TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

A9 DUALLING
PERTH TO INVERNESS
Crubenmore to Kincraig

A9 Dualling

Crubenmore to Kincraig project

Public drop-in sessions

transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-crubenmore-to-kincraig

A9 Dualling - Crubenmore to Kincraig Project

Welcome

Welcome to this drop-in event on the Crubenmore to Kincraig section of the A9 Dualling Programme.

We are here today to provide an update on design development undertaken since the preferred route option public exhibition in March 2017.

Transport Scotland staff and their consultants, CFJV, will be happy to assist with your queries.

The drop-in event material displayed here today as well as further project information is available on the Transport Scotland website:

transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-crubenmore-to-kincraig

Looking north west to Ruthven Barracks

Looking north east across Strathspey

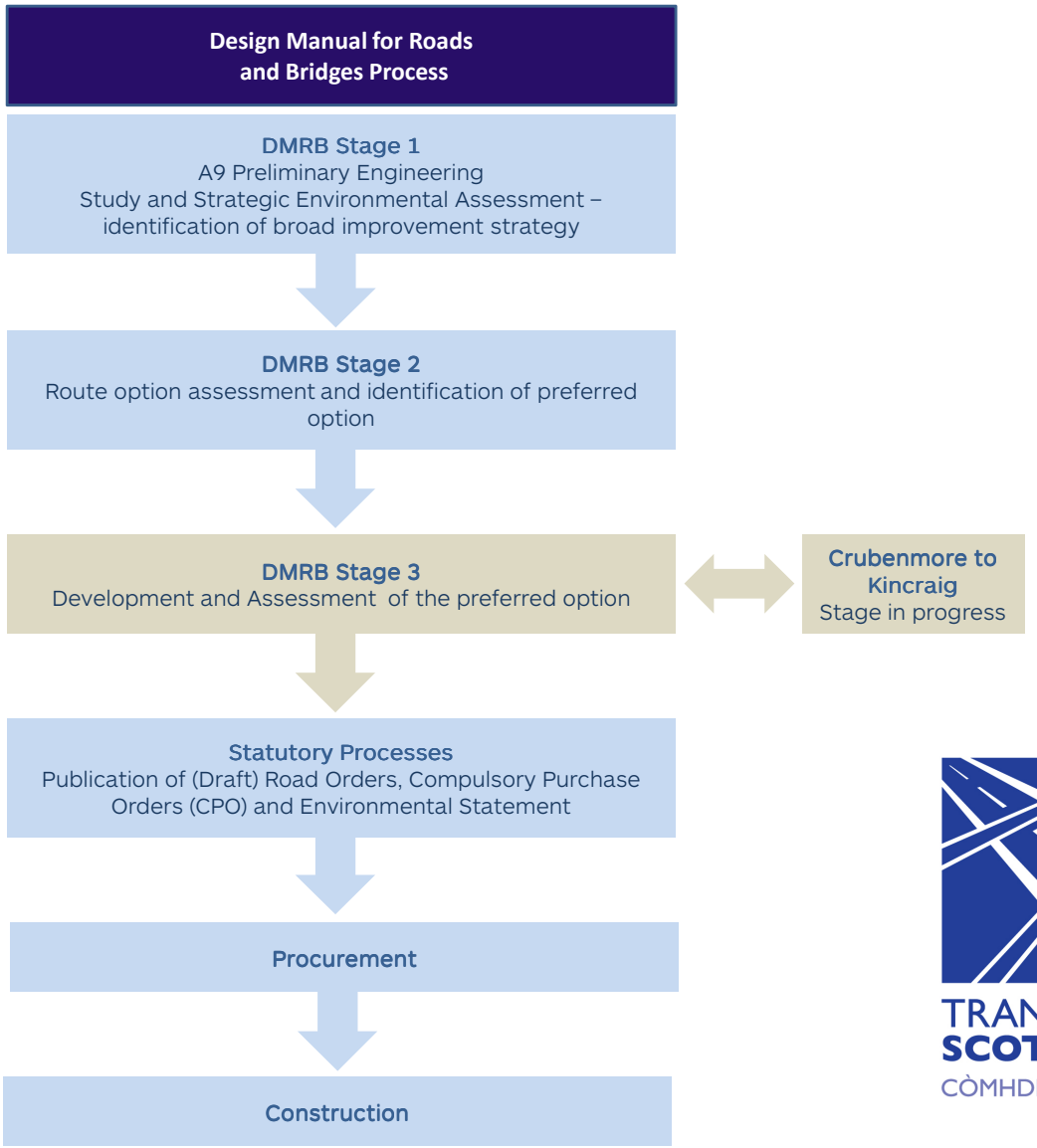
A feedback form is available where we would welcome your feedback and comments.

