junction layout options.

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).



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Dalraddy to Slochd

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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. This review also assessed whether adjacent junctions could be combined in the form of restricted movements, to eliminate some of the traffic movements at one or more of the junctions, in order to reduce the impacts of the project.

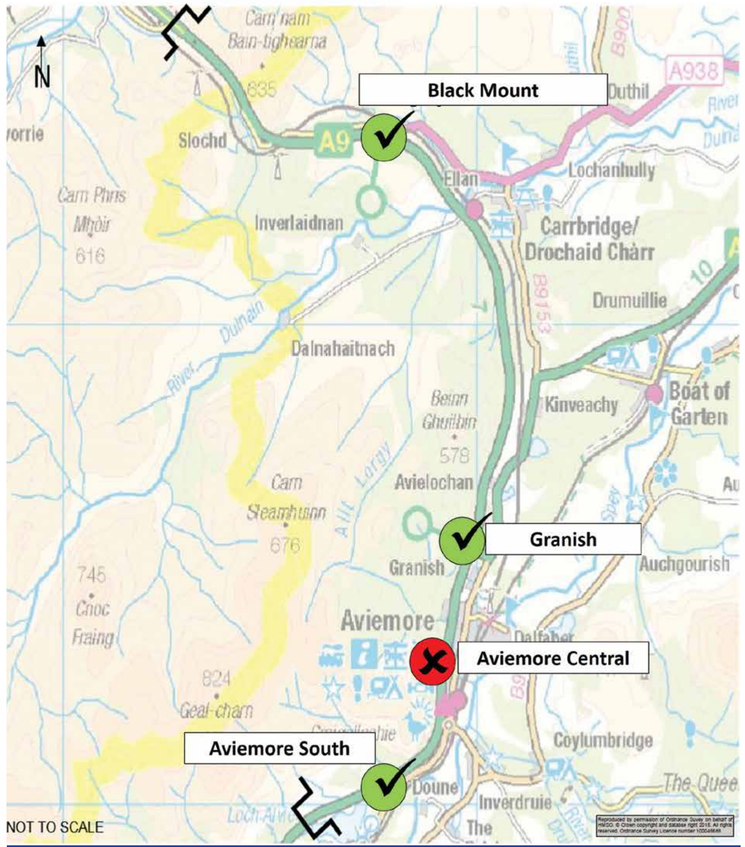
Following assessment of the junction layouts, including considering local, community and stakeholder feedback from the consultations, we have concluded that the following junction locations should be taken forward into the DMRB Stage 2 Assessment:

- 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 would not provide 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 (NMU) network (orbital route)
- little or no public support.



Junction locations taken forward to DMRB Stage 2 Assessment

Key:

- Project extents
- Discounted junction location
- Proposed junction location

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Junction layout options

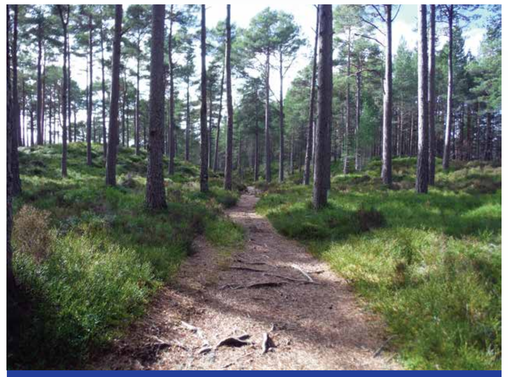
Following the assessment of junction locations, a further review was undertaken to identify which should be taken forward in the DMRB Stage 2 Assessment.

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 (NMU) routes, including National Cycle Network (Route 7)
- ancient woodland
- proximity of residential and business properties
- difficult ground conditions
- utilities, e.g. water, gas supplies.

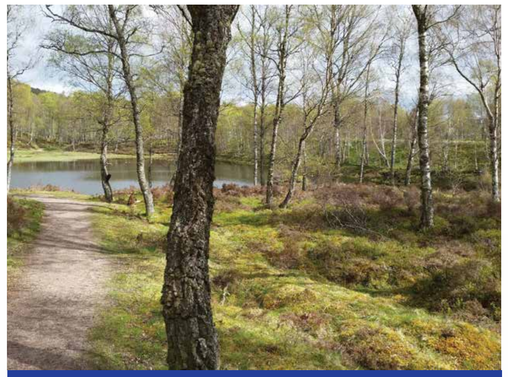
Plans of the junction layout options which will be taken forward for the DMRB Stage 2 Assessment are displayed on the following panels and are available to view on the drawings at this exhibition.



