

# Welcome



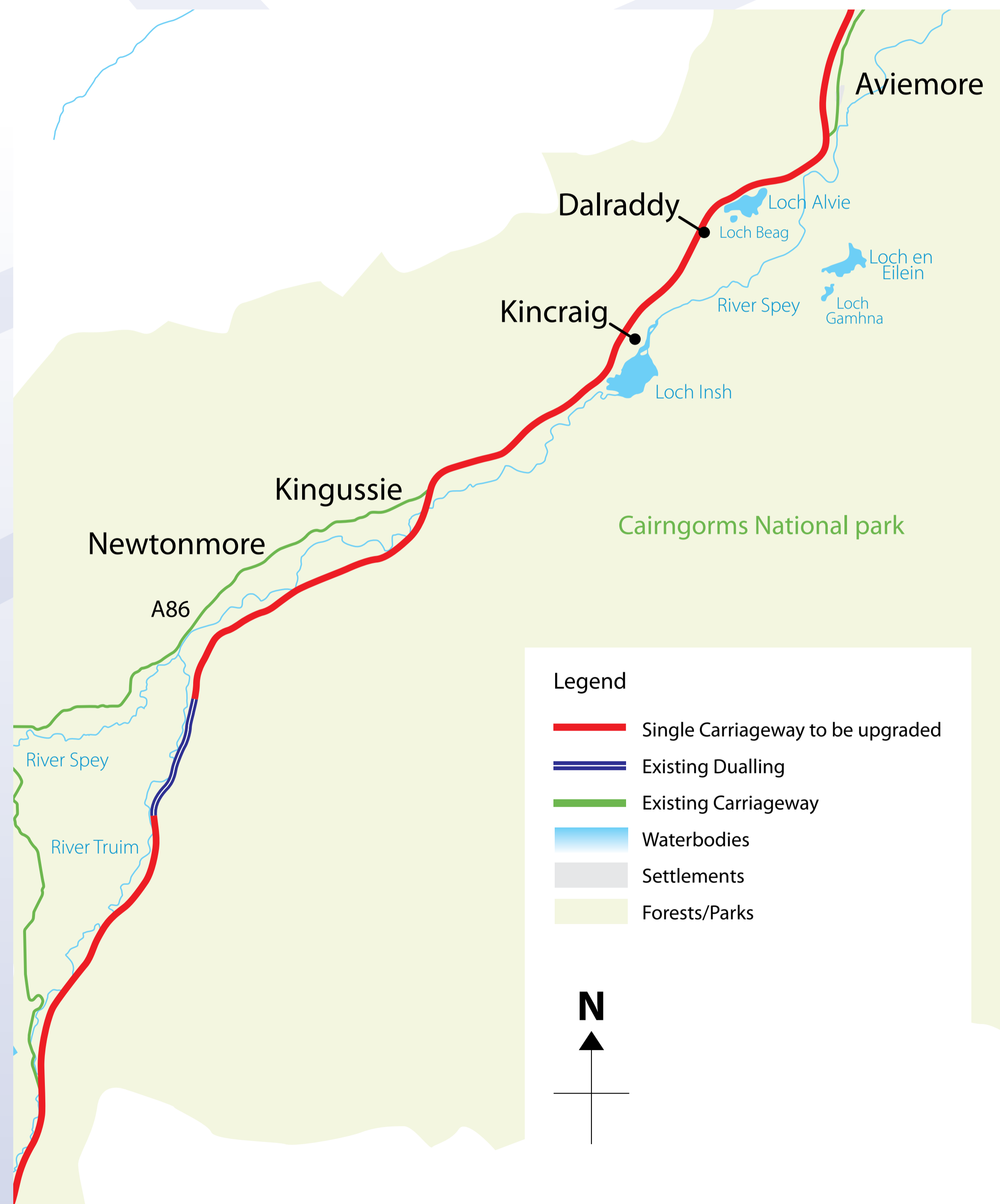
## Kincraig to Dalraddy

In December 2011, the Cabinet Secretary for Infrastructure and Capital Investment announced the Scottish Government's commitment to dual the A9 between Perth and Inverness by 2025.

