



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA



A9 Dualling

Glen Garry to Dalwhinnie and
Dalwhinnie to Crubenmore projects

Draft Orders public exhibitions

transport.gov.scot/a9dualling

Welcome

In December 2011, the Scottish Government announced its commitment to dual the A9 between Perth and Inverness by 2025.

This public exhibition presents the **draft Orders** and **Environmental Statements** for two of the eleven sections that make up the A9 Dualling Programme:

- **Glen Garry to Dalwhinnie**
- **Dalwhinnie to Crubenmore.**

Information on the following panels includes background on both projects and an explanation of the statutory processes that have been followed.

Copies of the Environmental Statement Non-Technical Summary for both projects are available for you to take away.




Further information can be found on the project websites:

transport.gov.scot/project/a9-glen-garry-dalwhinnie

transport.gov.scot/project/a9-dalwhinnie-crubenmore



 Transport Scotland staff, and their consultants, CH2M Fairhurst Joint Venture (CFJV), will be happy to assist you with any queries you may have.

Introduction

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a trunk road improvement project.

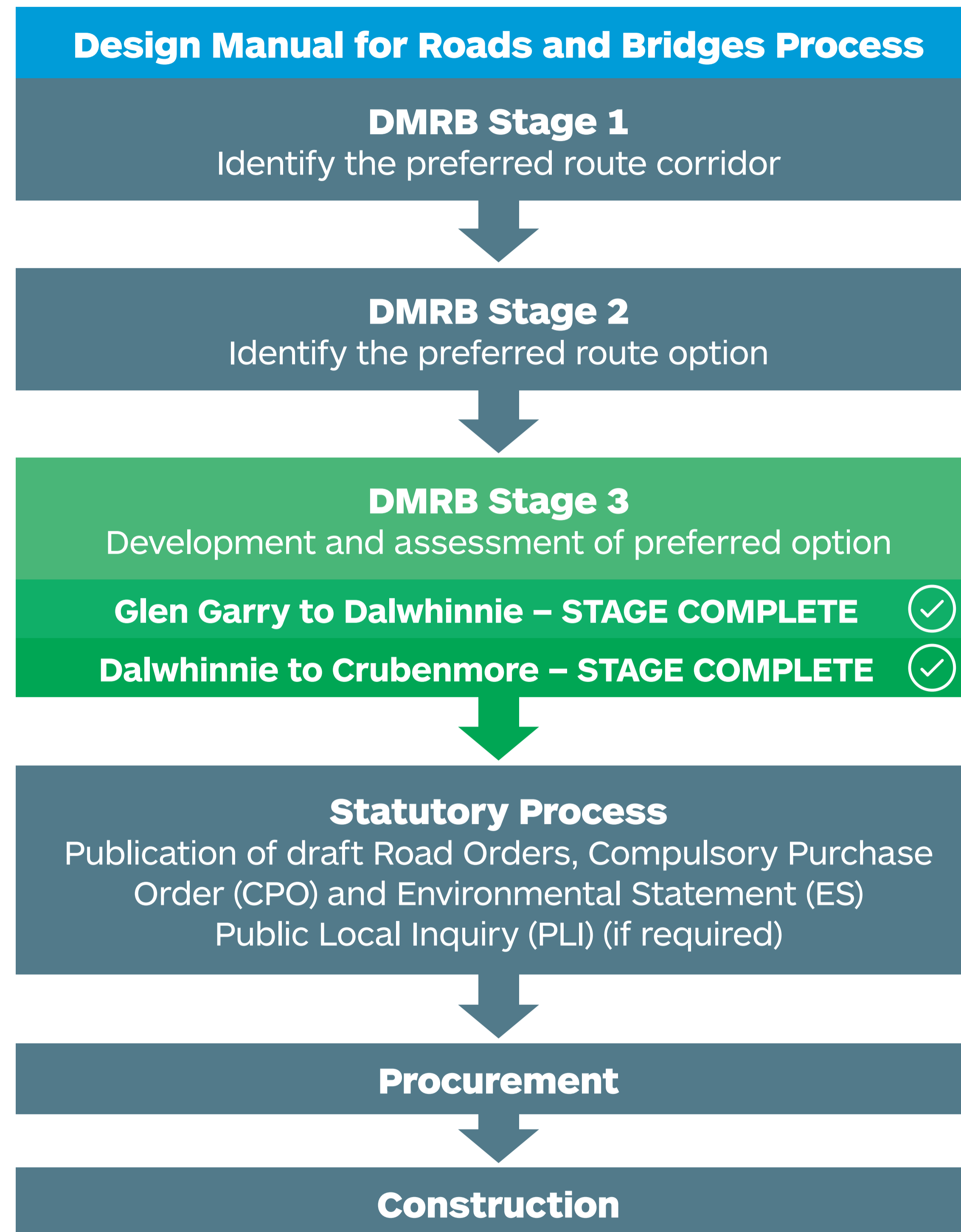
The preparation and development of trunk road projects follows the project assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#).

This is a three-stage assessment process that considers traffic, engineering, environmental and economic implications. Throughout the assessment process, consultation is carried out with a large number of people and interested groups.

The [DMRB Stage 1 Assessment](#) for both projects was completed in 2014, identifying the existing A9 as the preferred route corridor.

The [DMRB Stage 2 Assessment](#) identified the preferred route options for each project in 2016.

Following consultation with landowners, tenants, local communities, residents, stakeholders and other interested parties, the design for each of the projects have been developed to a stage where a sufficient level



