

A9 Dualling

Dalraddy to Slochd project



Preferred option
March 2017



Dalraddy to Slochd project

Introduction

In June 2016, Transport Scotland held exhibitions to seek public feedback on the route options for dualling the A9 between Dalraddy and Slochd.

This leaflet provides a summary of the outcome of the route assessment work and the preferred route option for the Dalraddy to Slochd project.

It also summarises the work that will be carried out as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

We are looking for public feedback on the preferred option developed by our consultants, AMJV, to help the ongoing development and assessment of the dualling proposals.

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

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) e.g. pedestrians and cyclists:
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.

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). See diagram right.

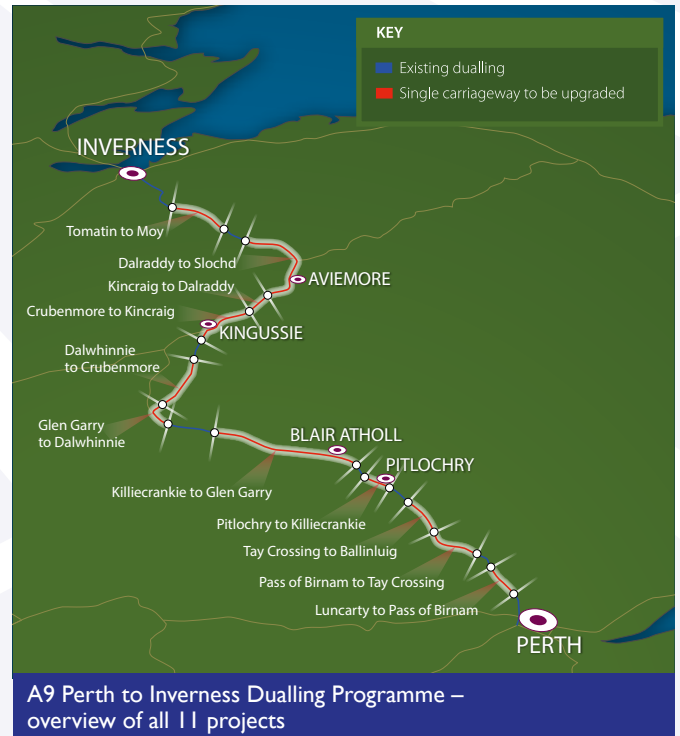
The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults with a diverse range of landowners, local communities, stakeholders and interested parties; including heritage, environmental and Non-Motorised Users (NMUs) such as pedestrians, equestrians and cyclists.

Following feedback from the previous public exhibitions, the route option assessment process (DMRB Stage 2 Assessment) for the Dalraddy to Slochd project has been completed.



The A9 southbound at Slochd Summit



Design Manual for Roads and Bridges Process

DMRB Stage 1
A9 Preliminary Engineering Study and Strategic Environmental Assessment – identification of broad improvement strategies

DMRB Stage 2
Route option assessment and identification of preferred option

Dalraddy to Slochd project:
Stage complete

DMRB Stage 3
Development and assessment of preferred option

Statutory Process
Publication of draft Road Orders, Compulsory Purchase Order (CPO) and Environmental Statement Public Local Inquiry (if required)

Procurement

Construction

Preferred option overview

The Dalraddy to Slochd project involves dualling 25km of the existing A9, from the northern end of the new dual carriageway currently under construction between KinCraig and Dalraddy, to the tie-in with the existing dual carriageway at Slochd Summit.

For the DMRB Stage 2 Assessment process, three different mainline widening options were considered, as well as three junction locations. The mainline options considered were based on:

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

Mainline Option 1a: Predominantly southbound widening based on option 1, with 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.

Junction layouts considered included three options at Aviemore South, four options at Granish and six options at Black Mount.



The A9 at Slochd Beag Bridge structure



The A9 southbound at Carrbridge



The A9 northbound at Slochd

Preferred option summary

The preferred mainline option is Option 1a for the following reasons:

- provides the best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal
- results in the least volume of rock cut. This reduces impacts and difficulties associated with construction
- avoids a direct impact on properties located to the south of Aviemore
- has the least encroachment into areas of ancient woodland
- results in a reduced impact on Loch Alvie Site of Special Scientific Interest (SSSI) through localised northbound carriageway widening

- has least impact on Craigellachie National Nature Reserve (NNR) and SSSI
- has no direct impact to cultural heritage sites located along the route
- constructing the dual carriageway mainly on the southbound side will reduce the number of carriageway cross-overs required during construction. This will simplify construction and traffic management.