In December 2012 we started our programme of public engagement by setting out the design and development process we need to undertake before construction may start.

In June 2013 we presented details of the corridor assessment work we have been undertaking, along with details of early implementation schemes between Luncarty and Birnam and Kincraig and Dalraddy.

This exhibition presents the Draft Orders and Environmental Statement for the Kincraig to Dalraddy Scheme – the first scheme being constructed as part of the Dualling Programme with construction expected to start in 2015/16.





# Introduction



The 7.45km section of the A9 between Kincaig and Dalraddy will become the first section of the road to be dualled under the A9 Dualling programme.

Proposals to widen the A9 by developing an overtaking lane between Kincaig and Dalraddy date back to 2004.

Following consultation with landowners and other bodies, and taking into account the ongoing A9 Dualling Strategic Environmental Assessment and Preliminary Engineering Services assessment work, the scheme is now programmed to commence in 2015/16.





# The scheme proposals



The existing 7.45km stretch of single carriageway will be widened to full dual carriageway standard, providing guaranteed overtaking opportunities in both directions.

The Kincaig to Dalraddy scheme can be divided into three discrete sections. At the southernmost end, the road is being widened to the west of the existing A9 to form the northbound carriageway.

There follows a short section where the proposed scheme crosses the existing road, while the northern part of the project will see the road widened to the east of the current A9 to form the new southbound carriageway.

Sixteen existing accesses onto the A9 trunk road will be closed as part of the scheme, although two 'left in left out' junctions are proposed for private estate accesses.

Two lay-bys are proposed in the southbound direction. The lay-bys will be segregated from the carriageway by a small island and will provide 100m of parking spaces.



The existing underpasses at Dunachton Burn, Baldow Smiddy, Lower Milehead and Allt an Fhearna will be upgraded as part of the scheme to allow non-motorised users and estate traffic access and provide suitable crossings for mammals as required.

A cycleway will be provided alongside the A9 as part of a wider plan to link Kingussie, Kincaig and Aviemore for cyclists, walkers and equestrians.



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# Protecting the environment



Proposals for the scheme have been informed by detailed environmental assessments, which have considered the biological, physical and historic environment as well as human welfare and current or planned use of the environment.

One of the foremost considerations of the A9 Kincaig to Dalraddy dualling scheme will be to

avoid or reduce the impact of the project on the environment.

While there will inevitably be some loss of mature trees and plants and there is a low risk of pollution from surface water runoff, measures are being put in place to ensure the project has a neutral or even positive impact on the environment.



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# Protecting the environment continued

Proposed mitigation measures include:

- **underpasses for use by both motorised and non-motorised users**
- **sustainable drainage systems, including ponds to treat road drainage**
- **bridging at watercourses, each designed to allow for the passage of both fish and mammals**
- **earthworks and planting in keeping with the local topography and complementing the character of the Cairngorms National Park**
- **replacement planting of wet woodlands**
- **mammal crossings where appropriate**
- **avoidance of cultural heritage sites such as St Drostan's Chapel and its graveyard.**





# What happens next?

An Environmental Statement and Draft Orders for the scheme were published on 1 November 2013. This marked the start of Statutory Procedures.

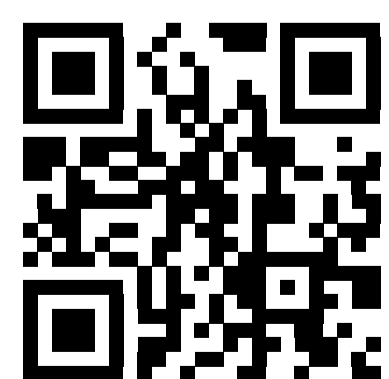
There is a six-week objection period associated with the Draft Orders and a six-week representation period associated with the Environmental Statement. More details can be found in the Public Notices published with the Draft Orders. These can be viewed online at: [www.transportscotland.gov.uk/road/projects/a9-kinraig-to-dalraddy-carriageway-widening-project](http://www.transportscotland.gov.uk/road/projects/a9-kinraig-to-dalraddy-carriageway-widening-project)



Should we receive statutory objections to the Draft Orders which we cannot resolve there may be the need for a Public Local Inquiry before the Scheme may proceed.