Ancient woodland

National Cycle Network (Route 7)

Ancient woodland and poor ground conditions



Craigellachie National Nature Reserve (NNR) and SSSI

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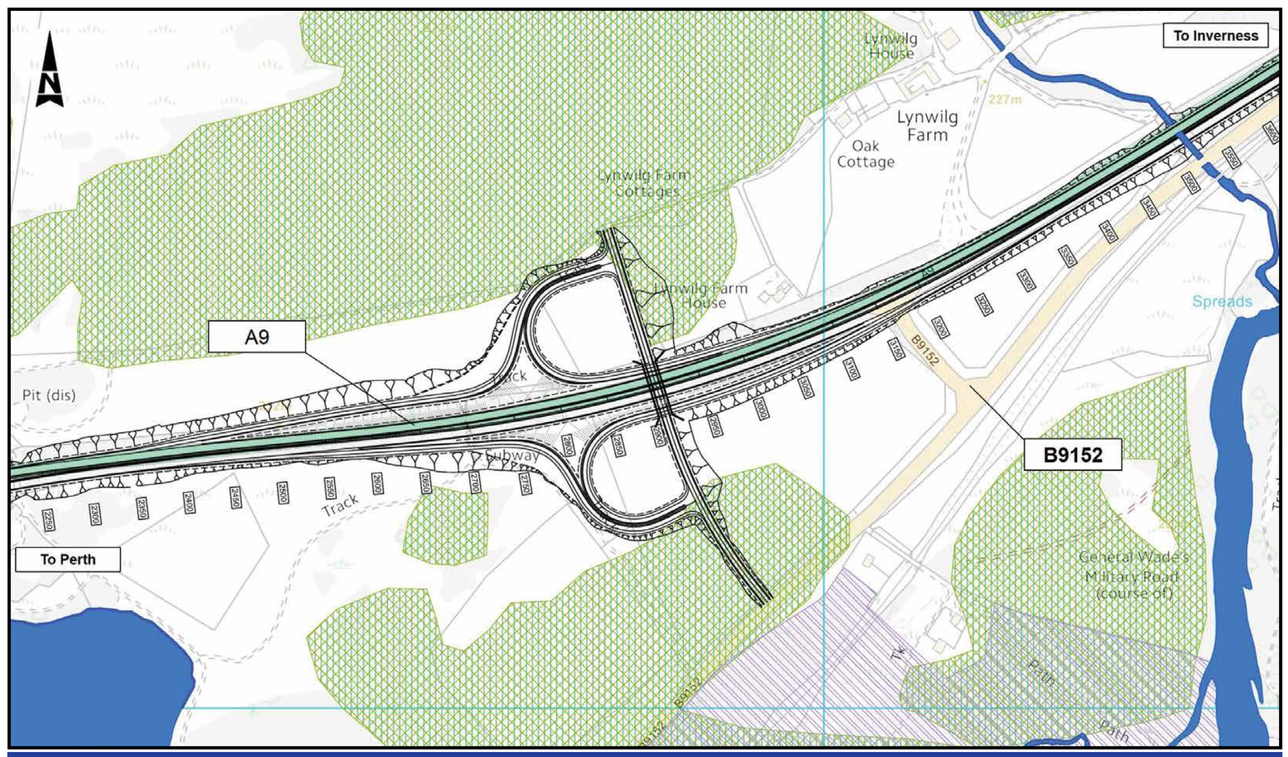
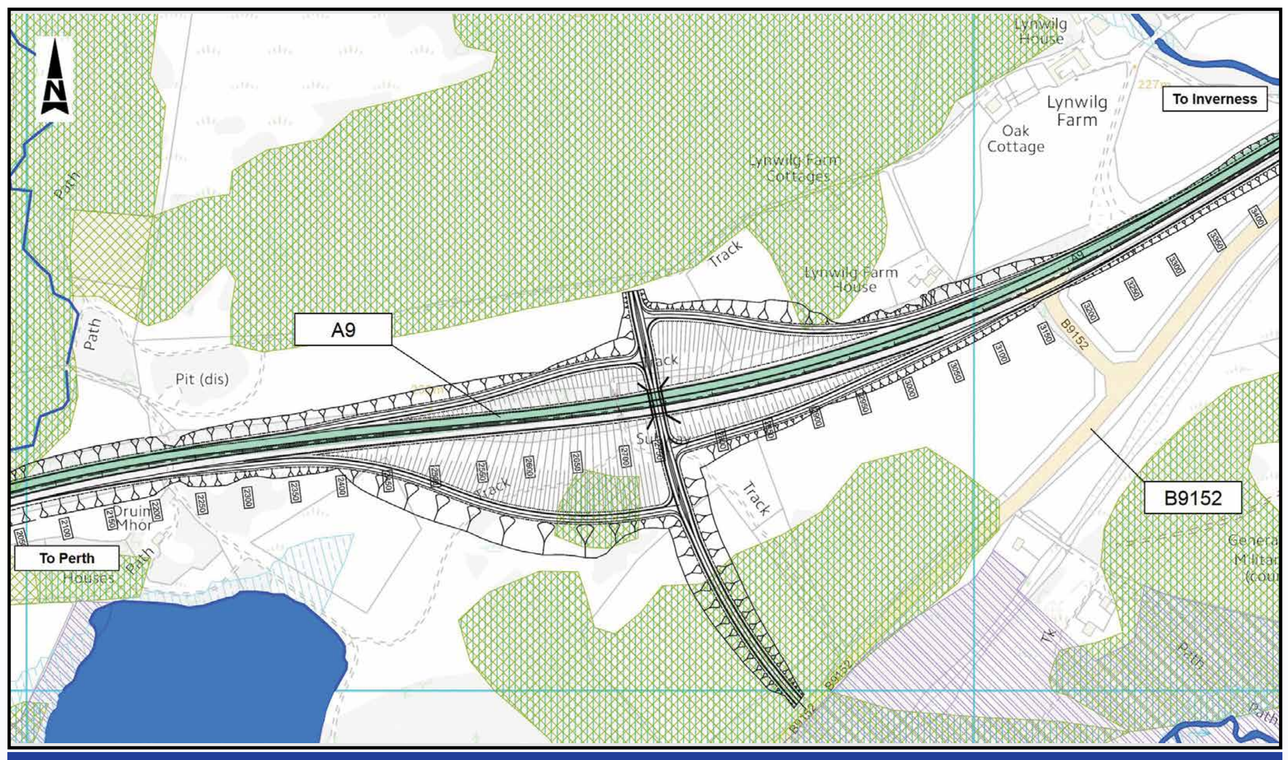
Junction layout options – Aviemore South (A9 / B9152)