As part of the initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred mainline option. Further consideration of environmental issues and proposals for environmental mitigation will be a key element of the project's design development.

Dalraddy to Slochd project

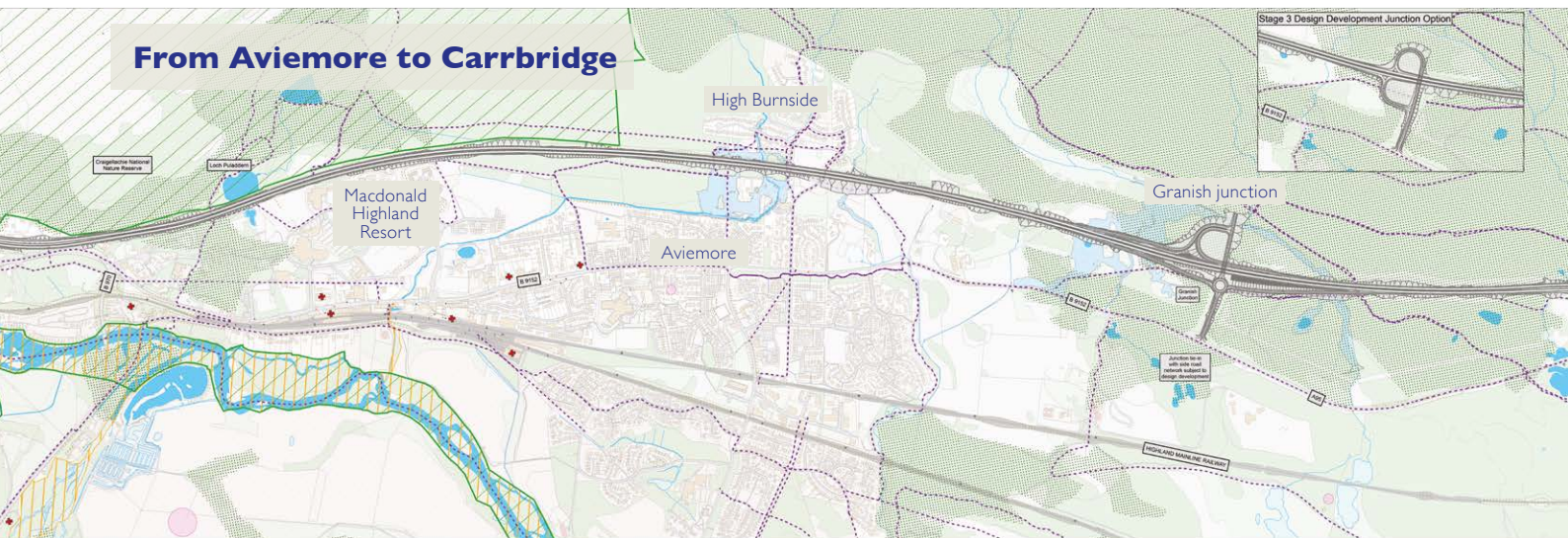
Preferred option scheme

The figures below show the entire preferred route option which includes: Mainline Option 1a with northbound widening at Loch Alvie and Avie Lochan and the preferred junction layouts at Aviemore South, Granish and Black Mount.