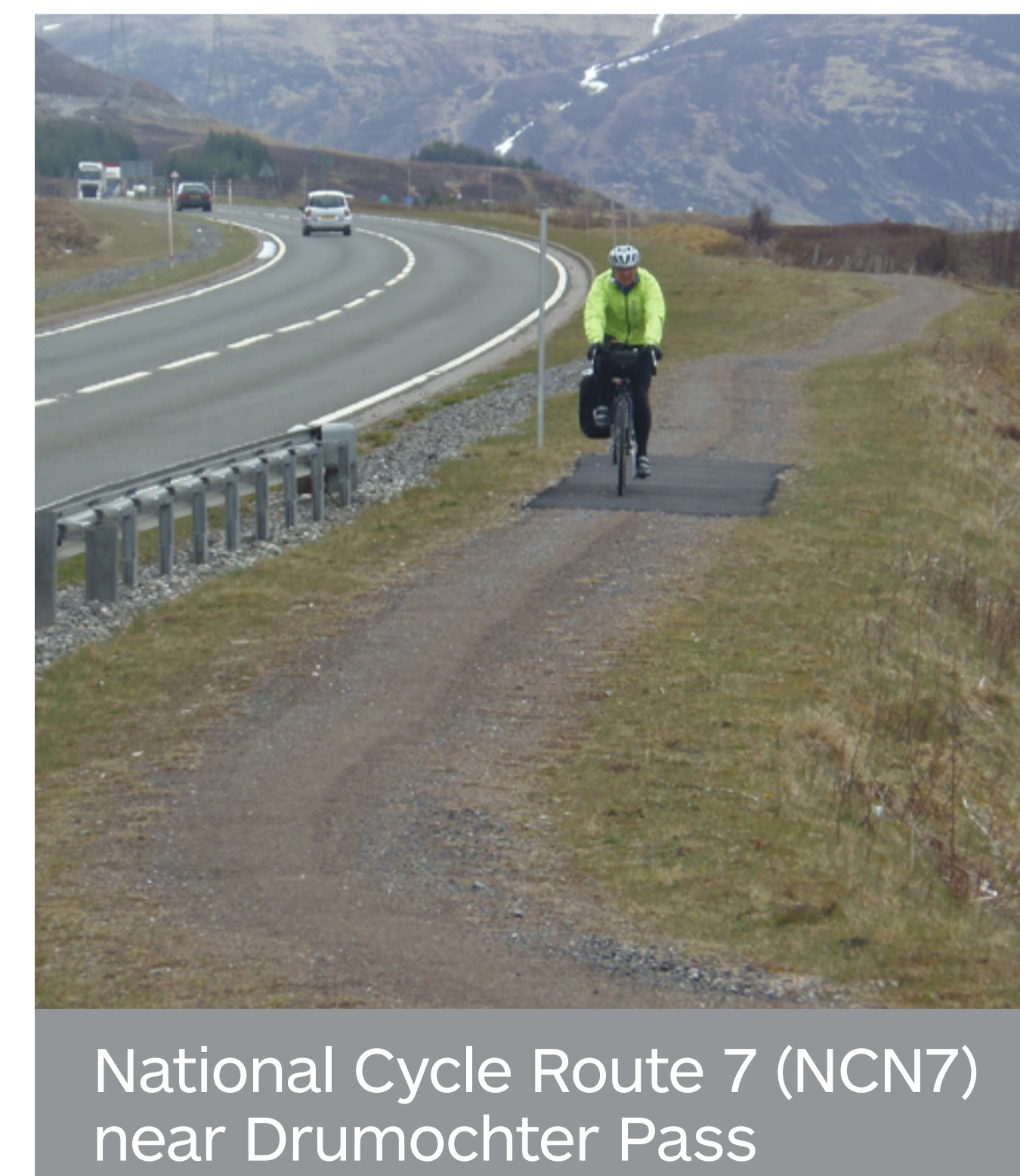
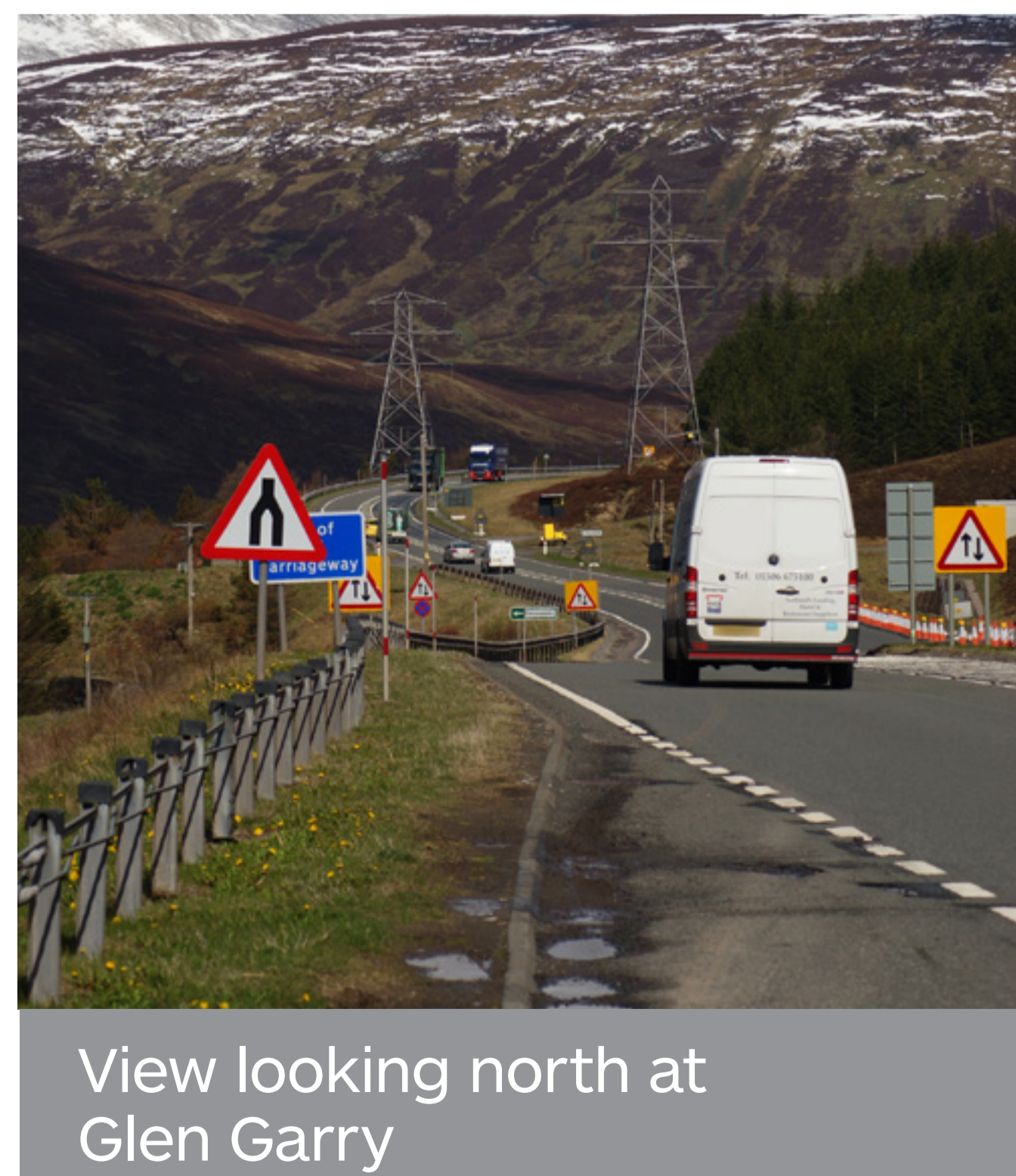
of detail exists to establish the land-take requirements and to progress the projects through the statutory processes.

Scheme objectives

The development of the **Glen Garry to Dalwhinnie** and **Dalwhinnie to Crubenmore** projects has taken into account the A9 Dualling Programme objectives.

These 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.



Need for the scheme

The A9 is an important transport link which is used by a combination of different vehicle types including coaches, heavy goods vehicles (HGVs), agricultural vehicles, tourist transport, local and long-distance traffic.

This diversity of road usage affects journey times and journey time reliability, and has led to an increase in driver frustration, particularly during the summer months and holiday periods.