Design development

Since the announcement of the preferred route we have undertaken further design development work, including:

- Optimisation of the dual carriageway horizontal and vertical alignments to minimise earthworks and rock cuts
- Introduction of a compact grade-separated junction layout at Newtonmore to reduce the impact of the junction on its surroundings
- Development of alternative access proposals to properties and routes which currently have direct access onto the A9
- Development of proposals for Non-Motorised Users (NMUs)
- Development of sustainable drainage proposals
- Development of landscape character landforms and naturalistic landscape
- Development of proposals for the River Spey Bridge to minimise the impact on the Insh Marshes and improve ecological connectivity across the National Nature Reserve

The project has now been developed to a stage where a sufficient level of detail is available to carry out environmental assessment work.



Design development

Local Roads and Accesses

We are developing proposals for alternative access for those properties which currently have a direct access onto the A9.

These will connect to the local road network and provide access to areas of land, businesses and properties adjacent to the A9.

The alternative access arrangements will be finalised considering feedback from the affected landowners and interested parties.

Non-Motorised User (NMU) provision

Alterations to NMU connections include:

- Extending the shared use of National Cycle Network (Route 7) between Glentruim and the Newtonmore junction
- Reconnection of the General Wade Military Road at Ruthven/B970
- Improved access to the Raitt's Cave scheduled monument
- Extension of the new Kincraig to Dalraddy shared facility from the Highland Wildlife Park access to Kingussie
- Reconnection of accesses to the hills and paths to the east of the A9 via local underpasses.

Drainage Proposals

Drainage design for the scheme has developed in accordance with Sustainable Drainage Systems (SuDS) guidance. The proposed drainage systems collect water from the carriageway via filter drains and outfall to basins to provide attenuation and treatment prior to discharge.

This approach is known as “sustainable drainage” and it is a requirement of the Water Environment (Controlled Activities) (Scotland) Regulations 2011 for potential sources of pollutants to pass through SuDS.

21 outfall locations are proposed with associated SuDS basins.

Transport Scotland officials and their design consultants will be happy to assist you with any queries you may have. Information about the aspects mentioned above is available at this drop-in with additional information on the drawings.

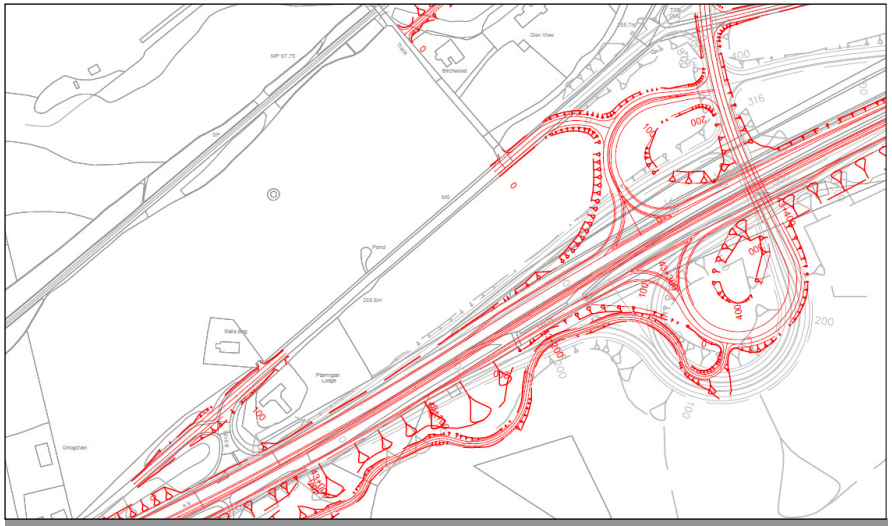
Newtonmore junction

We have refined the junction arrangement at Newtonmore following further assessment and taking account of public feedback regarding its size.