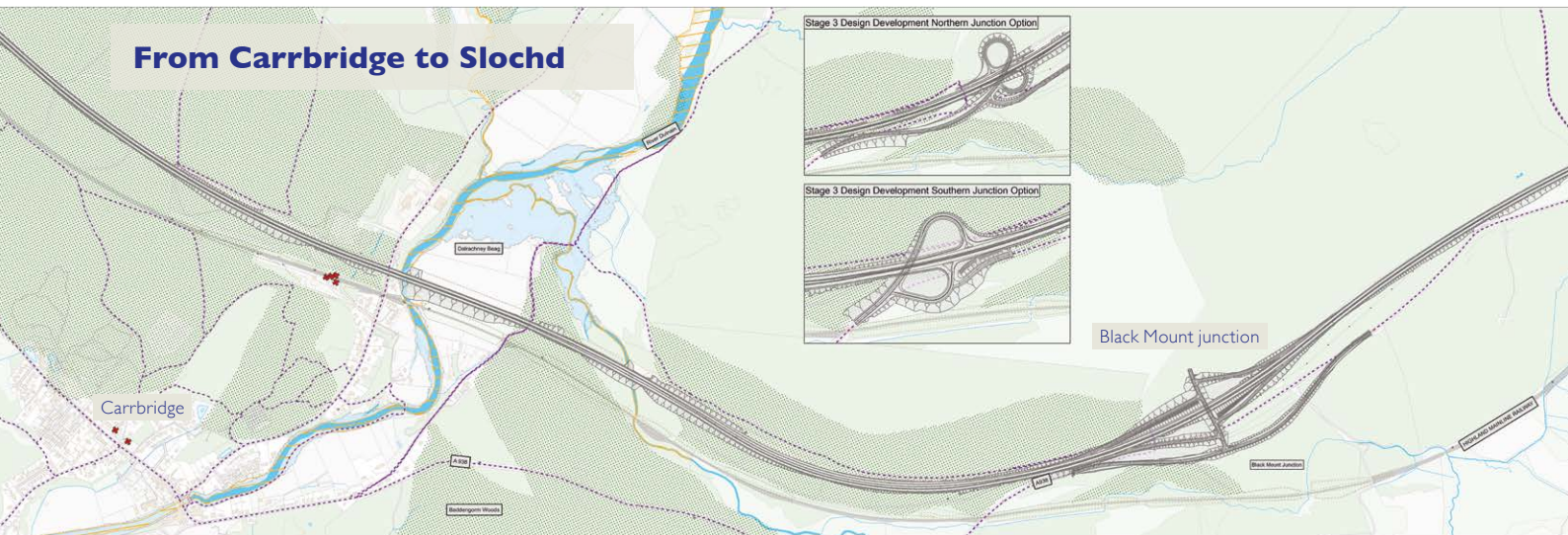
From Dalraddy to Aviemore

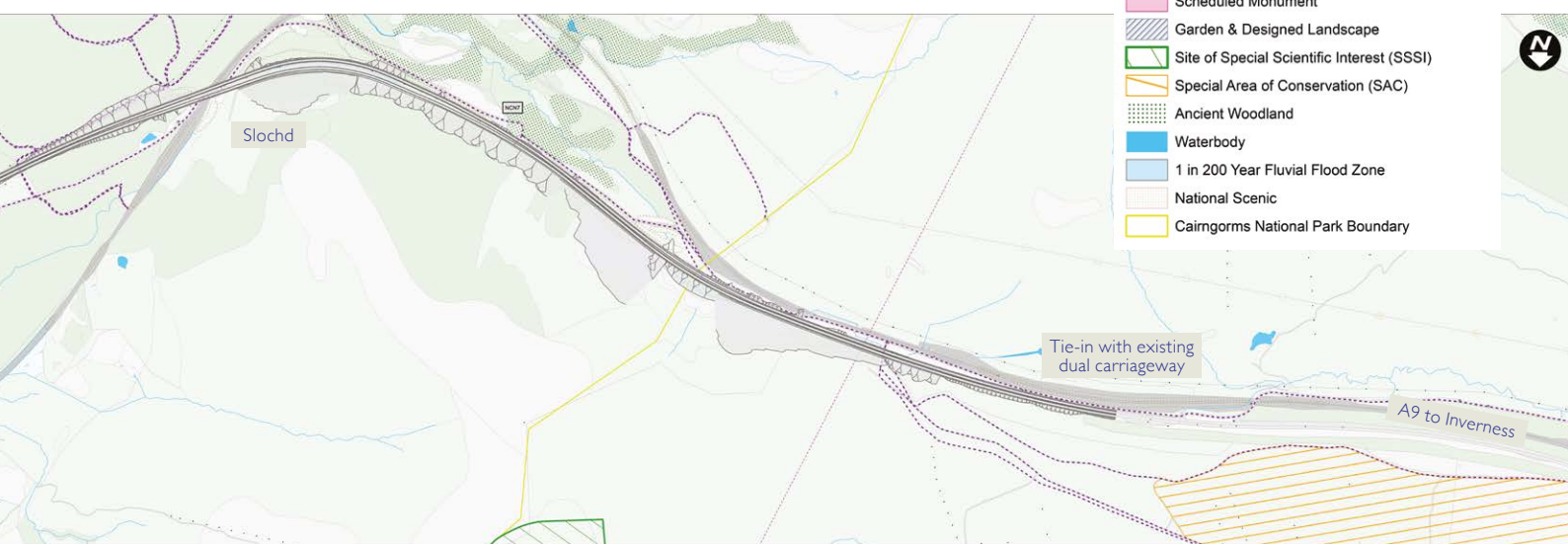
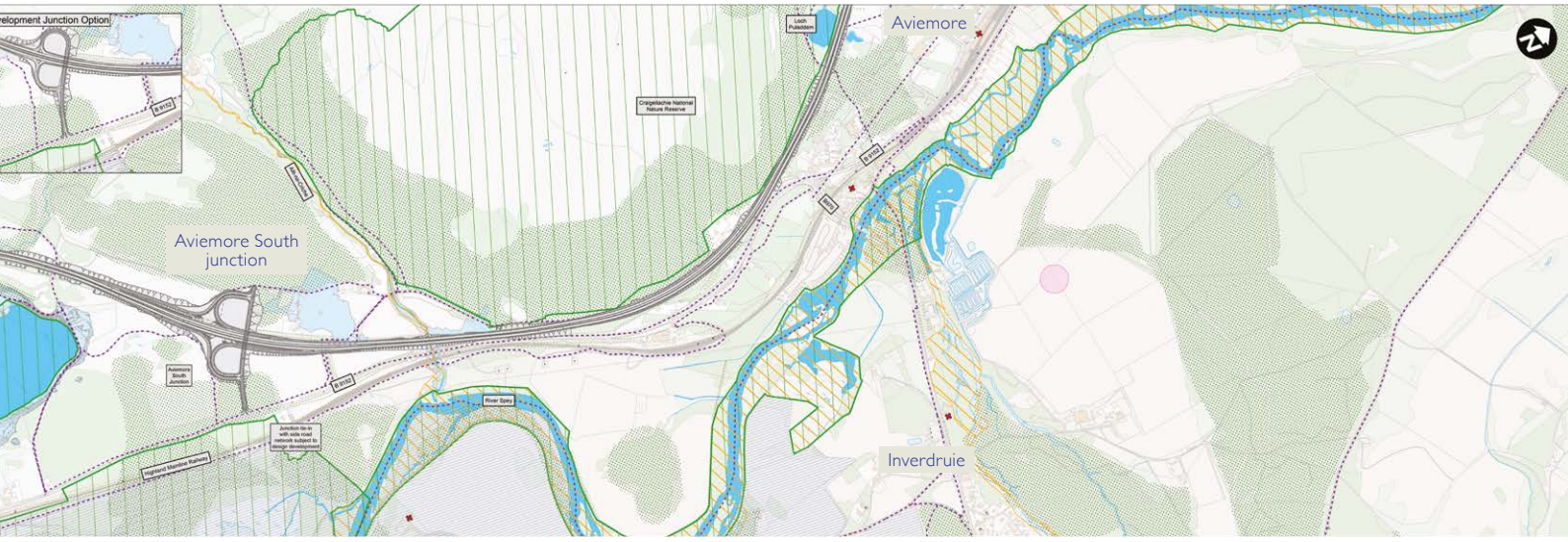


From Aviemore to Carrbridge



From Carrbridge to Slochd





Legend

- Preferred Option Design
- Listed Building
- Non-Motorised User Route (Pedestrian, Cyclist & Equestrian)
- Scheduled Monument
- Garden & Designed Landscape
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Ancient Woodland
- Waterbody
- 1 in 200 Year Fluvial Flood Zone
- National Scenic
- Cairngorms National Park Boundary

