

A9 Dualling – Glen Garry to Dalraddy

Glen Garry to Dalwhinnie and
Dalwhinnie to Crubenmore

Draft Orders Public Exhibition Summary Report
Transport Scotland

May 2018



This page is blank.

A9 Dualling – Glen Garry to Dalraddy

Glen Garry to Dalwhinnie and
Dalwhinnie to Crubenmore

Draft Orders Public Exhibition Summary Report
Transport Scotland

May 2018

CH2M HILL Fairhurst JV
City Park, 368 Alexandra Parade, Glasgow, G31 3AU
tel 0141 552 2000 fax 0141 552 2525

This report has been prepared in accordance with
the instructions of the client, Transport Scotland, for the client's sole and specific use.
Any other persons who use any information contained herein do so at their own risk.

© CH2M HILL Fairhurst JV 2018

This page is blank.

Document history

A9 Dualling – Glen Garry to Dalraddy

Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore

Draft Orders Public Exhibition Summary report

Document No. A9PZZ-CFJ-GEN-X_ZZZZZ_ZZ-RP-ZZ-0001

This document has been issued and amended as follows:

Status	Version	Date	Description	Created by	Verified by	Approved by
S4	P01	May 2018	Draft first issue to TS	Carron Tobin	Ross Gray	Neil Stewart
S4	C01	June 2018	Final	Carron Tobin	Ross Gray	Neil Stewart

This page is blank.

Contents

1	Introduction	1
1.1	Background	1
1.2	Project 7 Glen Garry to Dalwhinnie	1
1.3	Project 8 Dalwhinnie to Crubenmore	2
1.4	Purpose of the Report	2
2	Exhibition Promotion	3
2.1	Advertising of the exhibitions	3
2.2	Briefing to Consultation Authorities at the A9 Environmental Steering Group	3
2.3	Press Advert	3
2.4	Transport Scotland Website and Social Media	3
2.5	Local Radio	4
2.6	Advertising Poster Distribution	4
2.7	Direct Email Contact with Landowners and Residents	4
3	Exhibition Details	6
3.1	General Details	6
3.2	Exhibition Material	6
4	Attendance and Feedback	11
4.1	Exhibition Briefings	11
4.2	Feedback	11
5	Summary	13

Appendices

Appendix A	Free Advert
Appendix B	Advertising Poster
Appendix C	Exhibition Panels

1 Introduction

1.1 Background

1.1.1 A9 Perth to Inverness Dualling Programme

The A9 trunk road provides a strategic link between the highlands and the central belt of Scotland. In the Strategic Transport Projects Review published in 2008, the Scottish Government identified a programme of improvements for the A9 including upgrading to dual carriageway standard between Perth and Inverness, a distance of some 177 kilometres.

The Scottish Government Infrastructure and Investment Plan was launched on 6th December 2011 and makes a commitment to dual the A9 between Perth and Inverness by 2025.

In 2014 Scottish Ministers awarded three design contracts to take forward the development of the A9 Dualling Programme. The route between Perth and Inverness was divided into three Sections, the Southern, the Central and the Northern Section. A joint venture between CH2M HILL and Fairhurst consulting engineers (referred to in this report as CFJV) won the contract to develop the Central Section between Glen Garry and Dalraddy.

There are three individual Projects within the scope of services, which CFJV are responsible for within the Central Section. These are:

- Project 7 – Glen Garry to Dalwhinnie
- Project 8 – Dalwhinnie to Crubenmore
- Project 9 – Crubenmore to Kincaig.

Project 10 from Kincaig to Dalraddy lies within the Central Section but does not fall within the CFJV scope of services. This project is complete and opened to traffic in September 2017.

This report relates to Project 7 and 8 and its purpose is to summarise the Glen Garry to Dalwhinnie and the Dalwhinnie to Crubenmore Draft Orders Public Exhibition, which were held on 17th and 18th January 2018 to brief the public on the draft Orders for the Proposed Schemes.