Along these sections of the A9, and in common with the rest of the route between Perth and Inverness, there is a lack of safe overtaking opportunities, which can lead to driver frustration.

This can result in a higher proportion of severe accidents. When incidents occur they can cause severe delays.



View looking north at Drumochter Pass



View looking south near Allt Garbh

Glen Garry to Dalwhinnie project

The **Glen Garry to Dalwhinnie project** is 9.5km in length and involves upgrading the existing single carriageway to dual carriageway, providing safe and guaranteed overtaking opportunities in both directions.

Grade-separated junctions

The project includes two local grade-separated junctions. The grade-separated junction at **Dalnaspidal** will accommodate access to and from the A9 for both northbound and southbound traffic. The grade-separated junction at **Balsporran/Drumochter** similarly will accommodate access to and from the A9 to both northbound and southbound traffic. It will provide access to Drumochter Lodge, Balsporran Cottages, Drumochter Estate and access to the upgraded Balsporran carpark. All direct field accesses onto the A9 will be closed.

River crossings

The A9 in this area crosses five major watercourses, the **Allt Coire Mhic Sith**, **Allt A'Chaorainn**, **Allt Coire Dubhaig**, **Allt Chuirn** and the **Allt Coire Bhotie**. In each case the existing structure will be replaced or upgraded to accommodate the new dual carriageway.

The drainage design has been prepared in accordance with appropriate best practice guidance. This includes Sustainable Drainage Systems (SuDS), developed in consultation with the Scottish Environment Protection Agency (SEPA).

Lay-bys

Four new enhanced lay-bys with viewing areas will be provided, three on the northbound carriageway and one on the southbound carriageway.



The A9 at Dalnaspidal

The lay-bys will be separated from the carriageway by a wide segregation island and each will provide a maximum of 100 metres length for parking.


The lay-bys will connect to established hillwalking routes and the carpark at Balsporran will be improved and will continue to provide parking for road users and hillwalkers.

Non-Motorised Users (NMUs)

Various measures are included to maintain and enhance routes for NMUs including pedestrians, cyclists and equestrians.



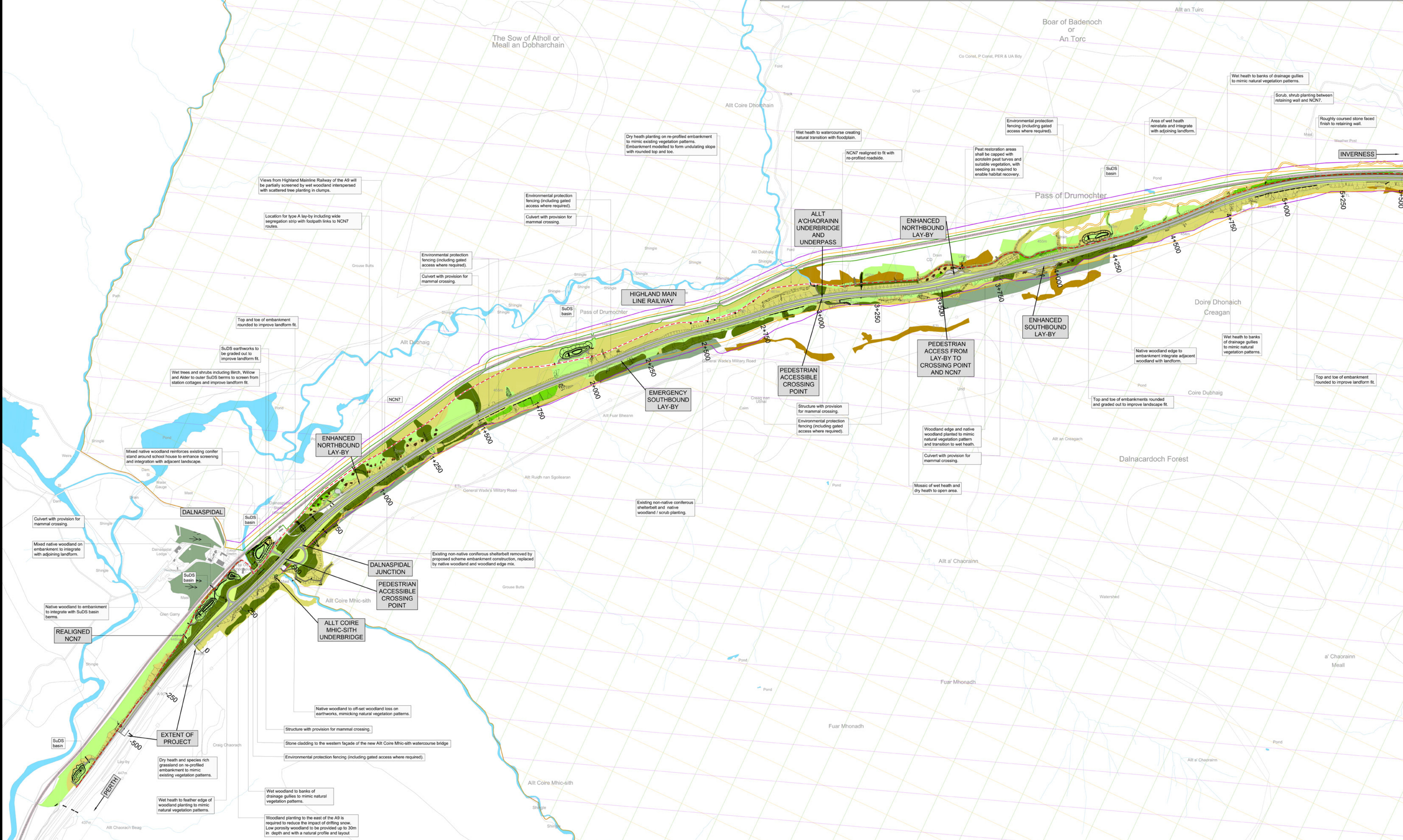
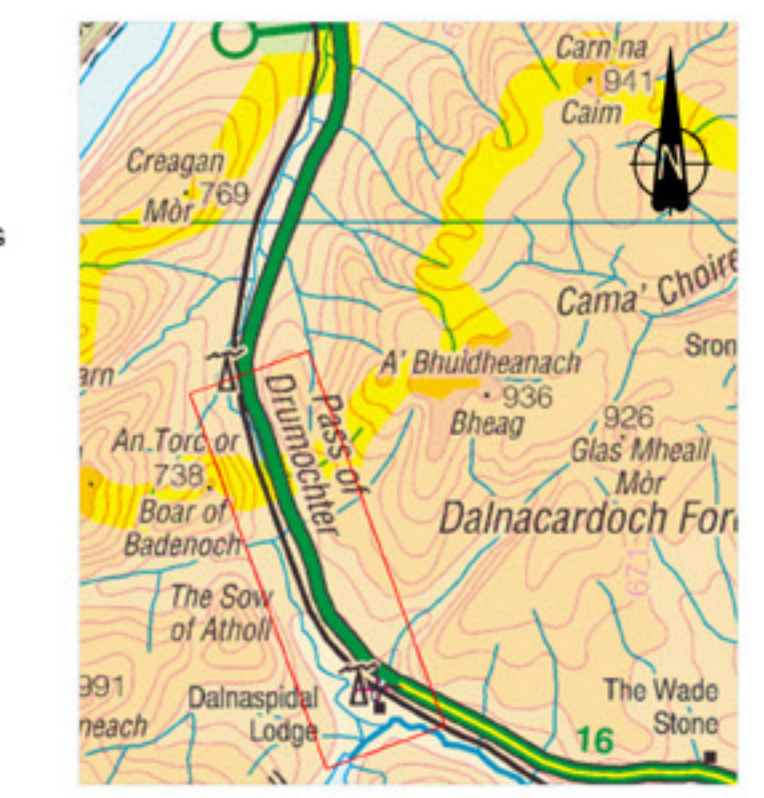
Visualisation of the Drumochter enhanced lay-by