The revised junction layout is a compact grade-separated arrangement which reduces the overall environmental impact and improves the earthworks balance, reducing the cost of construction.

The main advantages of the revised layout are:

- The compact layout requires less land and reduces the potential environmental impact on its surroundings
- It requires less excavation, simplifies construction operations which should reduce the time required for construction
- There are fewer T-Junctions on the B9150
- Reduces the impact on mature tree plantation



Outline of new Stage 3 layout over Stage 2 in red

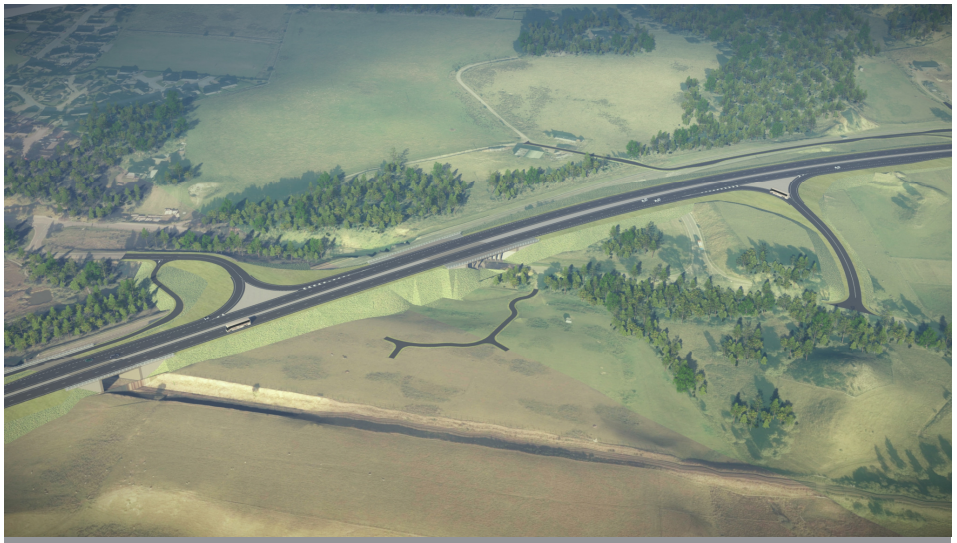
Visualisation of the proposed Newtonmore junction

Kingussie junction

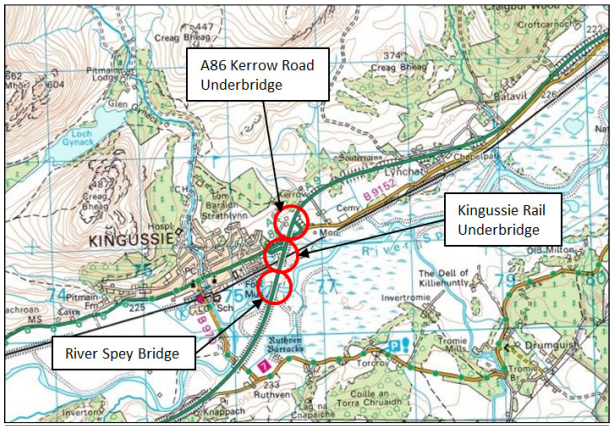
We have refined the preferred junction layout at Kingussie, taking account of feedback from the public to retain and improve the existing junction.

Development of the junction proposals include:

- Improved headroom to the A86 (Kerrow Road) and Highland Mainline Railway to accommodate future overhead line electrification
- The introduction of Sustainable Drainage Systems (SuDs)
- Introduction of auxiliary lanes on exit slip roads
- Alternative means of access to land to the south of the Highland Mainline Railway
- Alternative means of access to Croft 1 Laggan
- Non-Motorised User (NMU) facility between Kingussie and Kincraig linking to the recently opened Kincraig to Dalraddy section.



