A9 DUALLING
PERTH TO INVERNESS

A9 Dualling Route Options

Exhibition Overview Leaflet

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

27 May – 1 July 2014

A9 Dualling – Route Options

Introduction

In December 2012 and June 2013 we started our programme of public engagement for the A9 Dualling Programme with a series of public exhibitions. This allowed us to share information on the design and development process and to outline the strategic principles around which we will base our design work.

Since June 2013 we have been progressing the corridor wide engineering and environmental studies, expanding our knowledge of the various challenges associated with upgrading the existing road to dual carriageway standard. We have divided the route into twelve individual projects to enable us to develop proposals for, and consult on, a range of smaller sections. At this stage we have identified indicative route options which generally fall within an indicative 200m wide corridor centred on the existing road.

These latest exhibitions mark the start of more localised engagement on those indicative route options.

No detailed assessment work has however been undertaken at this stage. We are inviting your views on an initial list of indicative route options. In particular, we would like to know:

- **have we missed a possible route option within the 200m wide corridor?**
- **are you aware of any particular local features that we should know about to inform the more detailed design and assessment work?**
- **do you have any comments on the options?**

Before we can finalise the proposals for each individual project, a considerable amount of design and assessment work remains to be undertaken. By making these indicative route options available for you to view we aim to ensure that information that should form part of the assessment work is captured at the earliest possible time.

The route options plans cover long lengths of the A9 and show the detail of the constraints within the corridor. Their size and the amount of information contained in them means they do not scale down to fit in this leaflet and remain meaningful.

We have loaded the various plans onto the Transport Scotland website at **www.transportscotland.gov.uk/a9dualling**

If you cannot attend the exhibitions in person we hope that you will be able to access the plans there. If you do not have access to the website and wish to view the plans please contact us.

Feedback on the indicative route options can be provided via the following means:

- by completing the feedback forms available at the exhibitions
- by e-mail, **a9dualling@transportscotland.gsi.gov.uk**
- by telephone, **0141 272 7100**
- by letter, addressed to:

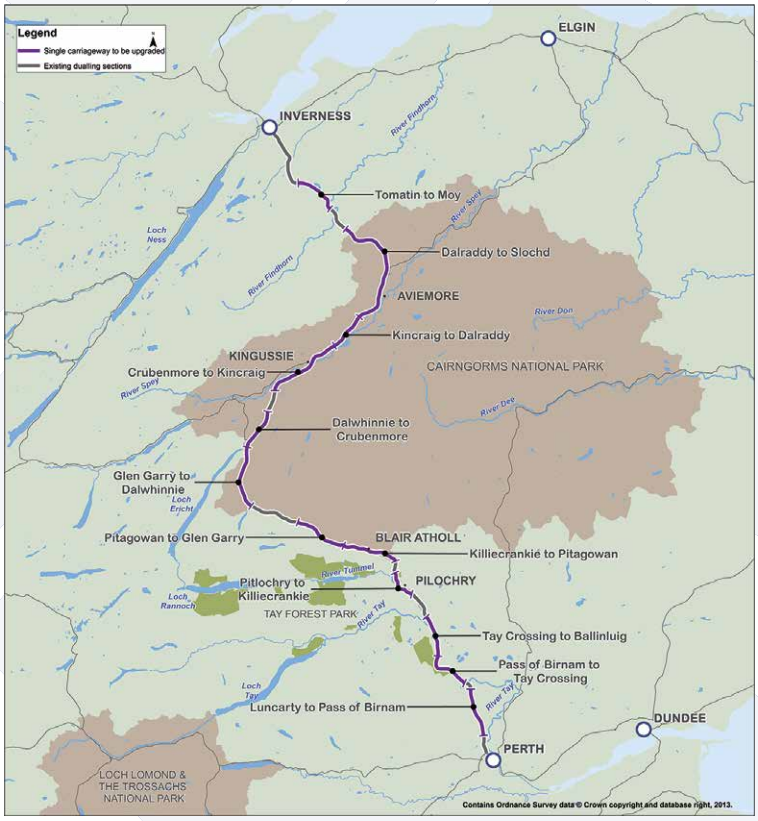
A9 Dualling Team
Transport Scotland
MTRIPS
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

The deadline for any feedback is **8 August 2014**.