1.2 Project 7 Glen Garry to Dalwhinnie

Project 7 runs from Glen Garry to Dalwhinnie and is approximately 9.5km in length, linking to the existing dual carriageway at Glen Garry, just south of Dalnaspidal. This Project is heavily constrained by designated sites and is in close proximity to the Drumochter Hills environmental designations on the eastern (southbound) side of the carriageway. The A9 forms the boundary of the Drumochter Hills, which are an environmental designated Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Special Protection Area (SPA). In addition the River Truim (which forms part of the River Spey SPA) is located generally to the west side of the carriageway at the north of the Project area, together with the Allt Dhubaig and River Garry to the south, resulting in a narrow corridor between designated sites in places.

The topography is steep with Drumochter Pass being a key constraint compounded by the presence of the Highland Mainline railway, the Beaully-Denny power line and National Cycle Network route NCN7. Project 7 passes the small settlement of Dalnaspidal with four residences between the trunk road and the railway and a further group of estate worker residences (Dalnaspidal Estate) and Dalnaspidal Lodge located immediately to the west of the railway and accessed over the existing level crossing.

There is currently an at-grade junction at Dalnaspidal which sits above a number of residential properties with a steep access road winding down to serve the properties and tie into the level crossing. Further north there is a four bedroom B&B property at Balsporran to the west of the carriageway, and Drumochter Lodge, which is currently used as an office-base, and estate worker properties situated to the east of the carriageway north of Balsporran. Both Balsporran and Drumochter Lodge currently have direct at-grade access onto the trunk road, and there is an informal car park at the Balsporran access, which is popular with hill walkers throughout the year.

As part of the upgrade to dual carriageway, existing at-grade junctions will be affected and improvements to these junctions will require to be considered as part of the assessment works.

1.3 Project 8 Dalwhinnie to Crubenmore

Project 8 runs from Dalwhinnie to Crubenmore and is approximately 11.0km in length, linking to the existing dual carriageway (4km long) at Crubenmore. This Project is less heavily constrained by designated sites than the projects to the north and south of it however, at the southern end, the Project starts in proximity to the Drumochter Hills environmental designations on the eastern (southbound) side of the carriageway. The A9 forms the boundary of the Drumochter Hills Site of Special Scientific Interest (SSSI) designation in this area, and the River Truim (which forms part of the River Spey Special Area of Conservation) runs generally to the west side of the carriageway, resulting in a narrow corridor between designated sites in places. The topography is generally less severe than that found in Project 7 to the south, but adjacent infrastructure including the Highland Mainline railway, the Beaully-Denny powerline and National Cycle Network route NCN7 remain key constraints. Project 8 passes the village of Dalwhinnie, which currently has an at-grade junction in the area constrained by the environmental designations noted.

As part of the upgrade to dual carriageway, existing at-grade junctions will be affected and improvements to these junctions will require to be considered as part of the assessment works.

1.4 Purpose of the Report

This report provides details of the Glen Garry to Dalwhinnie and the Dalwhinnie to Crubenmore Draft Orders exhibition that took place in January 2018. The report describes the steps undertaken to advertise, raise awareness and promote the exhibition, the material on display at the exhibition, the format of the exhibition, and the mechanisms for responding to the Orders.

The exhibition was held in Dalwhinnie on the 17th and 18th January 2018. The Proposed Schemes were presented to residents, landowners and to the wider public at the exhibition.

2 Exhibition Promotion

2.1 Advertising of the exhibitions

The public exhibition events were advertised via a variety of means including:

- briefing of the Consultation Authorities at the A9 Environmental Steering Group
- an advert was published in the local newspapers (joint advert with other exhibitions in Pitlochry and Killiecrankie)
- a press release from Transport Scotland to various news media
- news items on the Transport Scotland website and Twitter account
- a poster advertising the event was distributed locally on behalf of Transport Scotland
- Direct email contact with all landowners and residents within the dualling corridor

A summary of the steps taken for each of the above is provided in the following paragraphs.

2.2 Briefing to Consultation Authorities at the A9 Environmental Steering Group

At the A9 Dualling Environmental Steering Group on the 7th November 2017, the CFJV provided the Consultation Authorities with advance notice of the forthcoming publication of the Environmental Statement and Draft Road Orders, and the public exhibitions.