Dalraddy to Slochd project

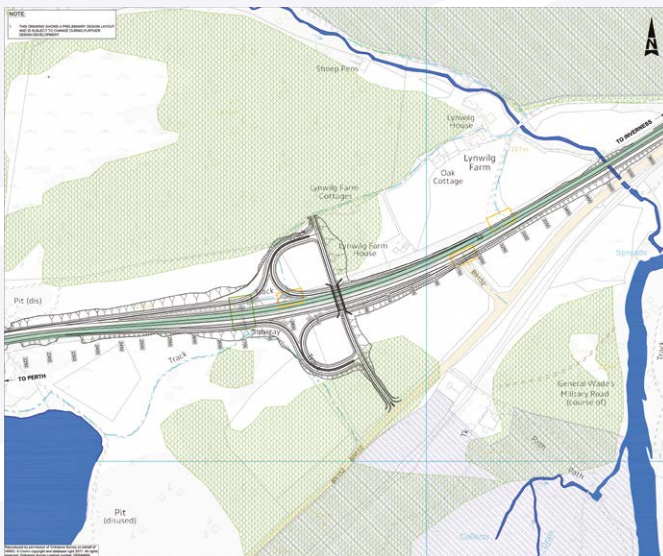
Preferred junction options

Aviemore South junction

The preferred junction option at Aviemore South is a half-cloverleaf layout, based on southbound mainline widening, with a bridge structure over the A9.

The cloverleaf layout is preferred for the following reasons:

- the junction layout has the least impact and landtake on agricultural land immediately surrounding the junction
- the junction layout offers the best earthworks balance, by reducing impacts associated with transporting material to and from site and waste disposal
- the junction layout offers the lowest cost of construction.



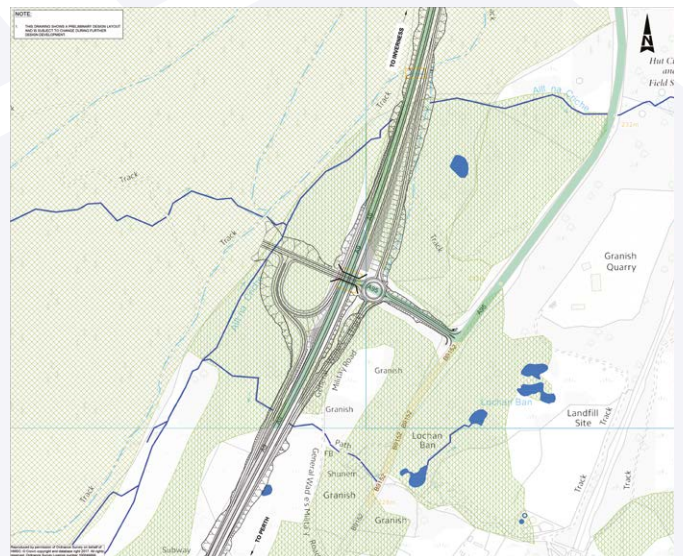
Aviemore South preferred junction option

Granish junction

The preferred junction option at Granish is a half-dumbbell cloverleaf layout, based on southbound mainline widening, with an underpass structure below the A9.

The cloverleaf layout is preferred for the following reasons:

- the junction layout results in the least amount of earthworks and cut requirements. This reduces impacts associated with transporting material to and from site and waste disposal
- the junction layout results in a reduced impact on groundwater compared to the other layouts.



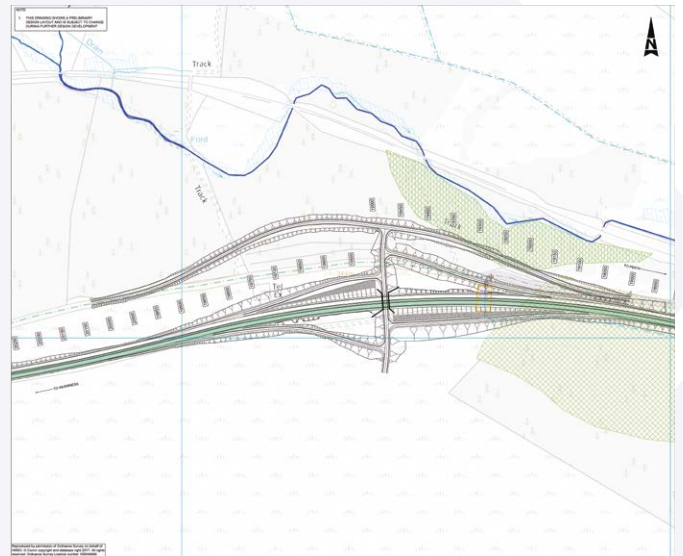
Granish preferred junction option

Black Mount junction

The preferred junction option at Black Mount is a left-right stagger diamond layout, based on southbound mainline widening, with a bridge structure over the A9.