Programme update – current status

On 19 March 2014 the Minister for Transport and Veterans announced some key milestones in the design and development process for the A9 Dualling Programme:

- **the main A9 dual carriageway will generally be within a 200m wide corridor along the existing route, with other off-line proposals previously being considered removed following the recommendations of a Strategic Environmental Assessment and Preliminary Engineering Assessment. While the main dual carriageway is likely to be within this on-line corridor, side roads, junctions and other associated works will be required beyond this zone**
- **the A9 Dualling Programme will be divided into twelve discrete schemes (including the three sections at advanced stages of design) as shown on the map below. This will keep common challenges together, supporting focus on local issues and helping to ensure the statutory process is as efficient as possible**
- **publication of an indicative programme (shown below) for the design and development process for the twelve schemes**
- **a series of public exhibitions to give local communities and road users the opportunity to view indicative route options within the 200m wide corridor.**



Project Level programme for design and development work

A9 DUALLING PERTH TO INVERNESS

KEY: DMRB STAGE 2 | DMRB STAGE 3 | STATUTORY PROCESSES

		2014	2015	2016	2017	2018	2019	2020
Luncarty to Pass of Birnam	DMRB STAGE 2				CONSTRUCTION EXPECTED TO START 2017			
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Birnam to Tay Crossing (early implementation)	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Tay Crossing to Ballinluig	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Pitlochry to Killiecrankie	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Killiecrankie to Pitagowan	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Pitagowan to Glen Garry (early implementation)	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Glen Garry to Dalwhinnie	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Dalwhinnie to Crubenmore (early implementation)	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Crubenmore to Kincraig	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Kincraig to Dalraddy	DMRB STAGE 2		CONSTRUCTION EXPECTED TO START IN 2015/16					
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Dalraddy to Slochd	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							
Tomatin to Moy (early implementation)	DMRB STAGE 2							
	DMRB STAGE 3							
	STATUTORY PROCESSES							

Design contracts

The first of three large design contracts for the A9 Dualling Programme has just been awarded for dualling over 43km of the A9 between Glen Garry and Dalraddy. The contract includes the provision of an Educational Liaison Officer to bring the Programme into schools and a commitment to provide 35 full time roles and 28 summer placement opportunities for apprentices, work experience students and graduates. The remaining two design contracts for the Pass of Birnam to Glen Garry and Dalraddy to Inverness sections are expected to be awarded later in 2014.

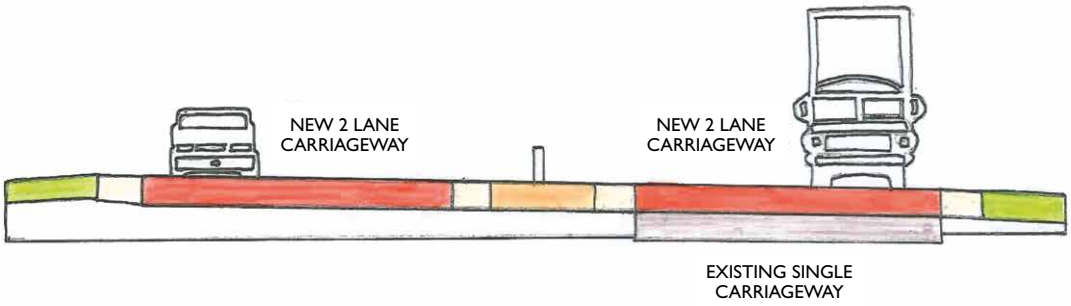
Update on work in progress

The Statutory Procedures process for the first two dualling projects are now well underway. The Draft Orders and Environmental Statement for the A9 Kincraig to Dalraddy project were published on 1 November 2013. The Draft Orders and Environmental Statement for the A9 Luncarty to Birnam project were published on 19 March 2014. A comprehensive Ground Investigation is about to commence on the Pass of Birnam to Tay Crossing section to allow us to develop the options for this complex section in more detail.