 Plans of the project are available to view today. Please speak to a member of our team if you need any assistance or have any questions.



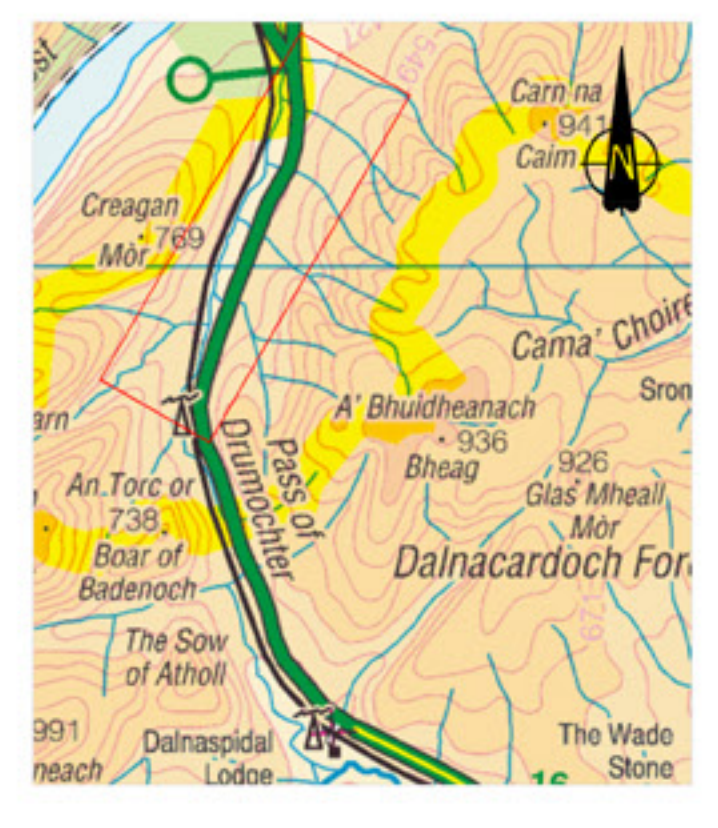
Dalnaspidal Forest

KEY		EXISTING		PROPOSED MITIGATION	
	PROPOSED SCHEME		SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)		MIXED NATIVE WOODLAND / SCRUB PLANTING
	SuDS BASIN		SPECIAL AREA OF CONSERVATION (SAC)		NATIVE SHRUB PLANTING
	CARRIAGEWAY		SPECIAL PROTECTION AREA		GRASSLAND (INCLUDING VERGE)
	ACCESS TRACK		HIGHLAND MAINLINE RAILWAY		HEATHLAND
	NCN7		WOODLAND		PEAT RESTORATION AREAS
					SCATTERED TREES





KEY		EXISTING		PROPOSED MITIGATION	
	PROPOSED SCHEME		SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)		MIXED NATIVE WOODLAND/ SCRUB PLANTING
	SuDS BASIN		SPECIAL AREA OF CONSERVATION (SAC)		NATIVE SHRUB PLANTING
	CARRIAGEWAY		SPECIAL PROTECTION AREA		GRASSLAND (INCLUDING VERGE)
	ACCESS TRACK		HIGHLAND MAINLINE RAILWAY		HEATHLAND
	NCN7		WOODLAND		PEAT RESTORATION AREAS
					SCATTERED TREES



Dalwhinnie to Crubenmore project

The **Dalwhinnie to Crubenmore project** is 11km in length and involves upgrading the existing single carriageway to dual carriageway, providing safe and guaranteed overtaking opportunities in both directions.

Grade-separated junctions

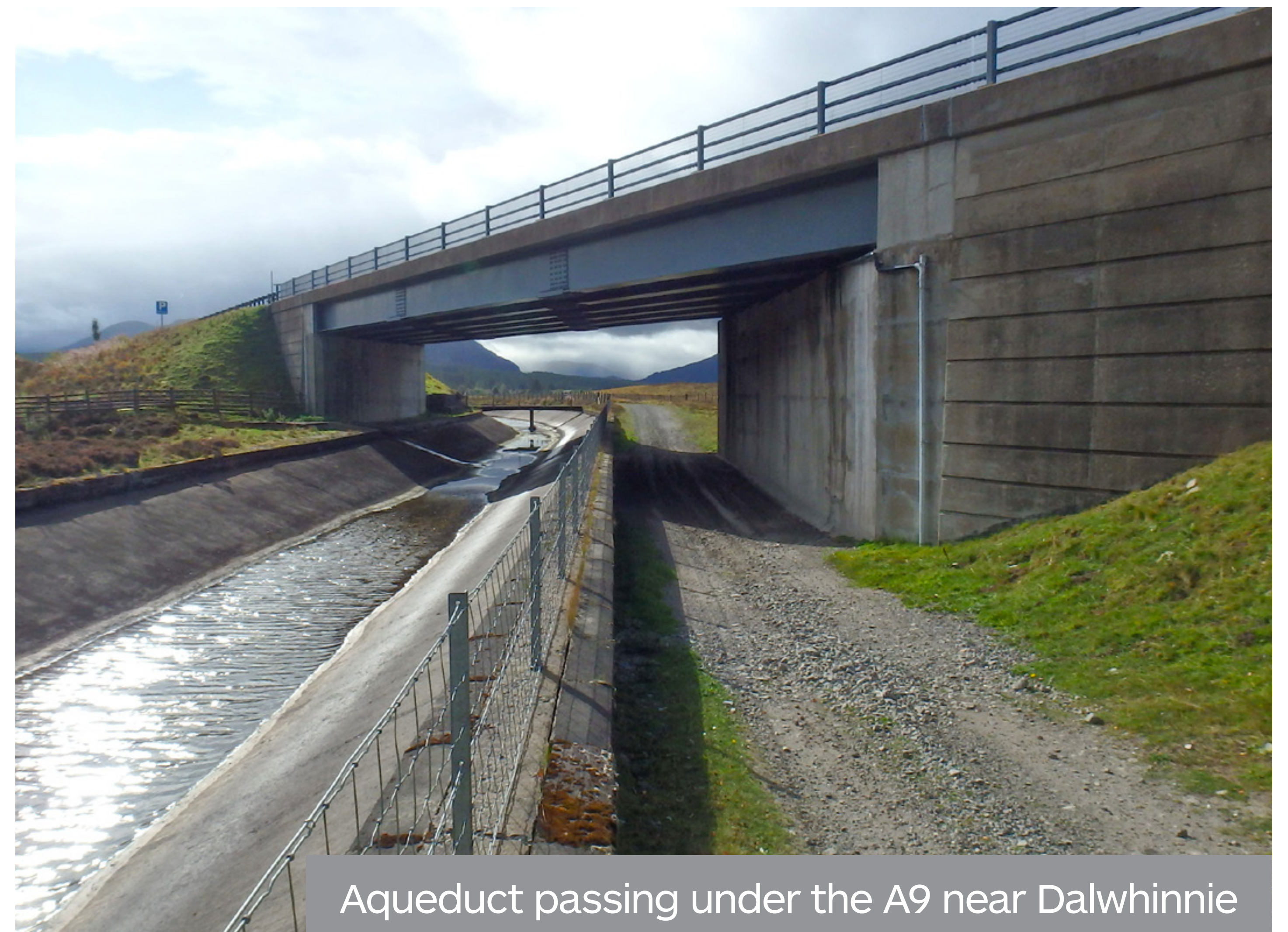
The project includes a compact grade-separated junction at **Dalwhinnie**, which accommodates access to and from the A9 to both northbound and southbound traffic, and connects to the existing A889 to the south of Dalwhinnie.