2.3 Press Advert

Advertisements were issued prior to the exhibitions from the week commencing 1st January 2018:

- The Press and Journal (Highlands and Islands/Inverness)
- Strathspey and Badenoch Herald
- Perthshire Courier.

This was a combined advert with Draft Order exhibitions for the A9 Dualling Programme also being staged in Pitlochry and Killiecrankie the same week.

A copy of the press advert is included in **Appendix A**.

2.4 Transport Scotland Website and Social Media

Information regarding the exhibitions was uploaded to the Transport Scotland website and Twitter social media account as follows:

- Transport Scotland Website – <https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/>
- Transport Scotland Twitter social media site - @transcotland

2.5 Local Radio

The event was advertised on local radio, Heartland FM, 7 times in 6 days in the run up to the event.

2.6 Advertising Poster Distribution

The BIG Partnership, communications consultants on behalf of Transport Scotland, issued a poster advertising the exhibitions to an agreed list of facilities and organisations in the local area to display within their premises. A copy of the poster is provided in **Appendix B**.

2.7 Direct Email Contact with Landowners and Residents

All landowners and residents within the dualling corridor were contacted by the CFJV Stakeholder Team to offer a 1-2-1 meeting during the exhibitions, as set out below.

PROJECT 7 – GLENGARRY TO DALWHINNIE

- Dalnacardoch Estate
- Dalnaspidal (Ben Alder) Estate
- Drumochter North and South Estates
- Station House, Dalnaspidal
- Station Cottage 1, Dalnaspidal
- Station Cottage 2, Dalnaspidal
- School House, Dalnaspidal
- Balsporran Cottages B&B

PROJECT 8 – DALWHINNIE TO CRUBENMORE

- Drumochter North and South Estates
- Ben Alder Estate
- Phoinies Estate
- Tanmoor Properties
- SSE

This page is blank.

3 Exhibition Details

3.1 General Details

The exhibitions were held over consecutive days in one venue as follows:

- Wednesday 17th January 2018, Dalwhinnie Village Hall, between 12 noon and 8pm
- Thursday 18th January 2018, Dalwhinnie Village Hall, between 10am and 3pm.

Representatives from CFJV and Transport Scotland were available at the exhibition each day to answer questions. Those in attendance throughout the exhibition included the Transport Scotland Project Manager, and representatives from the CFJV engineering, environmental and stakeholder management teams.

The exhibition material presented to the public included:

- 16 number exhibition display panels presenting both projects including a single strip plan for each project
- two sets of strip plan drawings for each project
- a copy of the full Environmental Statement and supporting documents for each project
- a visualisation video was shown on one display monitor and an interactive version of the video content was also available for users to interrogate on a second display monitor
- copies of the Environmental Statement Non Technical Summary for both projects to take away

In addition, PDF copies of the exhibition panels, Non Technical Summary and Draft Road Orders were made available on the project section of the Transport Scotland website at the following locations:

Project 7 Glen Garry to Dalwhinnie - <https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-glen-garry-to-dalwhinnie/>

Project 8 Dalwhinnie to Crubenmore - <https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-dalwhinnie-to-crubenmore/>

3.2 Exhibition Material

3.2.1 Exhibition Panels

The exhibition material on display included an introduction and background to the programme objectives, and need for the scheme, an outline of each project and a single strip plan of each, information on protection of the environment and the Environmental Impact Assessment, an overview of construction and finally clear information on where the Draft Order plans can be viewed and next steps. The exhibition panels presented information under the following headings:

- Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects Draft Orders public exhibitions – Welcome and Introduction (3 panels)
- A9 Dualling Programme Scheme Objectives and Need for the Scheme (2 panels)
- Glen Garry to Dalwhinnie Project (1 Panel)
- Glen Garry to Dalwhinnie Project Strip Plan (2 Panels)
- Dalwhinnie to Crubenmore Project (1 panel)
- Dalwhinnie to Crubenmore Project Strip Plan (1 extended panel)
- Protection of the Environment, Environmental Impact Assessment and Environmental Design and Mitigation (4 panels)
- Construction (1 panel)
- Strip Plans – 6 sections (6 panels)
- (Where to view) Draft Orders and Environmental Statement (1 panel)
- “What happens next?” (1 panel)

A copy of the exhibition panels is provided within **Appendix C**.