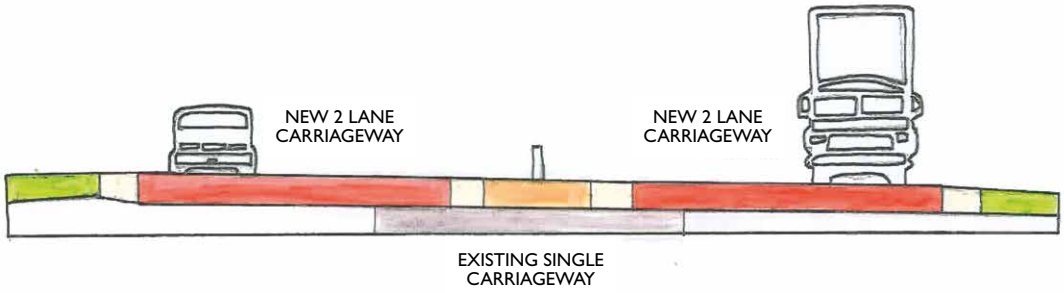
Programme update – development of indicative route options

We have been developing an initial range of indicative route options based on what we have learnt about key constraints.

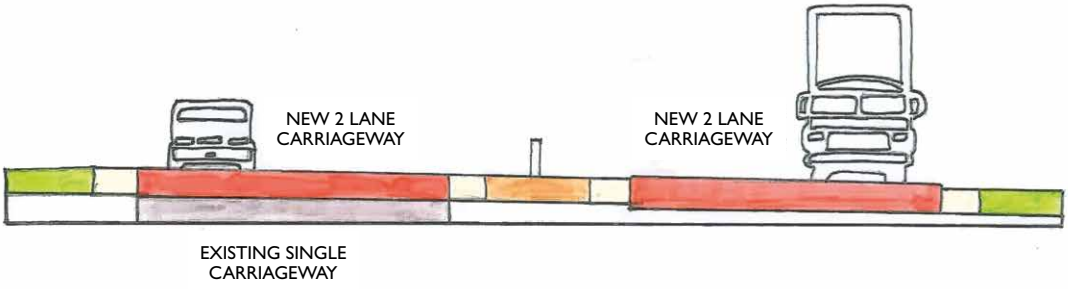
These options have been generated for each section to give an early indication of the type of options that will be considered going forward. Due to the highly constrained nature of the corridor, these initial options involve widening the existing A9 on the northbound or southbound side or through widening to both sides.



WIDENING TO NORTHBOUND SIDE



WIDENING TO BOTH SIDES



WIDENING TO SOUTHBOUND SIDE

Widening method

The method of widening that may be used within each section is likely to vary depending on factors such as the location of constraints, the surrounding topography and engineering considerations. The eventual route is likely to be made up of elements of all of the approaches, i.e. widening to the northbound side, southbound side or both sides.

An illustration of how the method of widening may vary at different locations is shown below.