Construction is currently programmed to commence in 2015/16.

Outwith the statutory six-week objection period for the draft Orders and Environmental Statement, the closing date for general comments on the scheme is **31 January 2014**.



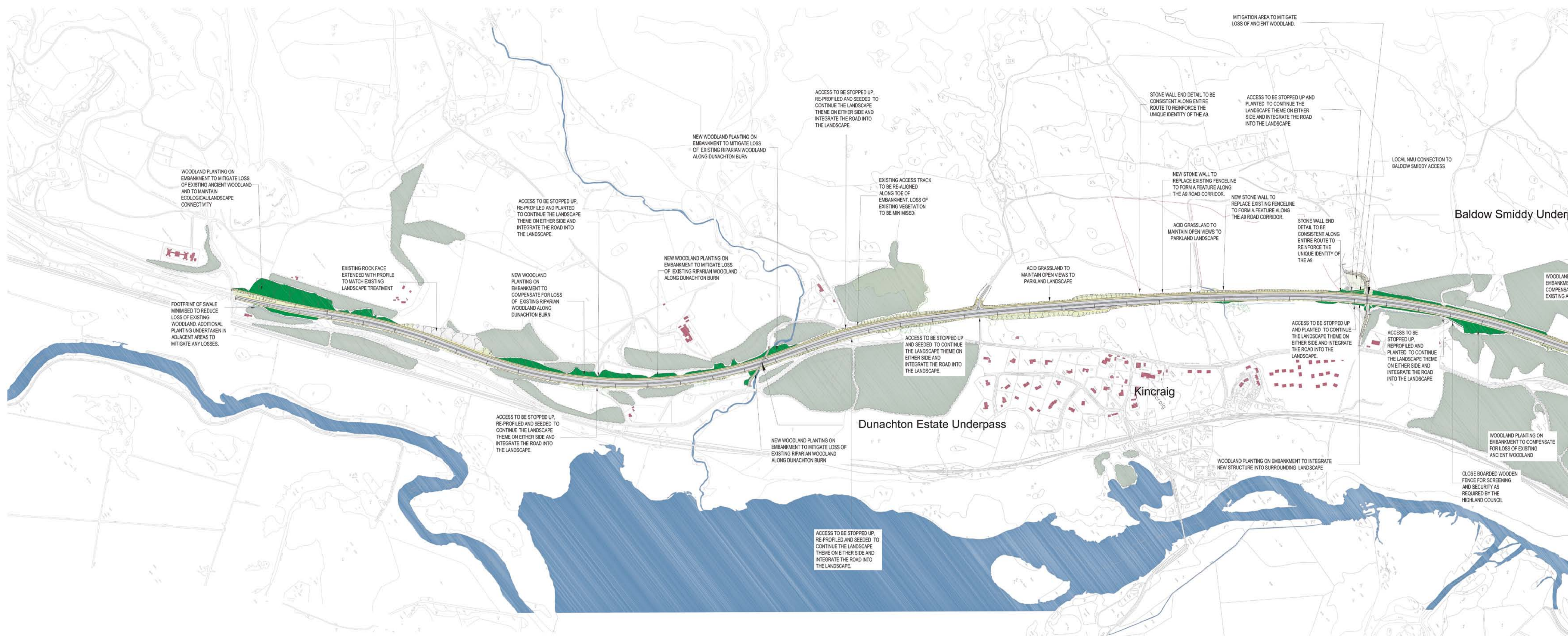
For more information, please visit the project page on the Transport Scotland website:

[www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)