To improve safety, direct accesses onto the A9 will generally be closed. However three left-in/left-out junctions will be provided. The first is on the **northbound carriageway at Cuaich**, which provides access to Estate properties and access to the Sustainable Drainage System (SuDS) basin. The second is on the **southbound carriageway at Cuaich**, which provides access to the Loch Cuaich dam/aqueduct and access to the SuDS basins. The third direct access is located north of Cuaich, on the **northbound carriageway near the Allt Garbh**, which provides access for Estate traffic and maintenance access to the SuDS basins.

River crossings

The A9 in this area crosses six major watercourses. In each case the existing structure will be replaced or upgraded to accommodate the wider dual carriageway. There is a new crossing of the **River Truim** associated with the compact grade-separated junction at Dalwhinnie. The project also includes a 300 metre diversion of the aqueduct and a 200 metre long retaining wall, with further structures provided to allow safe access for landowners across the A9.

The drainage design has been prepared in accordance with best practice guidance. This includes 51 new culvert crossings, and 14 SuDS detention basins.



Aqueduct passing under the A9 near Dalwhinnie

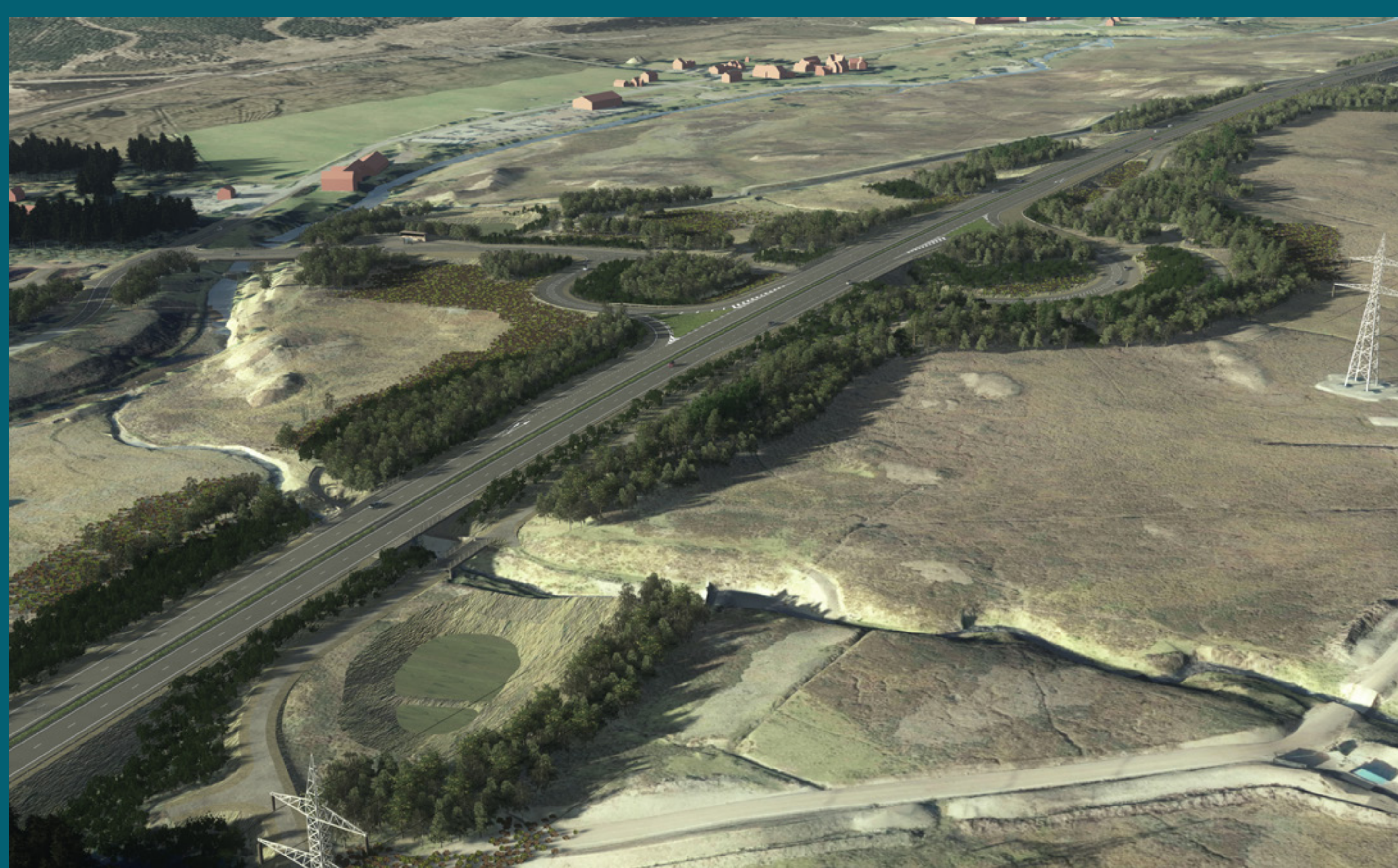
Lay-bys

Seven new lay-bys will be provided, three on the northbound carriageway and four on the southbound carriageway.