Visualisation of the proposed Kingussie junction



Bridge locations in Kingussie

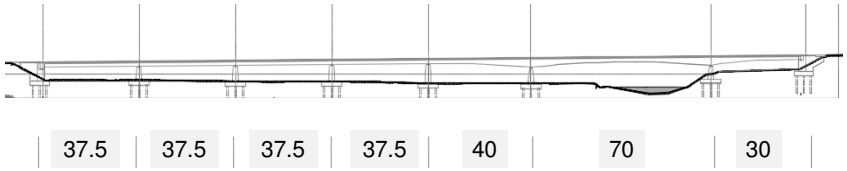
River Spey bridge development

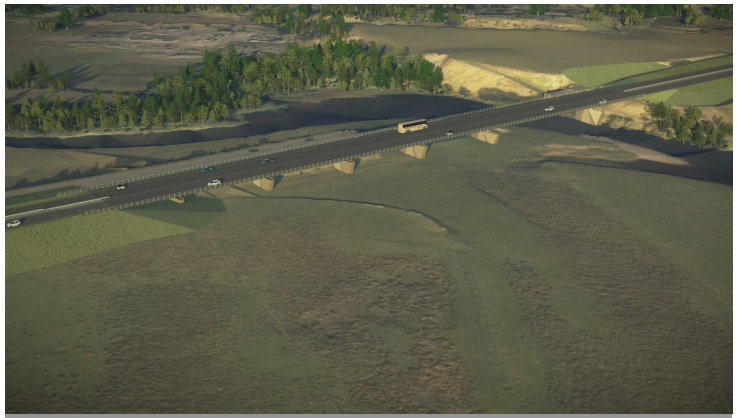
The impact of the bridge and embankment on the National Nature reserve (NNR) is minimised over the Stage 2 alignment by keeping it as close to the existing alignment as possible. The proposed bridge form sits low in the landscape.

The development process has considered the environmental importance of the River Spey corridor and the Insh Marshes National Nature Reserve. The proposed 290 metre long bridge takes account of the following:

- River Channel: The longer span will partially restore natural conditions by reducing the extent of embankment in proximity to active areas of riverbank erosion
- Flood mechanism: The upstream and downstream flood impacts were taken into consideration in determining the bridge span
- Natura designations (SAC, SPA, Ramsar): the increase in bridge length avoids embankment encroachment in the Natura Sites
- Engineering: optimum bridge location on a straight gradient avoiding the sag curve (low point) on the south approach
- Visual Impact: low bridge chosen to reduce impact on local receptors including Ruthven Barracks

River Spey Bridge Kingussie





Visualisation of the proposed River Spey Bridge

A9 Dualling - Crubenmore to Kincraig Project

River Spey flood risk management

The approach to flood risk management is to ensure that proposals result in a neutral impact. The proposals therefore have to balance the impact of upstream and downstream flood risks where the new A9 bridge crosses the River Spey. The proposals do not resolve existing flooding issues or increase overall flood risk.

Flood Modelling

Our project specific flood model covers the catchments of the River Truim and River Spey between the gauging stations at Invertruim and Kinrara. The flood model is capable of modelling the complex flood regime through Kingussie and across the Insh Marshes.

Extreme weather event scenarios were modelled including representative rainfall events up to the 1 in 200 year flood return period. We surveyed the River Truim and the River Spey and used recent flood events, including information provided by SEPA, to verify that the model is representative of these flood events.

The River Spey and Insh Marshes are subject to regular and extensive flooding in the existing situation. Overall, the flood model demonstrates that the new dual carriageway will significantly reduce the flood levels upstream of the new A9 bridge at Kingussie, while only marginally increasing the flood levels along the marshes and further downstream to Kinrara.