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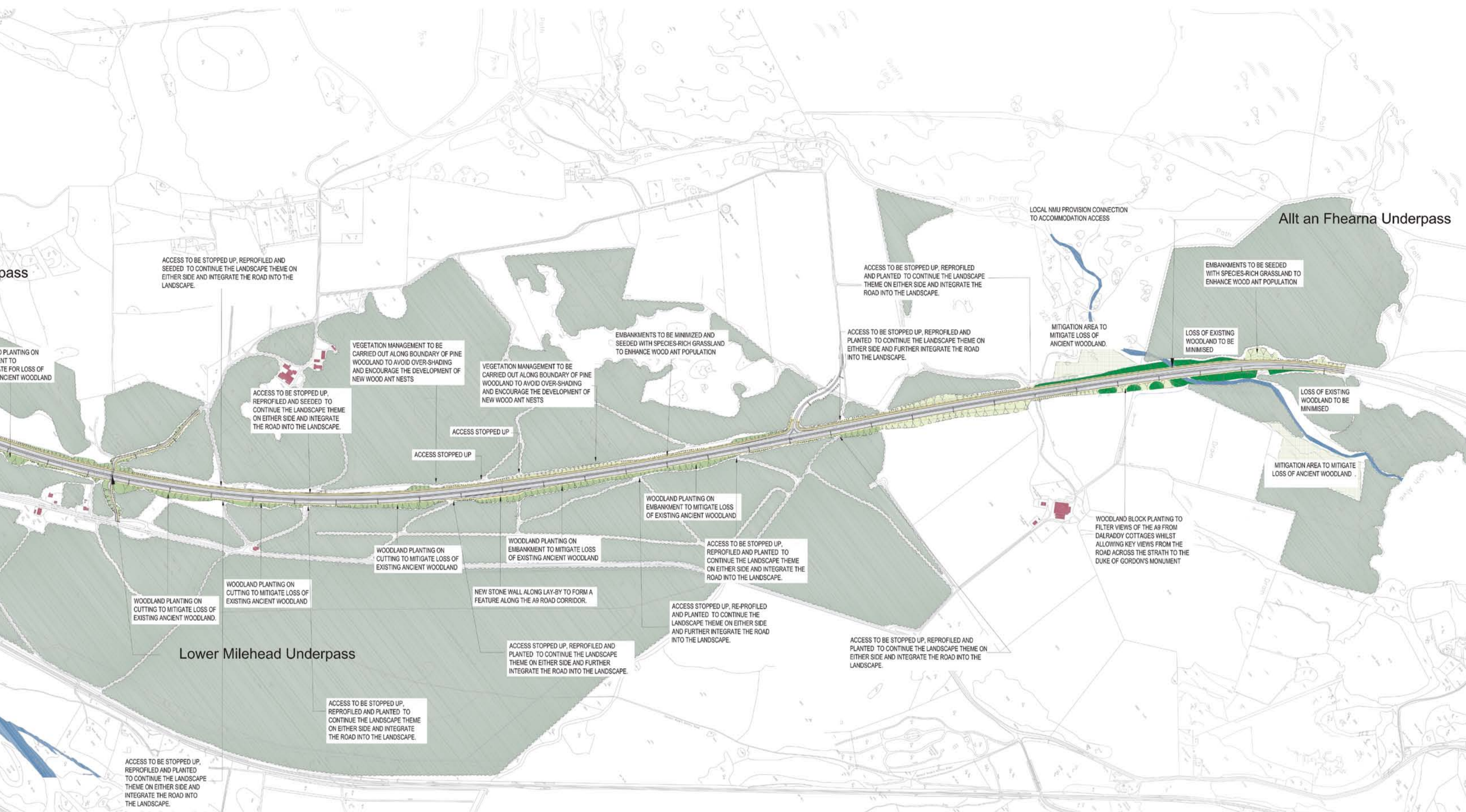


# Indicative Landscaping and Planting Proposals

Scale: 1:5000

Key:

-  Buildings
-  Existing Retained Woodland /Ancient Woodland
-  Existing Trees Retained (Indicative location)
-  Proposed Woodland Mix A
-  Proposed Woodland Mix B
-  Proposed Woodland Mix C
-  Proposed Verge Mix
-  Proposed Acid Grassland Mix (Scotia Seeds 'Highland Grassland Mix' or similar)
-  Indicative area of rock face
-  Non motorised user provision
-  Existing dry stone wall
-  Proposed dry stone wall
-  Indicative location of drainage pond
-  Indicative location of swales



# Proposed Scheme Layout

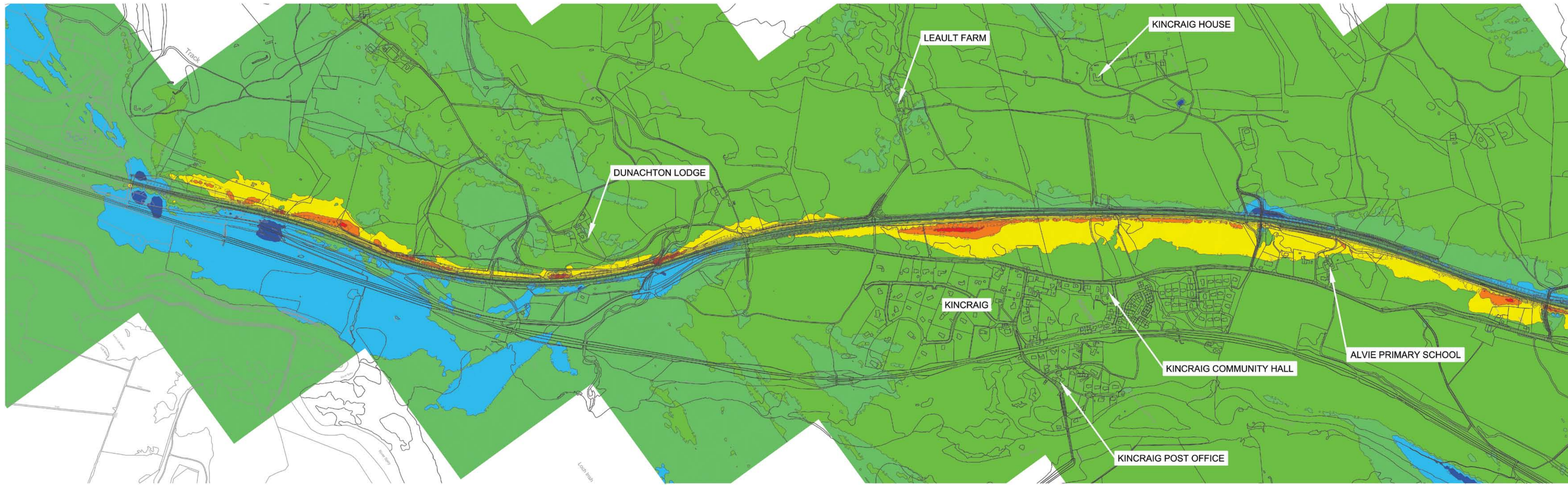
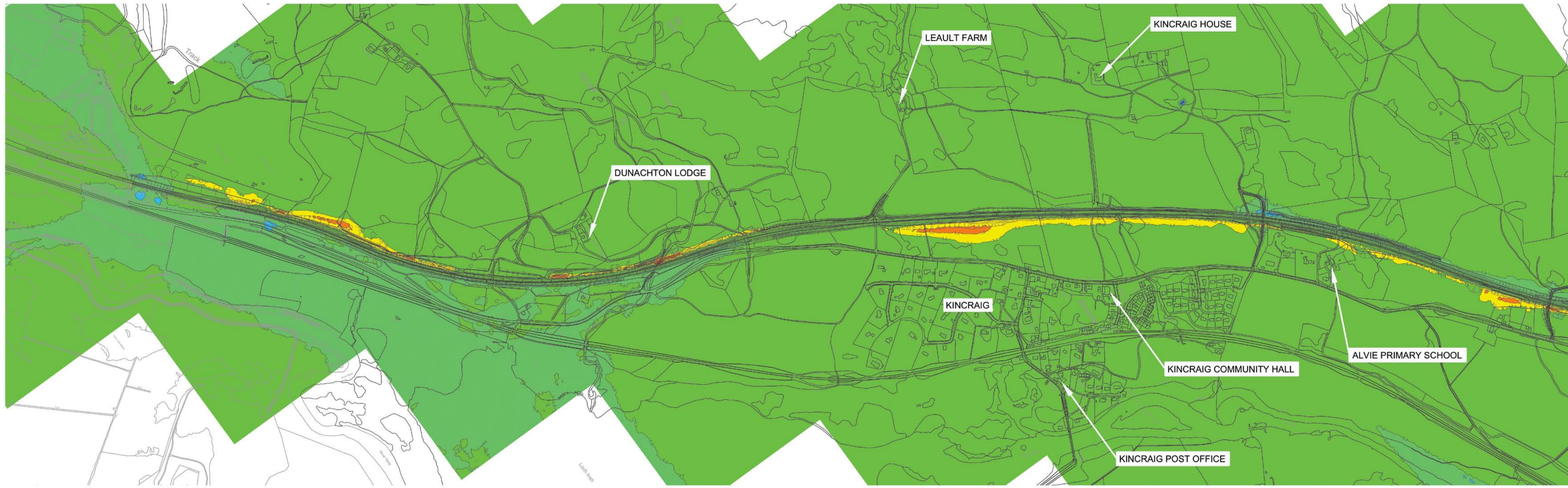
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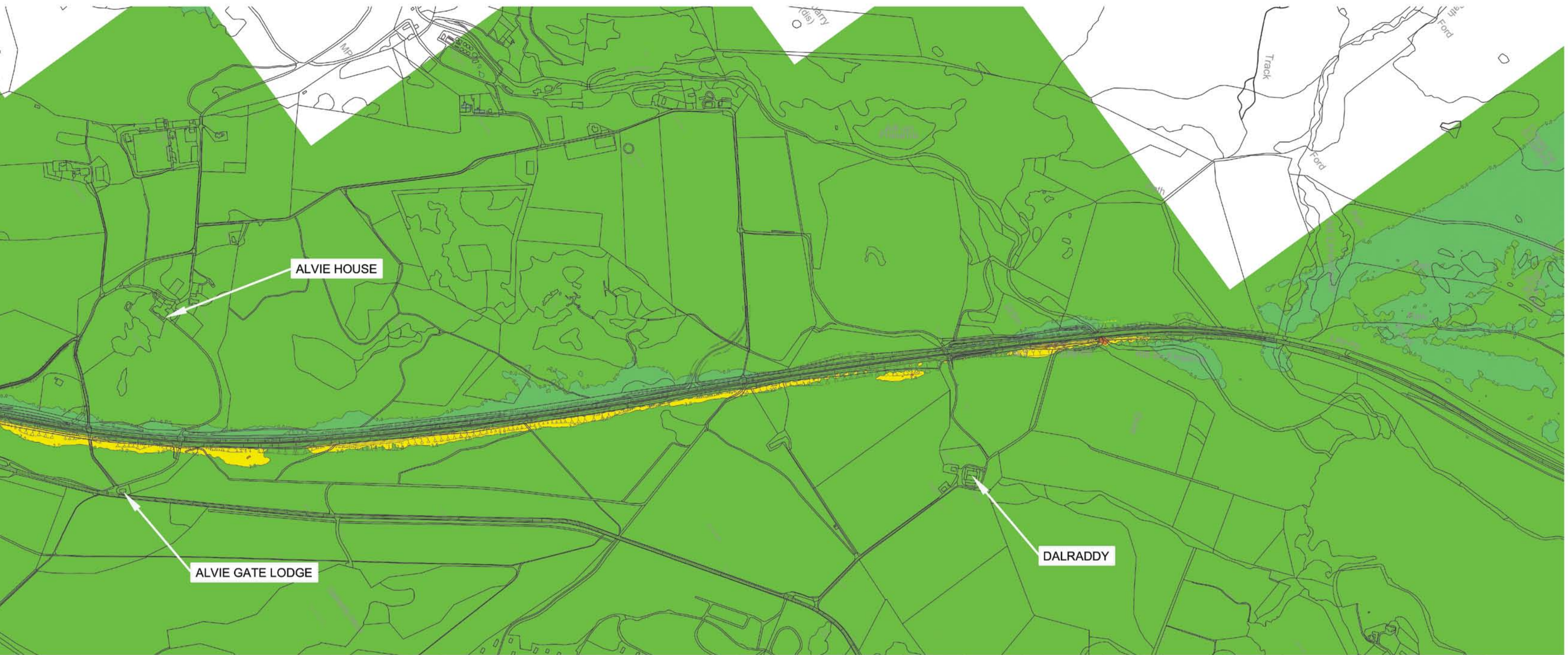
-  General Verge Area
-  New Centre Reserve
-  New Carriageway Area
-  New Footpath Are.
-  Earthwork Embankment (Cut)
-  Earthwork Embankment (Fill)
-  SUDS Feature