The diamond layout is preferred for the following reasons:

- to meet the demands of the road, an all movements junction is preferred which allows traffic to go in any direction, with access to the A938, U2400 unclassified road to Slochd and National Cycle Network (Route 7)
- the junction layout offers the least adverse landscape impact on the open nature of the site
- the junction layout means reduced encroachment into ancient woodland.



Black Mount preferred junction option

Stage 3 – further design development

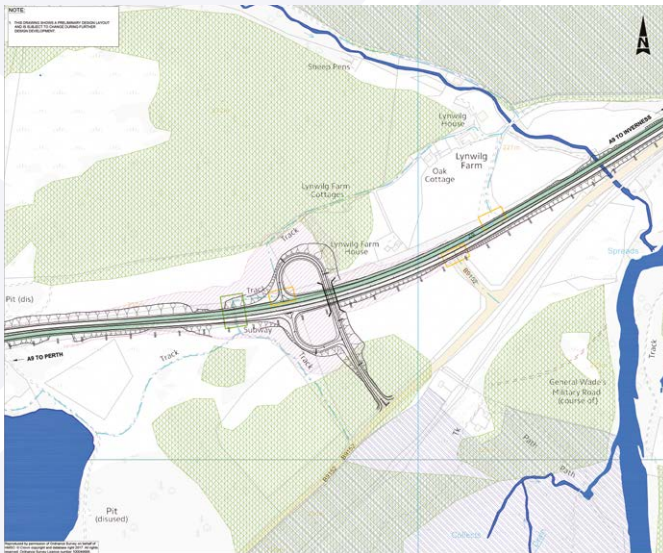
As part of the ongoing design development, we are considering how to apply design changes to accommodate a smaller junction layout.

This offers the following potential benefits:

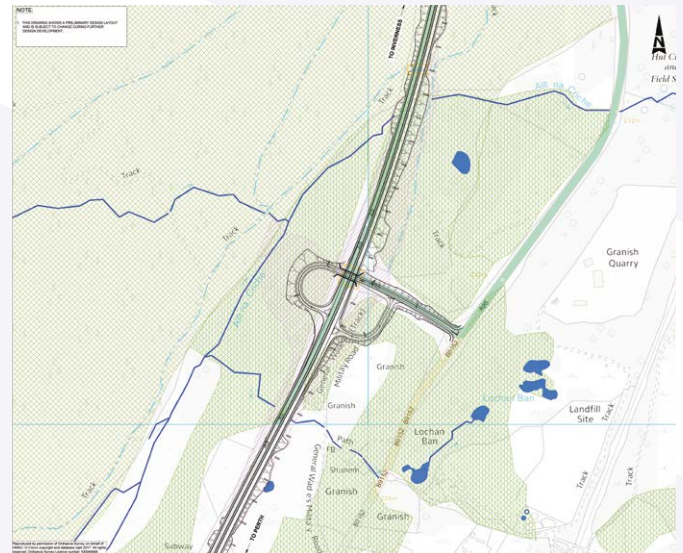
- reduced junction footprint
- reduced costs to purchase land
- reduced need for imported material for construction
- reduced impact on environmentally sensitive sites
- improved junction flow of traffic and priority to A9 trunk road traffic
- potential for more direct tie-ins for local access requirements (to be developed during DMRB Stage 3).

The smaller junction layouts are indicative options at this stage and can be viewed on the project website. These will be subject to further design changes during DMRB Stage 3.