Insh Marshes in flood (2014)

The change in flood level at potential receptors such as buildings, the railway and the local road has been reviewed. The vast size of the Insh Marshes floodplain means that the predicted change in flood level downstream of the new A9 bridge is generally less than 5mm in the absence of mitigation. Mitigation options are currently being investigated so that the proposed scheme does not result in any impact on flood risk.

Transport Scotland and its consultants will continue to liaise with SEPA and The Highland Council throughout the design development process.

Transport Scotland officials and their design consultants will be happy to assist you with any queries you may have.

What happens next

Following this event the comments and feedback from stakeholders and members of the public from this drop-in event will be considered as part of the further development, refinement and assessment of the preferred route option.

Transport Scotland's consultant will now complete the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and an Environmental Impact Assessment (EIA) which will include consideration of suitable mitigation measures where required.

This work will also allow for the identification of the land required for the project, preparation of draft Orders and preparation of an Environmental Statement which will include suitable mitigation measures to reduce impacts of the project on the environment.

The publication of the draft Orders and the Environmental Statement will mark the start of the formal Statutory Process and it is at this time the scheme proposals are finalised.

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. During the six week objection period, we will host a public exhibition to display all relevant design information.

Should we receive objections to the Draft Orders which we cannot resolve, there may be a need for a Public Local Inquiry (PLI). Progress after publishing the Draft Orders will depend on the formal comments received to the proposals.

A9 River Spey Bridge and Ruthven Barracks

Transport Scotland officials and their design consultants will be happy to assist you with any queries you may have.

A9 Dualling - Crubenmore to Kincraig Project

Comments and feedback

Transport Scotland welcomes your comments and feedback on the information and proposals presented here today and will use this to help inform the DMRB Stage 3 design development.

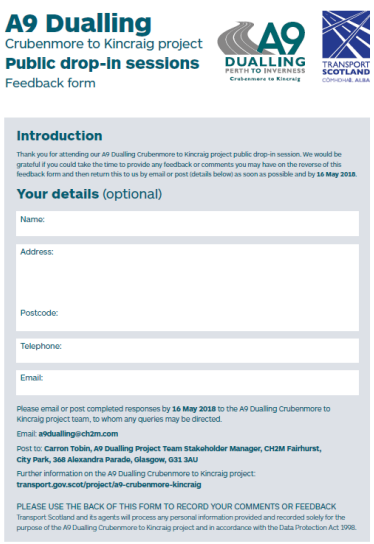
Please take your time to consider the information presented and provide any comments you may have by:

16 May 2018

Your engagement with this project and the consultation exercise is greatly appreciated.

Email to:
A9dualling@ch2m.com

Or by post to:
Carron Tobin
CH2M / Fairhurst
A9 Dualling team
City Park
368 Alexandra Parade
Glasgow
G31 3AU



A9 Dualling
Crubenmore to Kincraig project
Public drop-in sessions
Feedback form

Introduction

Thank you for attending our A9 Dualling Crubenmore to Kincraig project public drop-in session. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and by **16 May 2018**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses by **16 May 2018** to the A9 Dualling Crubenmore to Kincraig project team, to whom any queries may be directed.

Email: **a9dualling@ch2m.com**

Post to: **Carron Tobin, A9 Dualling Project Team Stakeholder Manager, CH2M Fairhurst, City Park, 368 Alexandra Parade, Glasgow, G31 3AU**

Further information on the A9 Dualling Crubenmore to Kincraig project:
transport.gov.scot/project/a9-crubenmore-kincraig

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Crubenmore to Kincraig project and in accordance with the Data Protection Act 1998.

Further information

You can contact CFJV Stakeholder Manager Carron Tobin, at any time:

Telephone: **0771 577 3660**

You can also contact Transport Scotland's A9 Dualling team:

Telephone: **0141 272 7100**
Email**: a9dualling@transport.gov.scot**

For further information on the A9 Dualling - Crubenmore to Kincraig project, and to view the drop-in event materials, drawings and strip plans, please visit:

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

For further information on the wider A9 Dualling Programme, please visit:

transport. gov.scot/project/a9-dualling-perth-inverness