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

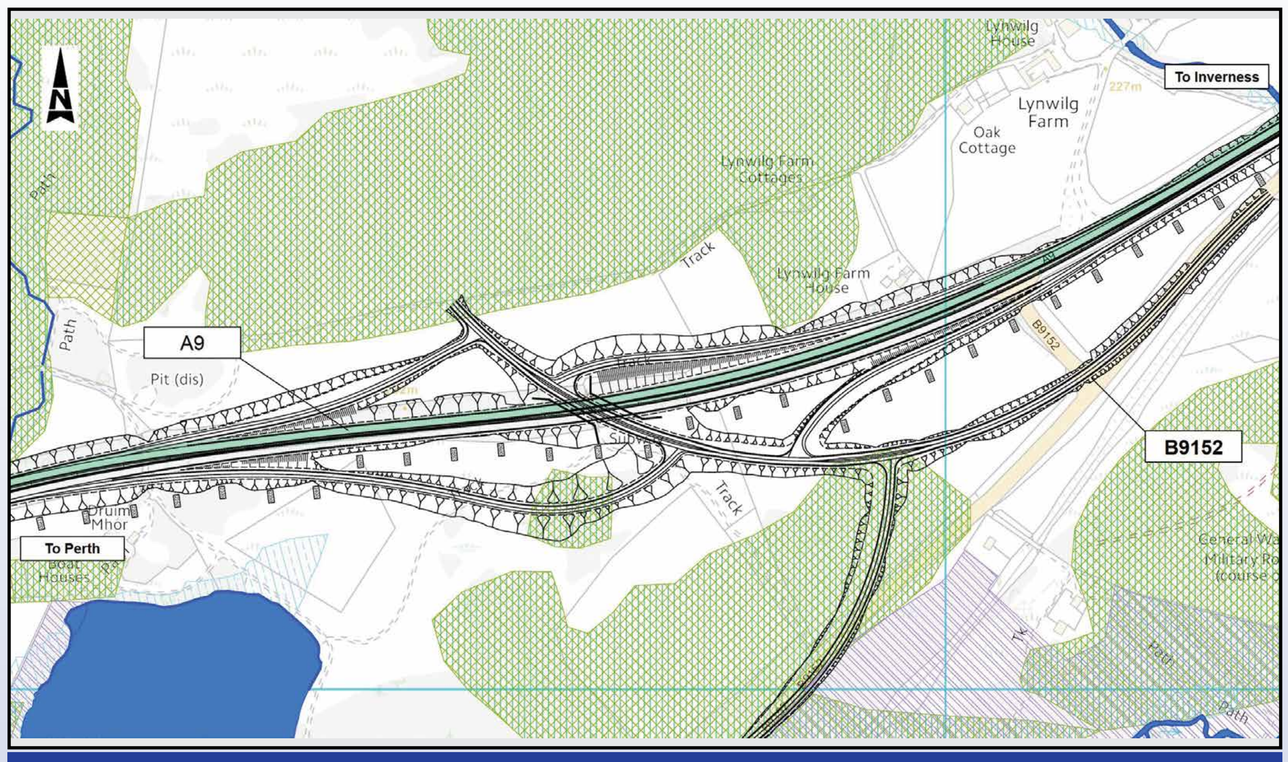
A 3D visualisation of the diamond junction layout is available to view at the exhibition as an example of what a junction would look like at Aviemore South.