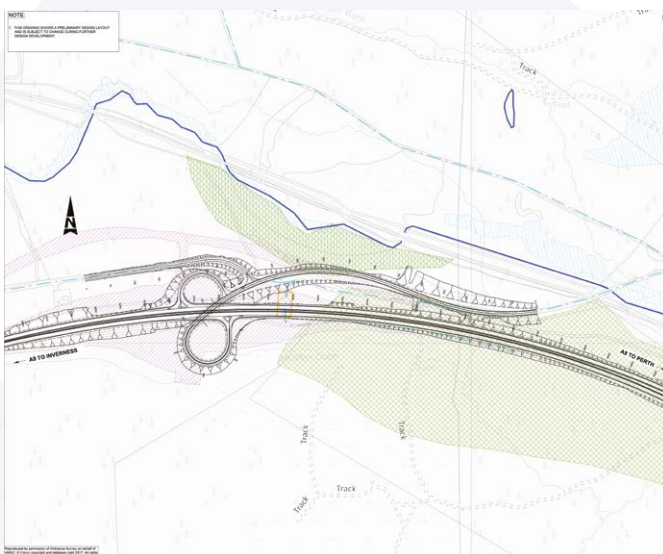
We would welcome your comments and feedback on these design refinements.



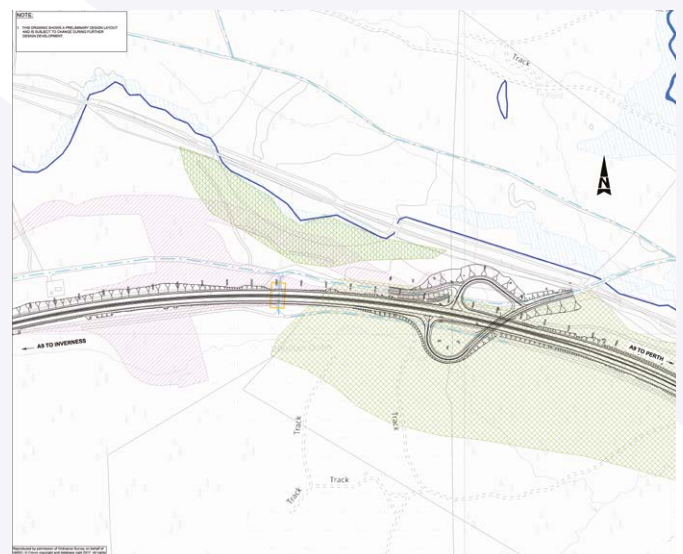
Aviemore South junction



Granish junction



Black Mount – northern layout



Black Mount – southern layout

 Pink hatch area denotes extent of the Stage 2 preferred junction option.

Dalraddy to Slochd project

What happens next?

We will continue to consult throughout the DMRB Stage 3 Assessment process and the comments and feedback that you provide will be considered in the next stage of the project design development.

At the next public consultation event, which is likely to be a drop-in session, Transport Scotland will look to provide you with an update on the preferred route and junction options, details of design developments, including side roads and local accesses.

An Environmental Impact Assessment will be carried out and additional mitigation measures may be included to establish the land-take boundaries. This will lead to the completion of the DMRB Stage 3 Environmental Statement and the publication of draft Road Orders and Compulsory Purchase Order for the Dalraddy to Slochd project.

The publication of the draft Orders marks the start of the formal statutory process and it is at this time that the route alignment will be fixed and members of the public will be able to formally comment on the proposals.

After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

Should Transport Scotland receive objections to the draft Orders which cannot be resolved, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

Therefore, progress after publishing the draft Orders will depend on the formal comments received to the proposals.

Comments and feedback

Transport Scotland welcomes your comments and feedback, particularly on the following topics:

- the preferred mainline route
- the preferred junction options
- options being considered at junctions as part of DMRB Stage 3 design development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and **by Friday 14 April 2017**.

Email to:
a9dualling@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

For further information on the Dalraddy to Slochd project, and to view the exhibition materials, drawings and strip plans, please visit:

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



Aviemore public exhibition – June 2016



A9 Southbound at Slochd

For further information

Further consultation and engagement will also be undertaken on the junction access strategy, as we address access to properties and land adjacent to the existing A9.

You can contact AMJIV Stakeholder Manager Robin Smith at any time:

Telephone: **07557 172 747**
Email: **a9dualling@mouchel.com**

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

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**