The lay-bys will be separated from the carriageway by a wide segregation island and each will provide a maximum of 100 metres length for parking. Two of the southbound lay-bys will provide a footpath connection to established hillwalking routes.

Non-Motorised Users (NMUs)


Various measures are included to maintain and enhance routes for NMUs including pedestrians, cyclists and equestrians.

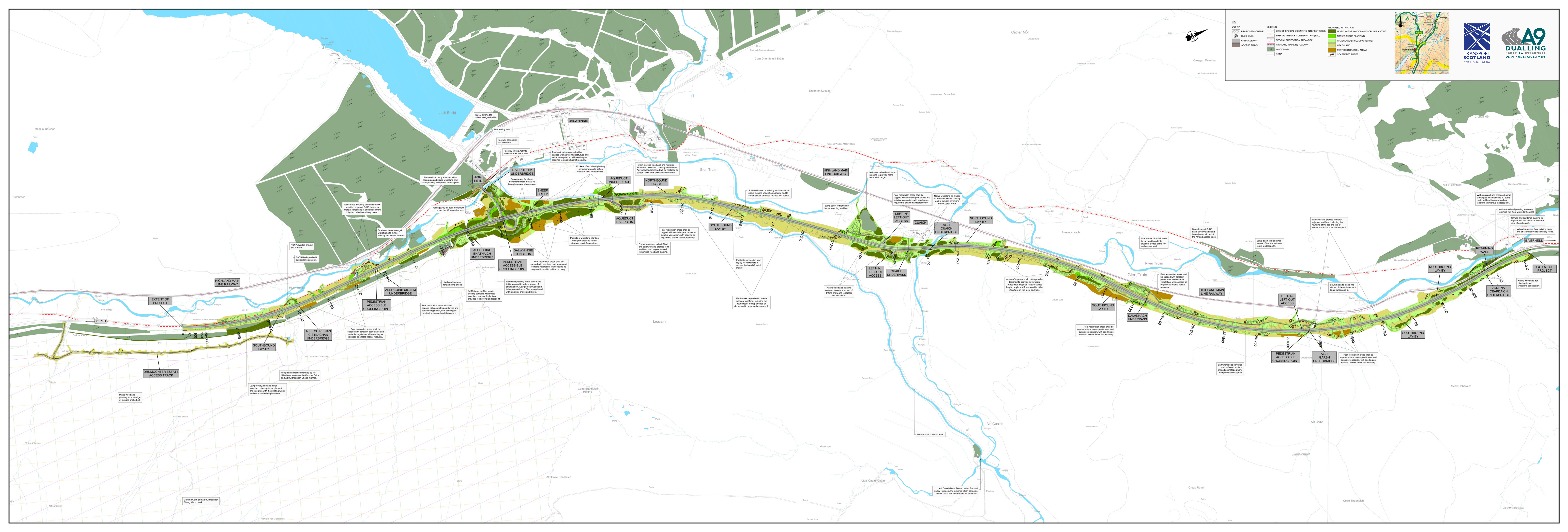


Visualisation image of proposed A9 and Dalwhinnie junction



Visualisation of the River Truim Bridge in Dalwhinnie junction

 Plans of the project are available to view today. Please speak to a member of our team if you need any assistance or have any questions.



KEY

DESIGN	EXISTING	PROPOSED MITIGATION
PROPOSED SCHEME	SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)	MIXED NATIVE WOODLAND: SCRUB PLANTING
SUDS BASIN	SPECIAL AREA OF CONSERVATION (SAC)	NATIVE SHRUB PLANTING
CARRIAGEWAY	SPECIAL PROTECTION AREA (SPA)	GRASSLAND (INCLUDING VERGE)
ACCESS TRACK	HIGHLAND MAINLINE RAILWAY	HEATHLAND
	WOODLAND	PEAT RESTORATION AREAS
	NCNY	SCATTERED TREES



EXTENT OF PROJECT

DRUMMOCHTER ESTATE ACCESS TRACK

ALT CORE NAN CISTEACHAN UNDERBRIDGE

ALT CORE ULLIEM UNDERBRIDGE

ALT CORE ULLIEM UNDERBRIDGE

ALT CORE NAN CISTEACHAN UNDERBRIDGE

ALT CORE ULLIEM UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

ALT CORE BRATHACH UNDERBRIDGE

Protection of the environment

One of the main considerations has been the need to avoid or reduce potential adverse impacts on the environment.

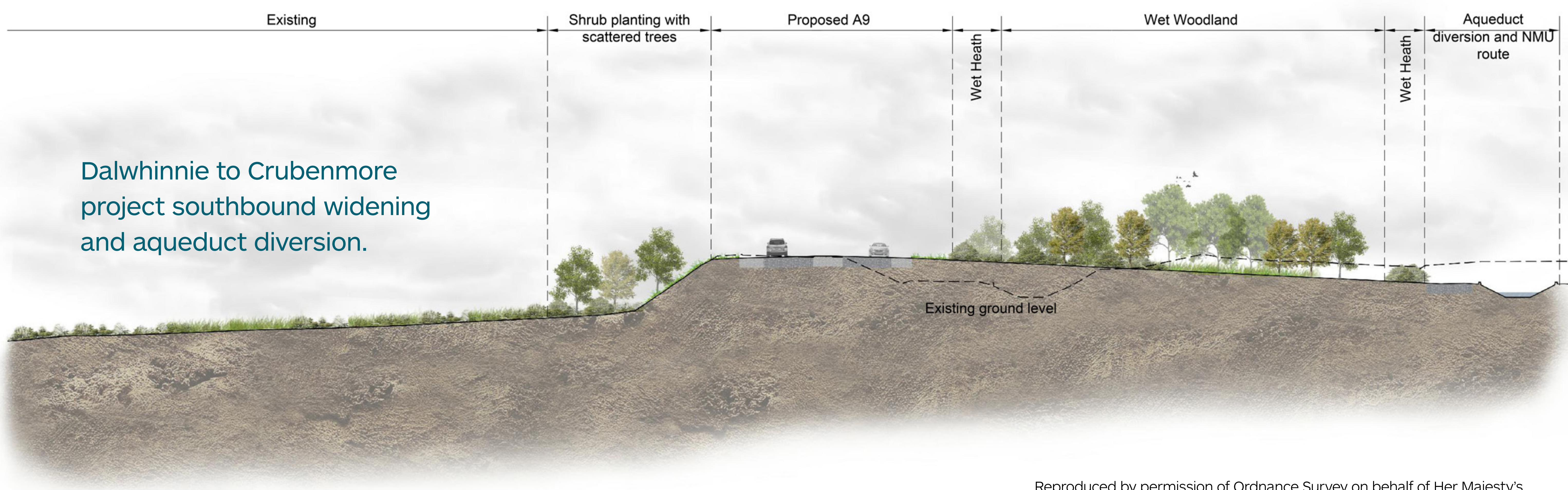
The design of each project has therefore been informed by **detailed environmental assessments**, including the ecological, physical and historic environment, local communities and landowners, and the current or planned future use of the environment.