Half cloverleaf (quadrants 1 and 4)



Diamond (left/right stagger with ghost island)

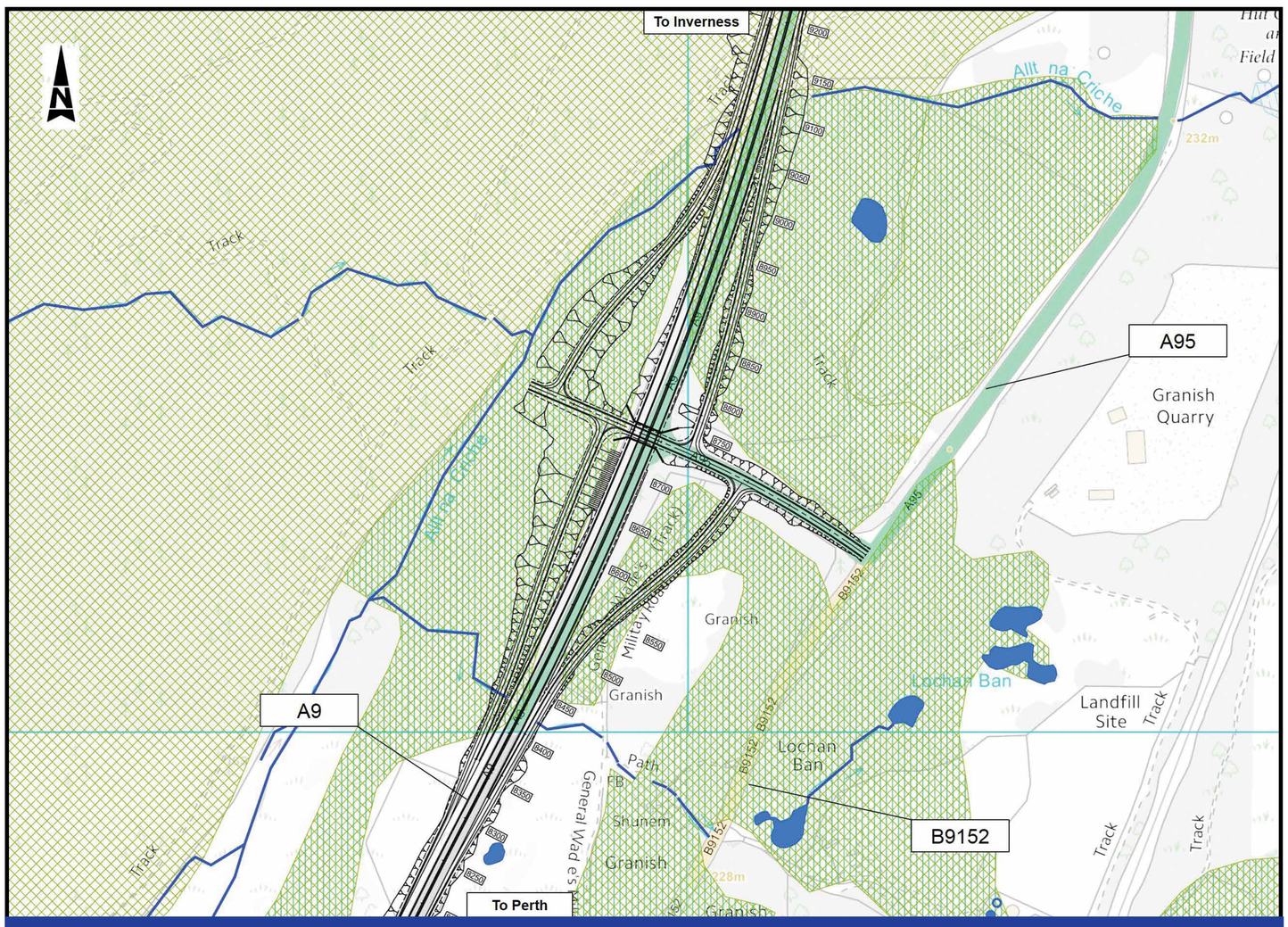


Diamond (left/right stagger with B9152 realigned)