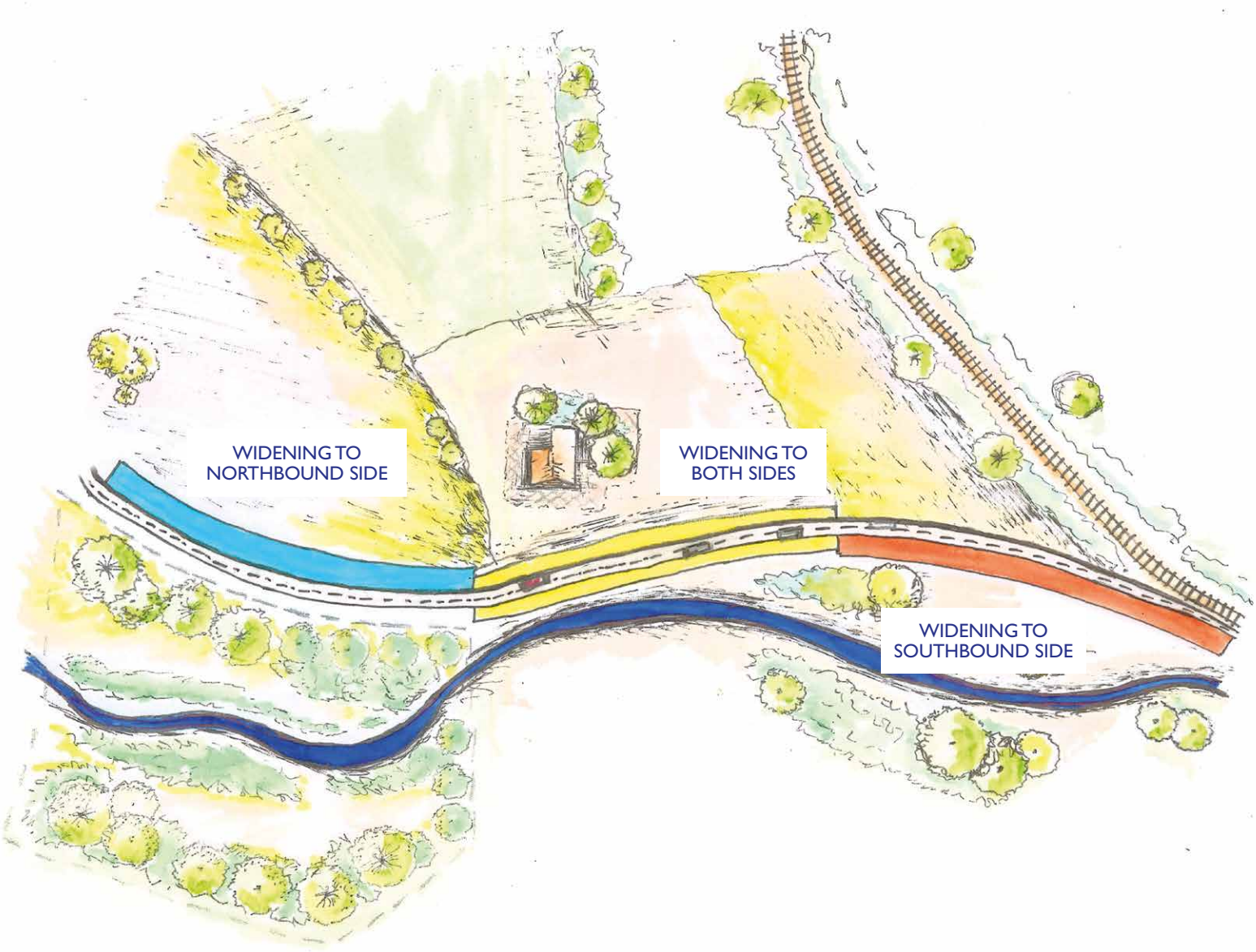
It is evident even at this early stage that there are locations where widening the existing A9 on the northbound or southbound side or to both sides may not be appropriate.

Broader improvements at discrete locations may be required, including:

- **localised off-line dualling – to improve the road alignment and therefore road safety (as the current road alignment is designed for a 60mph single carriageway), provide space for grade separated junctions and avoid particular constraints**
- **localised variations to improve the landscape fit of the road – this could include measures such as short off-line sections or minor amendments to on-line alignments to better respect the environment and landscape within which the road sits, or potentially involve localised split level carriageways (similar to the split level carriageways already in place at Drumochter).**

It is anticipated that going forward options will be developed in more detail for dualling the existing single carriageway sections which will consist of a mixture of dualling methods in order to avoid or reduce impacts on constraints.

The range of indicative route options outlined now need to be reviewed from a local perspective. Your views will ensure that we have identified the widest range of possible routes (or part routes) to consider during future design and assessment work.



Environment and landscape

The A9 runs through areas of scenic, ecological and historic conservation importance. Dualling therefore presents a number of challenges and opportunities with respect to avoiding and mitigating adverse effects on protected sites and species.

Work to date and the design of the indicative route options have been informed by strategic studies to identify key environmental constraints. This will ensure that they are considered from the outset to help avoid and reduce the risk of potentially significant adverse effects.