The mitigation we have developed has considered the environment in the vicinity of the routes, building on the strategic environmental and design work carried out for

the wider A9 Dualling Programme to provide a consistent approach.

An **Environmental Impact Assessment (EIA)** of each project has been completed. Environmental constraints and issues have been identified and considered as part of the decision-making process throughout the design development of each project. Transport Scotland has published an **Environmental Statement (ES)** for each project, which reports the findings of the EIA.

Typical landform mitigation cross-section



Dalwhinnie to Crubenmore project southbound widening and aqueduct diversion.

Reproduced by permission of Ordnance Survey on behalf of Her Majesty's Stationery Office, © Crown copyright and database right 2017. All rights reserved. Ordnance Survey Licence Number: 100046668.



Elevated view of Drumochter Pass



Winter in Drumochter



View looking south across the River Truim and Drumochter Hills

Environmental Impact Assessment (EIA)

The **Environmental Impact Assessment (EIA)** is the statutory process used to evaluate the main environmental effects of proposed developments. The **Environmental Statement (ES)** contains full details of the EIA, including the mitigation to avoid or reduce potential impacts. A **Non-Technical Summary (NTS)** outlines the key issues reported in the ES, including the beneficial and adverse impacts considered to be of particular importance. Copies of each project's ES are available to view here today. Copies of each project's NTS are available for you to take away.

The Environmental Statement provides information regarding:

- **Community and private assets:** private properties; local communities and community facilities; community land; development land; and agricultural, forestry and sporting interests
- **Effects on all travellers:** pedestrians, cyclists, equestrians (referred to as Non-Motorised Users or NMUs), and vehicle travellers
- **Geology, contaminated land and groundwater**
- **Road drainage and the water environment:** hydrology and flood risk; erosion risk and sediment flow in rivers; and water quality
- **Ecology and nature conservation:** protected species such as otters, Atlantic salmon and bats; habitats; ecosystems; and designated sites including the River Tay Special Area of Conservation (SAC)
- **Landscape and visual:** impacts on the landscape resource and views experienced from buildings, outdoor public areas, local roads and NMU routes
- **Cultural heritage:** archaeological remains, historic buildings and landscapes
- **Air quality**
- **Noise and vibration**
- **Materials:** use and consumption of resources and management of waste.



Drumochter Hills



River Truim at Wade Bridge

To inform the EIA process, extensive consultation was carried out with statutory consultees including: **Perth and Kinross Council, The Highland Council, Cairngorms National Park Authority, Historic Environment Scotland, Scottish Natural Heritage** and **Scottish Environment Protection Agency**, non-statutory consultees, interested parties and community councils.

We have also gathered information and feedback from consultation with local landowners, residents and local communities. The project team has worked closely with these groups to develop a design that aims to reduce environmental impacts through careful design and by avoiding sensitive features wherever possible.

A9 Dualling draft Orders public exhibitions



The EIA has assessed the following topics:

EIA topic	Example receptors of impacts assessed
Community and private assets	<ul style="list-style-type: none"> Local communities such as Dalnaspidal, Dalwhinnie and Cuaich Private properties such as Drumochter Lodge Estates, such as Phoinies, North and South Drumochter, Dalnacardoch, Dalnaspidal, Crubenmore and Ben Alder Development land, and agricultural, forestry and sporting interests.
People and communities, effects on all travellers	<ul style="list-style-type: none"> Pedestrian routes such as core paths, hill walking routes and estate tracks Cyclist routes such as National Cycle Network 7 (NCN7) Equestrian routes and British Horse Society crossing points Vehicle travellers.
Geology, soils and groundwater	<ul style="list-style-type: none"> Soils including areas of peat and high quality topsoil Geology and designated geological sites Features of geodiversity interest, such as Drumochter Hummocky Moraines, alluvial fan deposits and the Allt Cuaich catchment Potential contamination areas Groundwater and private water supplies.
Road drainage and the water environment	<ul style="list-style-type: none"> Rivers and streams such as the Rivers Spey and Truim and their tributaries including the River Garry, Allt Dubhaig and Allt Garbh Flood risk Water quality which could be affected by runoff from the road surface (which may include pollutants such as road salts) and accidental spillages.
Ecology and nature conservation	<ul style="list-style-type: none"> Protected species such as otter, Atlantic salmon and bat Habitats and ecosystems Designated sites including the Drumochter Hills Special Protection Area (SPA), Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI), and the River Spey SAC.
Landscape and visual	<ul style="list-style-type: none"> The landscape within the Cairngorms National Park Views experienced from the A9, local roads and Non-Motorised User (NMU) routes, properties and outdoor public areas.
Cultural heritage	<ul style="list-style-type: none"> Historic buildings including the Drumochter Lodge and Dalwhinnie Distillery Buried archaeological remains.
Air quality	<ul style="list-style-type: none"> Human health Sensitive locations, such as houses, schools or hospitals.
Noise and vibration	<ul style="list-style-type: none"> Noise and vibration during both construction and operation.
Materials	<ul style="list-style-type: none"> Impacts relating to the depletion of natural resources, greenhouse gas emissions use, consumption of resources and management of waste.



TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental design and mitigation