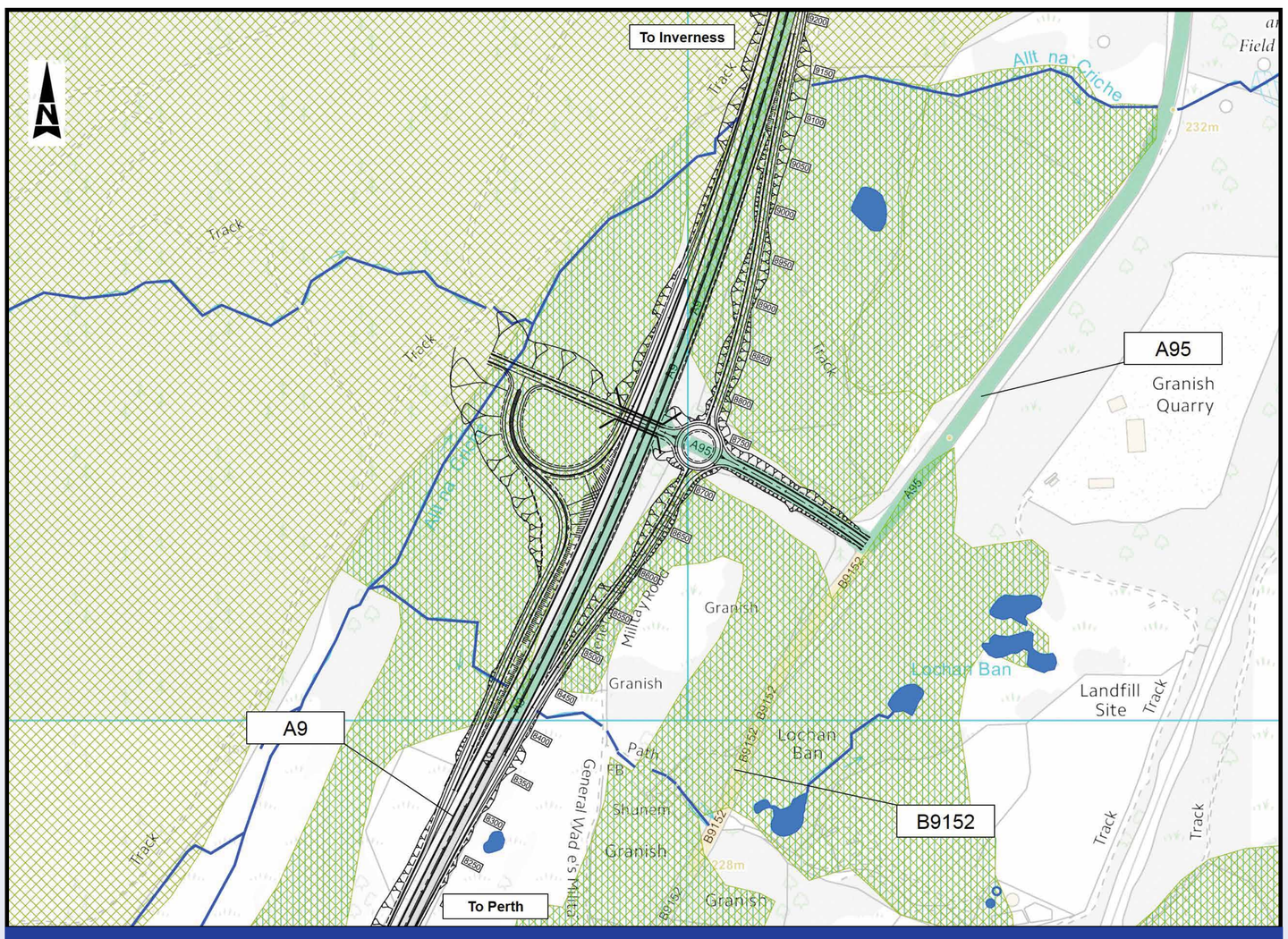
Junction layout options – Granish (A9 / A95)

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 below for reference.

A 3D visualisation of the half dumb-bell and cloverleaf junction layout is available to view at the exhibition as an example of what a junction would look like at Granish.



Diamond (left/right stagger)