Photograph 3-1 and **3-2** below indicate how the panels were displayed on each day of the exhibitions in Dalwhinnie Hall.

Copies of all the exhibition material is available on the Transport Scotland website at the following web address:

<https://www.transport.gov.scot/publication/public-exhibition-materials-january-2018-glen-garry-to-dalwhinnie-a9-dualling/>

and

<https://www.transport.gov.scot/publication/public-exhibition-materials-january-2018-dalwhinnie-to-crubenmore-a9-dualling/>



Photograph 3-1: General layout of exhibition panels



Photograph 3-2: General layout of exhibition panels

3.2.2 Exhibition Visualisation Material

The exhibition panel material was supplemented by three-dimensional visualisations of the engineering designs, shown on two display monitors. One monitor showed videos running continuously on a loop, and the other was interactive and could be manipulated by CFJV personnel to help people view specific areas of interest.

The videos included the entire route alignment for Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore and junction layouts at Dalnaspidal and Dalwhinnie plus access arrangements at Balsporran and Cuaich.

A copy of the visualisation video for each project is available on the Transport Scotland website at the following web addresses:

<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-glen-garry-to-dalwhinnie/>

<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-dalwhinnie-to-crubenmore/>

A member of the CFJV staff at the exhibition operated the other monitor. The interactive model allowed members of the public to view the route alignment and junction proposals from multiple viewpoints, including locations of their choice in the local area covered by the model. The model facilitated discussion between exhibition staff and attendees.



Photograph 3-3: Visualisation display at the exhibition

3.2.3 Environmental Statement Non Technical Summary

A 25-page Environmental Statement Non Technical Summary document was available for each project and issued to attendees as they arrived. These documents include a set of drawings illustrating the proposed scheme with environmental mitigation. A copy of the Non Technical Summary is available on the Transport Scotland website at the following web addresses;

A9 Glen Garry to Dalwhinnie

<https://www.transport.gov.scot/media/41166/non-technical-summary.pdf>

A9 Dalwhinnie to Crubenmore

<https://www.transport.gov.scot/media/41067/non-technical-summary.pdf>

4 Attendance and Feedback

Each person entering the exhibition was greeted by the CFJV Stakeholder Manager who then explained the layout of the exhibition and the material on display. Each person was provided with a copy of the Non Technical Summary, and also was invited to sign in to ensure that an accurate record of attendees was maintained.

A total of 16 people attended the exhibition equally split over the two days. Eight attendees were local residents and three people represented two of the larger estates. A representative from both Spey Fisheries and Scotways attended, three A9 users attended with one also representing a local quarry operator. In addition a reporter and journalist attended from the Press and Journal on the 17th January.

4.1 Exhibition Briefings

To ensure local land and property owners and stakeholders were fully aware of what was included in the draft orders, 1-2-1 meetings were offered during the two-day exhibition. Three meetings took place with Ben Alder Estate (incl Dalnaspidal), Drumochter North and South Estates and Balsporran Cottages B&B. Representatives of Transport Scotland and CFJV attended these. In addition meetings took place with Spey Fisheries and Scotways.

4.2 Feedback

Feedback from the public is a key element of the consultation process and allows public opinion to be gauged and local knowledge to be gathered to inform the development of the Project. Feedback forms were not provided given the purpose of this Draft Orders exhibition. All attendees were made aware of the consultation process and deadline for any objections to be submitted to Transport Scotland.

The CFJV team in attendance at the exhibition took a note of key comments made.

4.2.1 Main Areas of Feedback

The key comments made related to;

- Winter resilience – length of merges and diverges at the junctions and auxiliary lanes
- Drumochter Pass laybys – current high levels of usage by HGVs for overnight and day stops – possible capacity issues
- Screening - options to minimise headlight glare at Dalnaspidal and Balsporran
- Erosion protection on the River Truim
- Advice that a large buried chamber (drainage) is under the Balsporran car park
- Fencing at laybys
- Integration of existing/planned brown signs in the future dualling signage strategy

- 24 hour access during construction and impact on business operations
- permanent acquisition of all land required to deliver the scheme
- construction programme and timeframes

4.2.2 Feedback on Exhibition

A number of attendees commented on the excellent exhibition display layout and the helpfulness of exhibition staff.