Examples of the range of constraints identified include:

- **national and internationally designated biodiversity conservation sites**
- **Sites of Special Scientific Interest (SSSI)**
- **ancient woodlands**
- **peat and wetland habitats**
- **flood risk areas**
- **protected scenic areas**
- **scheduled monuments**
- **battlefields**
- **listed buildings (amongst others).**

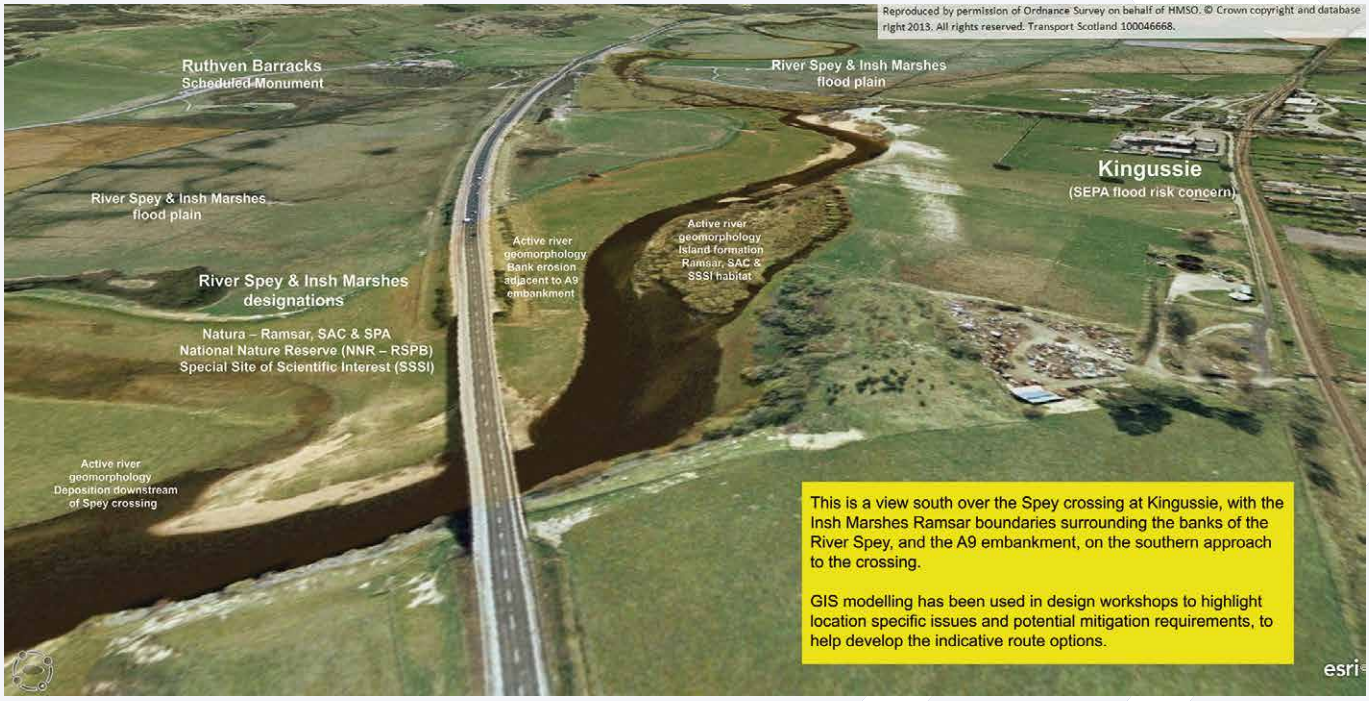
At the next stage of design development the strategic studies will be supplemented with more local detailed studies and surveys to inform design and assessments of potential environmental impacts and the risks associated with route options.

This will inform the selection of a preferred option for each section and support the ongoing refinement and detailed environmental assessment of those options.

The range of high quality landscapes surrounding the A9 are a prime national asset, including Scotland's largest National Park (Cairngorms National Park), three designated National Scenic Areas and a wide range of historic landscapes, including Battlefields and Designed Gardens. The scenic diversity within the A9 corridor therefore holds significant ecological, cultural and tourism value and it is vital this is supported through sensitive design from the earliest possible stages.