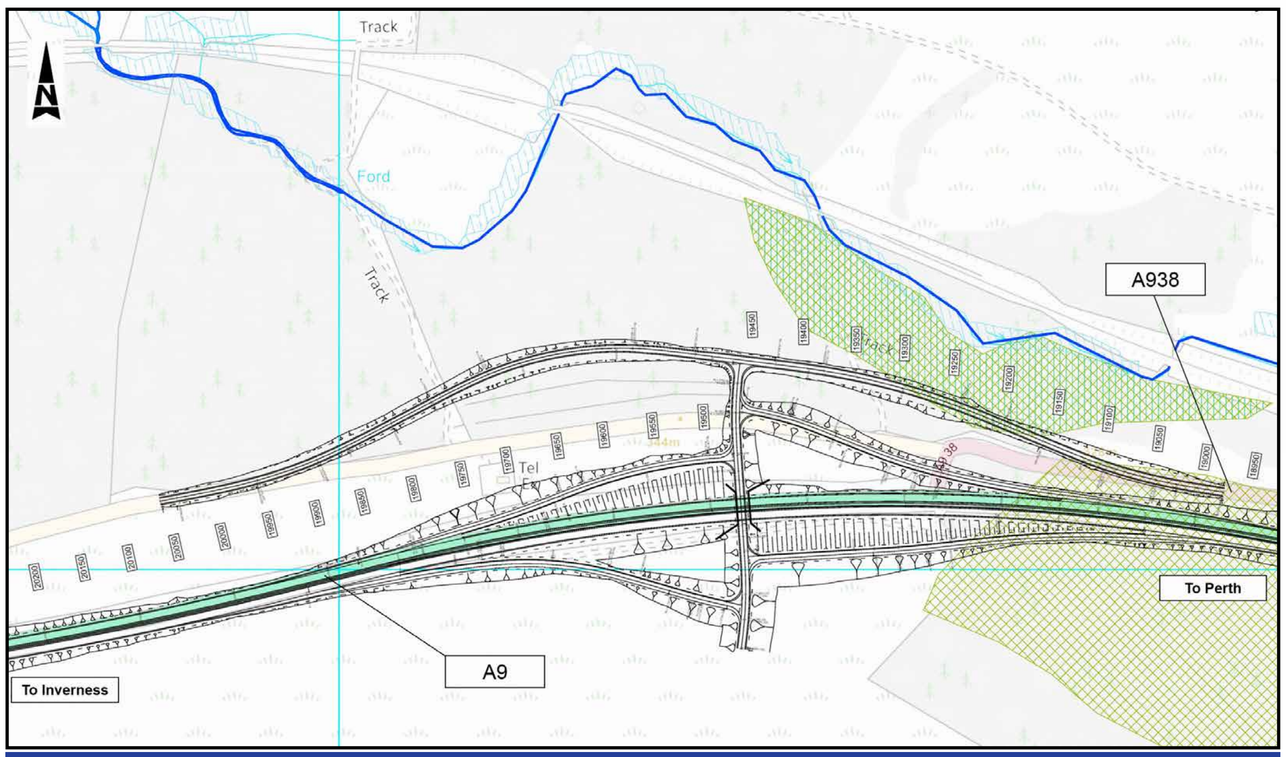


Half dumb-bell and cloverleaf

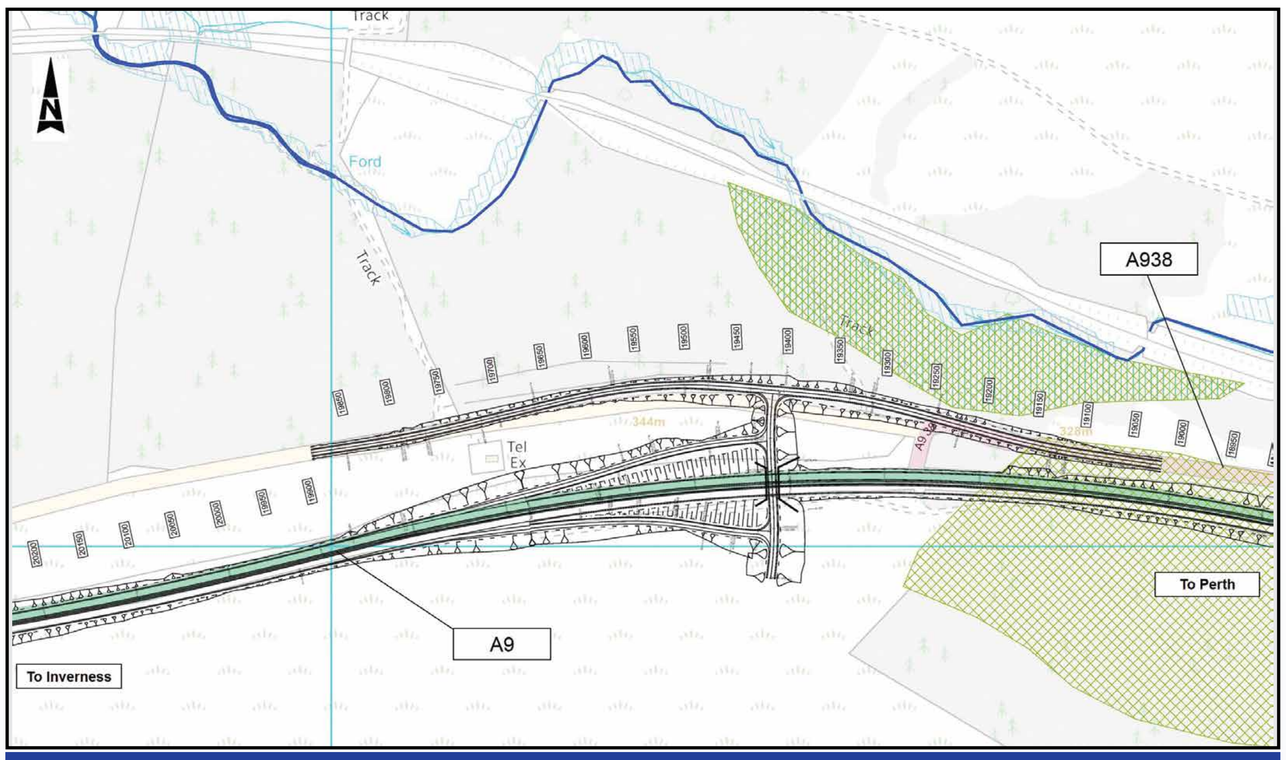
Junction layout options – Black Mount (A9 / A938)

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.