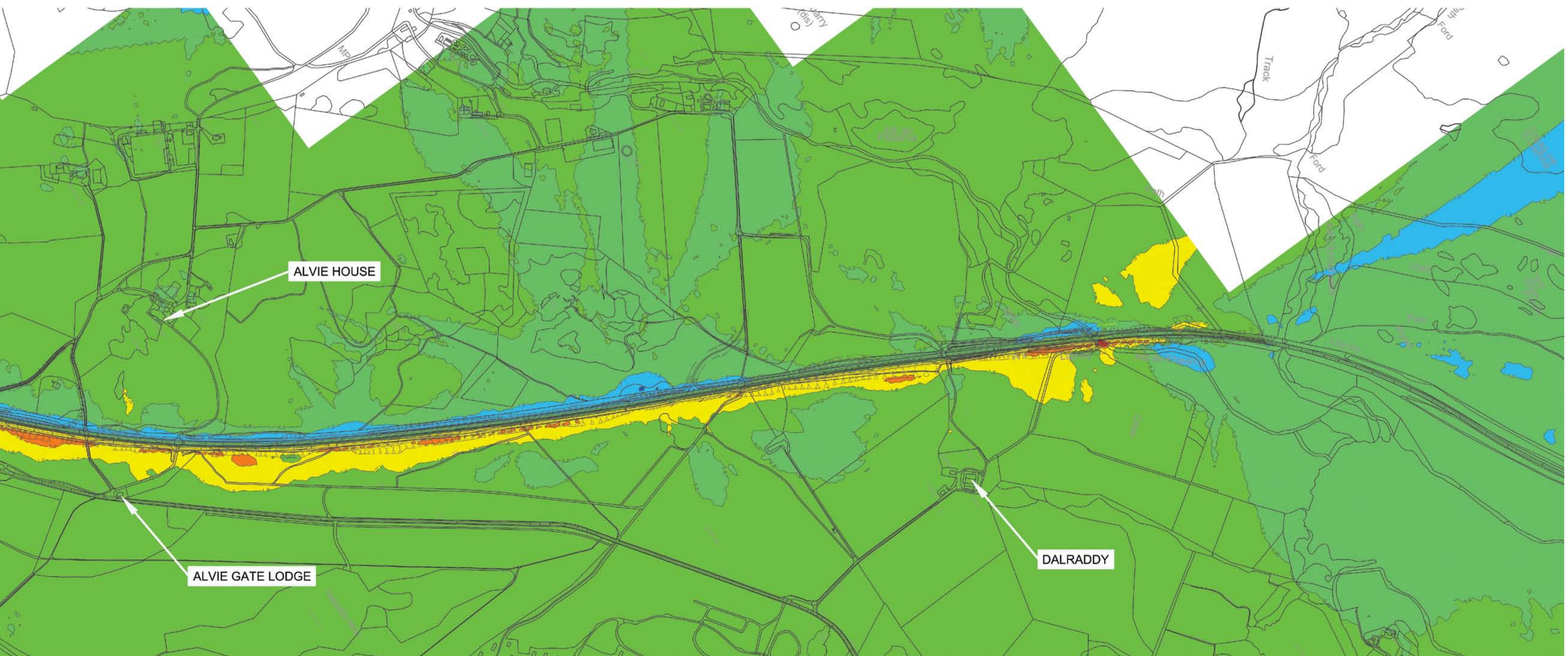
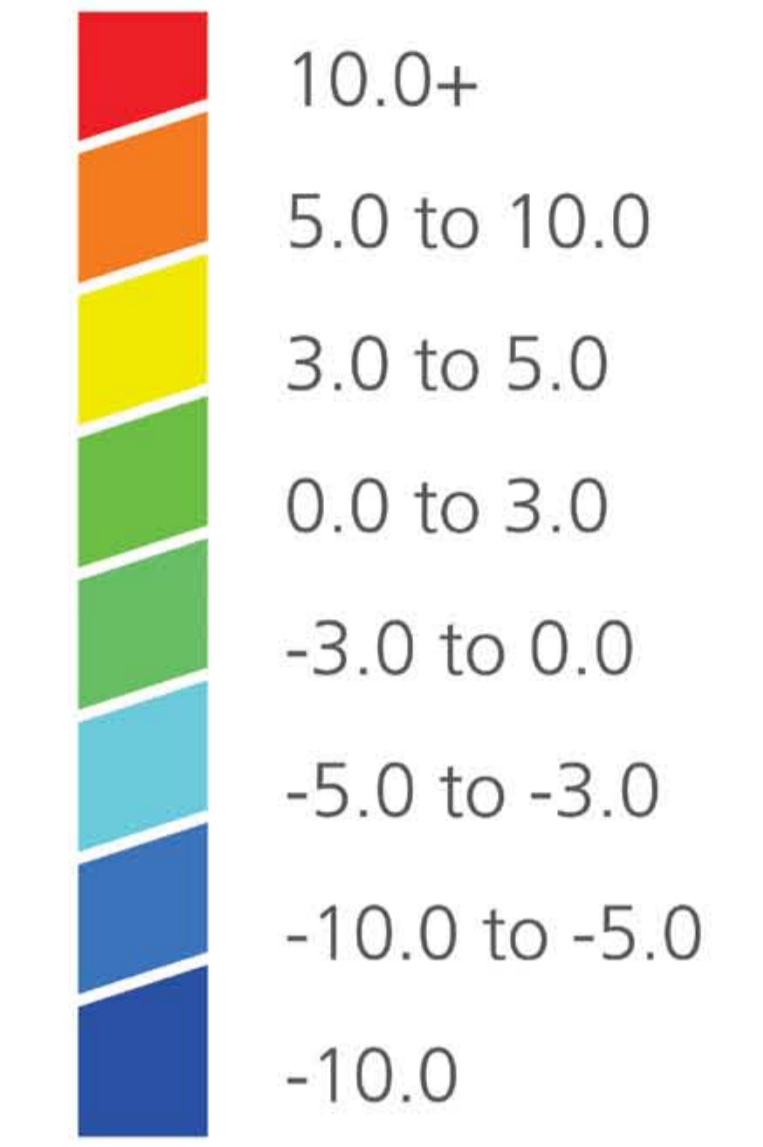


## Noise Change Contour

Design Year 15 (2032)

**Change in Noise Level**  
dB L10, 18h

Drawing No. 5109850\_NOL\_10.4 - Sheets 1 and 2



## Noise Change Contour

Opening Year (2017)

**Change in Noise Level**  
dB L10, 18h

Drawing No. 5109850\_NOL\_10.2 - Sheets 1 and 2