The existing A9 provides a generally positive landscape fit, with sweeping curves which respond to and reflect local landforms. However, the route was also designed with a number of straight sections to provide good forward visibility for overtaking. Straight sections do not always fit well with local landform and as the A9 dualling is likely to be more complex than a straightforward widening project, the surrounding landform and visual context are important design considerations, so that the dual carriageway alignments can be better appreciated within and through some of Scotland's finest scenery.

The recently published ***'Fitting Landscapes'*** policy document aligns Transport Scotland's landscape policy with Scottish Government policies on sustainability and the environment, delivering an important commitment to quality in all aspects of landscape design and management. This document is intended as guidance for all road schemes but has particular importance in the context of the A9.



Treatment of junctions and accesses

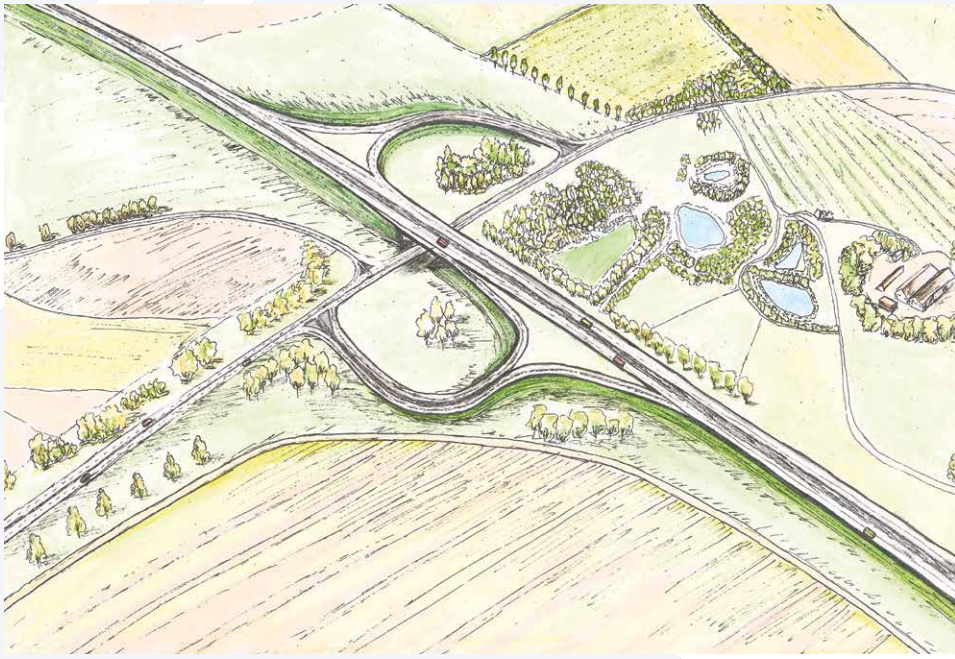
Proposed junction layouts are likely to vary throughout the scheme taking account of constraints, topography, and engineering considerations. Each junction will include a bridge over or under the dual carriageway.

Grade separated junction

The adjacent graphic illustrates an indicative layout of a grade separated junction, typical of that which could form part of the upgraded road.

Grade separation will allow uninterrupted movement of vehicles joining and leaving the A9 dual carriageway by eliminating right-turn manoeuvres across the road, and providing acceleration and deceleration lanes, known as merges and diverges respectively.

The landscape and aesthetic impact of junctions will be considered when selecting the preferred junction layout. In general, the preference would be to provide bridges below the A9, as they can be less visually intrusive than bridges over the A9, although considerations such as other environmental features, buildability, topography and cost may mean that an overbridge arrangement is more appropriate at particular locations.



An indicative layout of a grade separated junction, typical of that which could form part of the upgraded road.

Access arrangements

Numerous direct accesses are present along the A9. The figure illustrates typical access arrangements once the A9 dualling is complete. Right-turn manoeuvres across the dual carriageway will be eliminated with access to the A9 via a grade separated junction.

Access to grade separated junctions will be provided by constructing new parallel access roads or by utilising existing roads and tracks.

It may be necessary to undertake improvement works to existing roads to ensure they are suitable for the forecasted traffic flows.

The inclusion of a left-in left-out junction arrangement may be considered but only in exceptional circumstances.

This figure illustrates typical access arrangements once the A9 dualling is complete.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