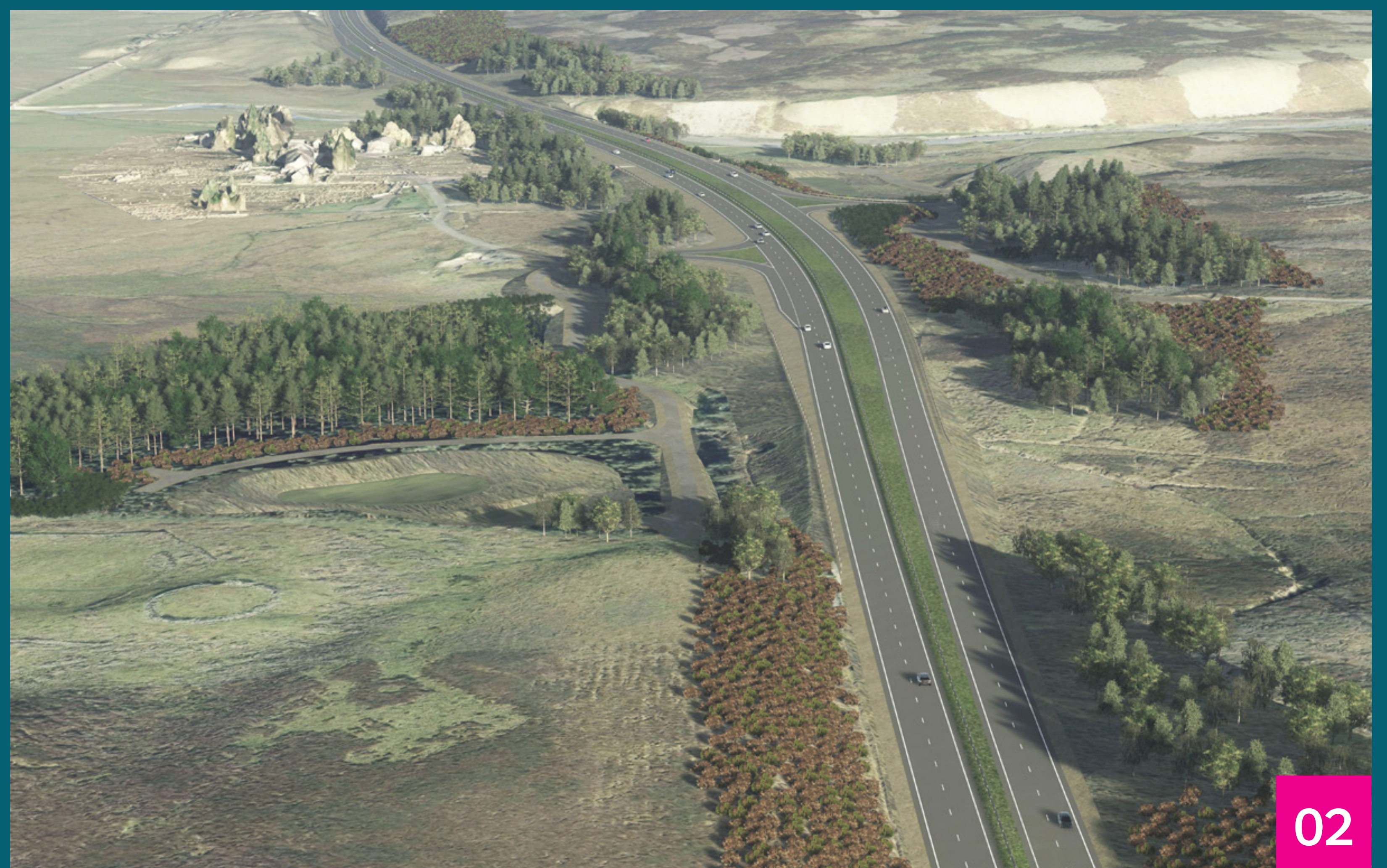
Each project involves the upgrade of an existing road rather than the construction of a new one. This helps to limit the potential for adverse environmental impacts to occur. However, the projects pass through a rural landscape with some environmentally sensitive and protected areas. Therefore, in addition to explaining measures taken to avoid or reduce impacts, the Environmental Statement presents mitigation commitments prepared for the project as needed to protect the environment.

Some examples of environmental mitigation measures include:

- Ledges included in culverts to allow mammals to move under the new carriageway safely, and improve ecological connectivity
- Refined route alignment and earthworks extents to avoid property boundaries, sensitive habitats and the 1:200 year flood zone
- Reduction of peat and blanket bog excavation, for example by the development of a compact design for the Dalwhinnie grade-separated junction
- Earthwork slopes developed to blend into surrounding landform for the mainline, junctions, Sustainable Drainage Systems (SuDS) and access tracks
- Use of best practice construction methods, for example to control noise, dust and pollution, and to ensure that timing of works avoids sensitive periods or night-time
- Use of low noise road surface along the length of the projects
- Peat restoration areas
- Habitat restoration
- Landscape planting to screen the new carriageway from properties.



01



02



03

01 Example of a culvert with mammal ledges

02 Visualisation of a SuDS basin at Cuiach

03 Example of a SuDS basin

Construction

Construction can only start following approval under the statutory procedures. The timetable for construction will be determined at that stage.

Construction of each project will generally include work to widen the road to either the west or east side, with the exception of short localised offline sections where specific constraints exist.

Key construction features will include:

- One lane of traffic in both directions to be kept open where possible to minimise disruption
- For the safety of construction workers, a 40mph speed limit will be in place on those sections of the A9 affected by the works
- Some lane closures may be required for particular activities such as bridge beam lifting and constructing the carriageway tie-ins
- If closure of the carriageway is required, this would be restricted to night-time and weekends whenever possible and any closures will be advertised in advance

- Measures will be put in place to prevent sediment run-off from the construction site to adjacent watercourses, including the use of cut off ditches and temporary Sustainable Drainage Systems (SuDS)
- The works are expected to take between three and three-and-a-half years to complete.

Further consultation

Further consultation with key stakeholders such as Perth and Kinross Council and The Highland Council, the emergency services and community councils will be undertaken in the development of the construction stage contract documentation.



Example of parallel widening under 40mph speed restriction on A9 Kinraig to Dalraddy



Staged construction of structures on A9 Kinraig to Dalraddy



Example of temporary SuDS



Rock cutting

Draft Orders and Environmental Statement

Plans showing the draft Orders for the Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects are available for viewing here today. These are statutory documents that define the line of the road, associated works and the land to be acquired for the projects.

The **draft Orders** and the **Environmental Statements** for each project are also available to view on Transport Scotland's website at:

transport.gov.scot/project/a9-glen-garry-dalwhinnie

transport.gov.scot/project/a9-dalwhinnie-crubenmore

Copies of the draft Orders and Environmental Statements are available for inspection at the following locations:

Badenoch Library

Badenoch Centre, Spey Street, Kingussie PH21 1EH

Telephone: 01540 661596

Monday: 12pm – 5pm and 6pm – 8pm

Wednesday: 10am – 1pm and 2pm – 5pm

Thursday: 10am – 1pm and 2pm – 5pm and 6pm – 8pm

Friday: 10am – 1pm and 2pm – 5pm

The Highland Council

The Courthouse, High Street, Kingussie PH21 1HR

Telephone: 01349 886606

Monday to Friday: 9am – 12:30pm and 1:30pm – 3pm

Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

Telephone: 0141 272 7100

Monday to Thursday: 8:30am – 5pm

Friday: 8:30am – 4:30pm



What happens next?

The **draft Orders** and **Environmental Statements** for the Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects were published on **19 December 2017**. This marked the start of the statutory procedures.

There is an eight-week objection period associated with the draft Orders and an eight-week representation period associated with the Environmental Statements. The draft Orders and Environmental Statements can be viewed online at:

transport.gov.scot/project/a9-glen-garry-dalwhinnie

transport.gov.scot/project/a9-dalwhinnie-crubenmore

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

The normal statutory six-week period for the Environmental Statement and draft Orders has been extended to eight weeks to take account of the festive break, and will therefore end on:

13 February 2018

Your comments

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland, by **13 February 2018** at the latest, to the address below:

**Director of Major Transport
Infrastructure Projects
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF**

Or by email to:
a9dualling@transport.gov.scot

Further information

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

transport.gov.scot/a9dualling