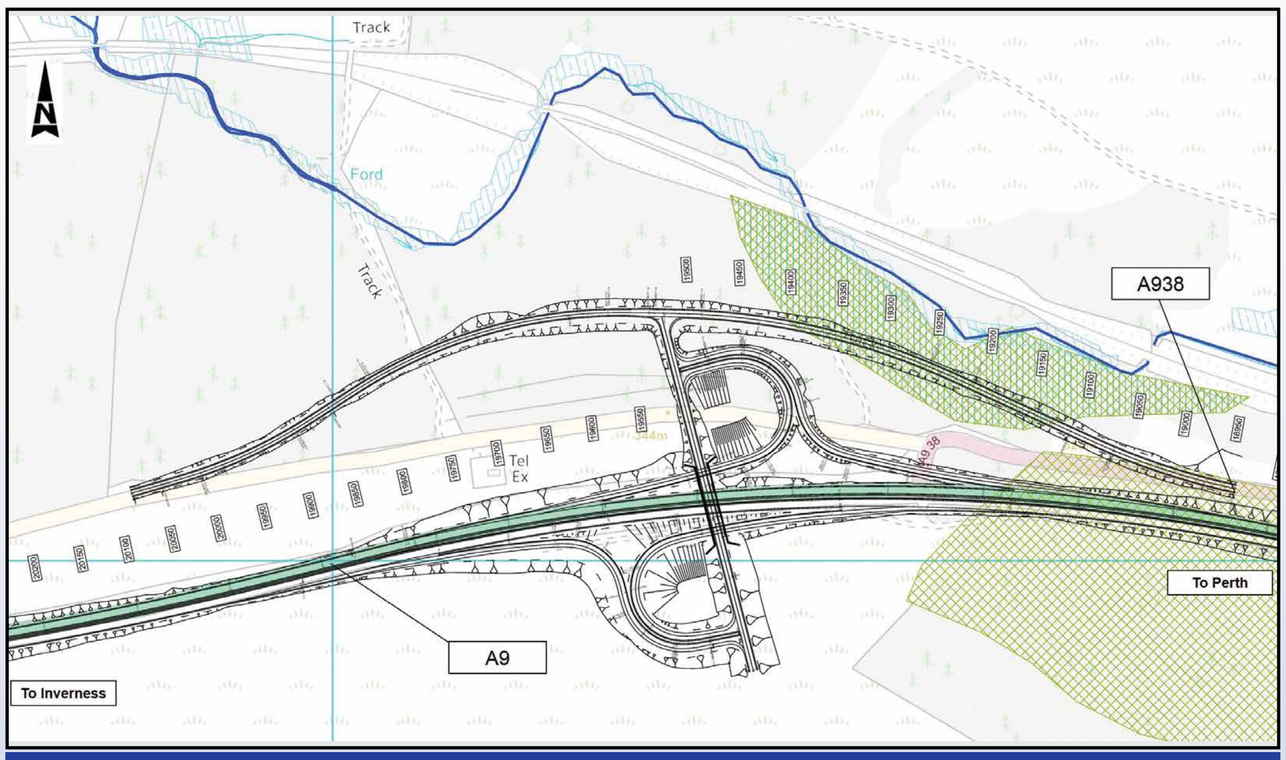
A 3D visualisation of the diamond junction layout is available to view at the exhibition as an example of what a junction would look like at Black Mount.



Diamond (left/right stagger)



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)

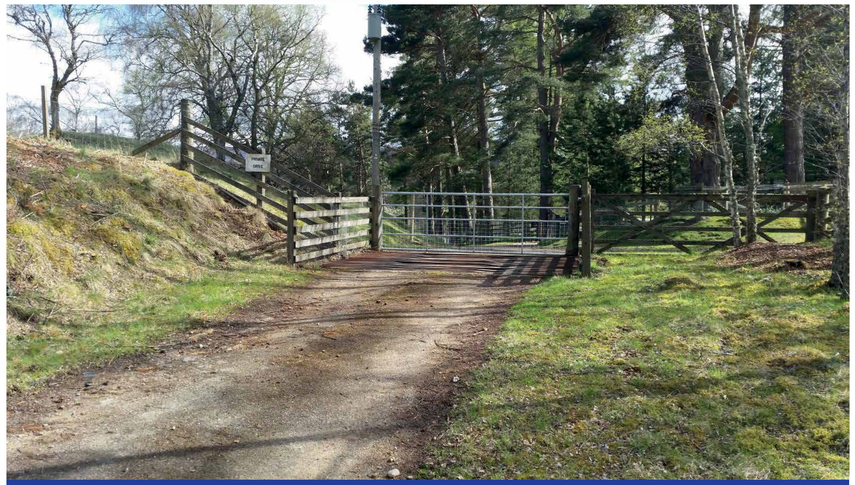
Access

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

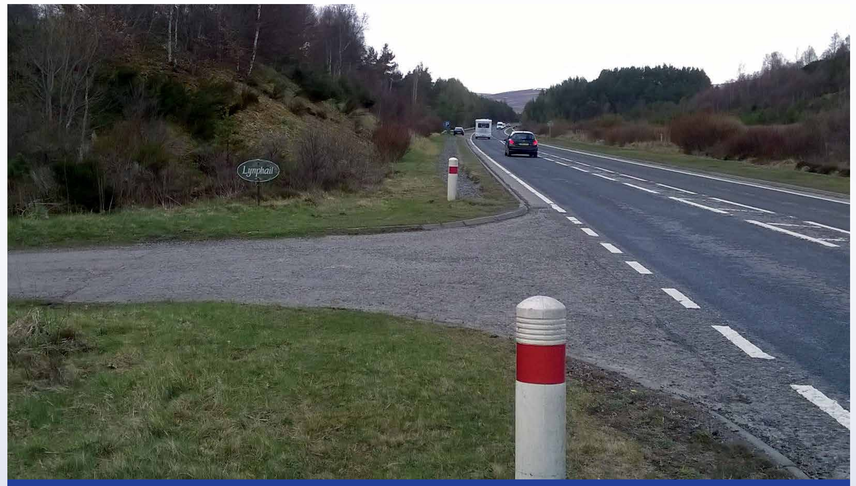
The A9 will be upgraded to a high-standard dual carriageway and direct access to the A9 will generally only be available at junctions. However, some left-in/left-out accesses may be provided in exceptional circumstances.

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 to the A9

Existing local access under the A9

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What happens next?

We welcome your comments and feedback on the junction layout options presented at this exhibition. This will help the ongoing development of the Dalraddy to Slochd project.

The next steps will involve us considering your feedback. The options presented today, together with any other options you identify during these 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 feedback forms in the feedback box provided at the exhibition, or send to AMJV Stakeholder Manager Robin Smith:

Email to: **robin.smith@mouchel.com**

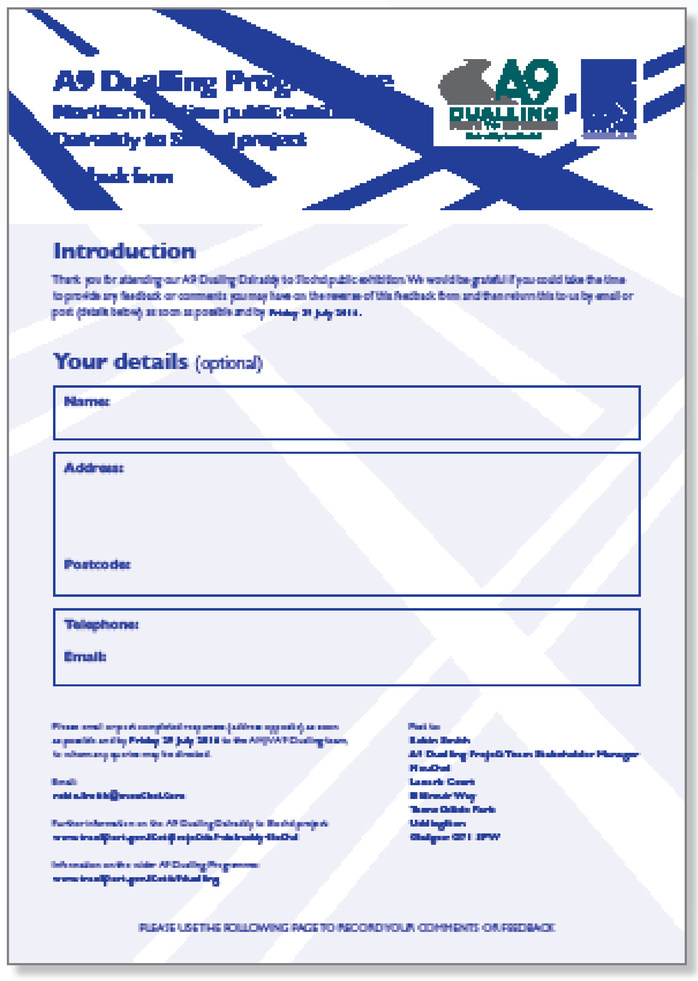
Or by post to:

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 29 July 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.transport.gov.scot/project/a9-dalraddy-slochd

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

www.transport.gov.scot/a9dualling

Contact details for Transport Scotland's A9 Dualling team:

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