5 Summary

The A9 Dualling: Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore Draft Orders exhibition held on 17th and 18th January 2018 presented and allowed the public to discuss the draft Orders and Environmental Statement for the Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects, and information was provided on the background to the project and an explanation of the statutory process that had been followed.

In total 16 people attended the exhibition over the 2 days.

The exhibitions were advertised on the Transport Scotland website and by direct invitation to stakeholders, landowners, residents and interested parties. The event was also advertised on local radio, in the run up to the event.

The exhibition venue and times were deemed satisfactory. Exhibitions were held at the Dalwhinnie Village Hall on the 17th and 18th December 2017 during the daytime, which allowed people to visit more than once to discuss the scheme and to ask any questions.

The material presented on the exhibition boards was well received, containing a proportional amount of text and visual representation. The 3D visualisations were a valuable tool and well received by the public. The 3D visualisations were the most popular medium at the exhibitions. The visualisations allowed the public to view the proposed design in relation to the surrounding landscape from different heights and positions and this greatly enhanced their understanding of the design.

Appendix A

Press Advert

This page is blank.

A9 Dualling

Draft Orders public exhibitions



Public exhibitions are being held on **17 and 18 January 2018** for three of the dualling projects which are part of the A9 Dualling Programme.

Locals and road users will be able to view our proposals for the Pitlochry to Killiecrankie, Glen Garry to Dalwhinnie, and Dalwhinnie to Crubenmore projects following publication of draft Orders and the Environmental Statement for each project in December 2017.

Transport Scotland officials and project design consultants will be on hand to discuss the design work and answer any questions.

For further information, please visit:
transport.gov.scot/a9dualling

Details of the public exhibitions are as follows:

Pitlochry to Killiecrankie project

Pitlochry Town Hall

Wednesday 17 January, 1pm – 7pm

Thursday 18 January, 10am – 3pm

Pitlochry Town Hall, West Moulin Road, Pitlochry PH16 5DR

Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects

Dalwhinnie Village Hall

Wednesday 17 January, 1pm – 8pm

Thursday 18 January, 10am – 3pm

Dalwhinnie Village Hall, Dalwhinnie PH19 1AB



Appendix B

Exhibition Poster

This page is blank.

A9 Dualling

Draft Orders public exhibitions



TRANSPORT
SCOTLAND
CÒMHDAIL ALBA



Public exhibitions are being held on **17 and 18 January 2018** for three of the dualling projects which are part of the A9 Dualling Programme.

Locals and road users will be able to view our proposals for the Pitlochry to Killiecrankie, Glen Garry to Dalwhinnie, and Dalwhinnie to Crubenmore projects following publication of **draft Orders** and the **Environmental Statement** for each project in December 2017.

Transport Scotland officials and project design consultants will be on hand to discuss the design work and answer any questions.

For further information, please visit:

transport.gov.scot/a9dualling

Details of the public exhibitions:

Pitlochry to Killiecrankie project

Pitlochry Town Hall

Wednesday 17 January, 1pm – 7pm

Thursday 18 January, 10am – 3pm

Pitlochry Town Hall, West Moulin Road,
Pitlochry PH16 5DR

Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects

Dalwhinnie Village Hall

Wednesday 17 January, 1pm – 8pm

Thursday 18 January, 10am – 3pm

Dalwhinnie Village Hall, Dalwhinnie PH19 1AB



Appendix C

Exhibition panels

This page is blank.



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.

The A9 Dualling Programme comprises of eleven projects including the recently completed Kincaig to Dalraddy project. This public exhibition presents the **draft Orders** and **Environmental Statements** for the following two projects, which are located in the Central Section of the A9 Dualling Programme between Glen Garry and Dalraddy.

- **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 Statements, Non-Technical Summaries and the draft Orders 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.

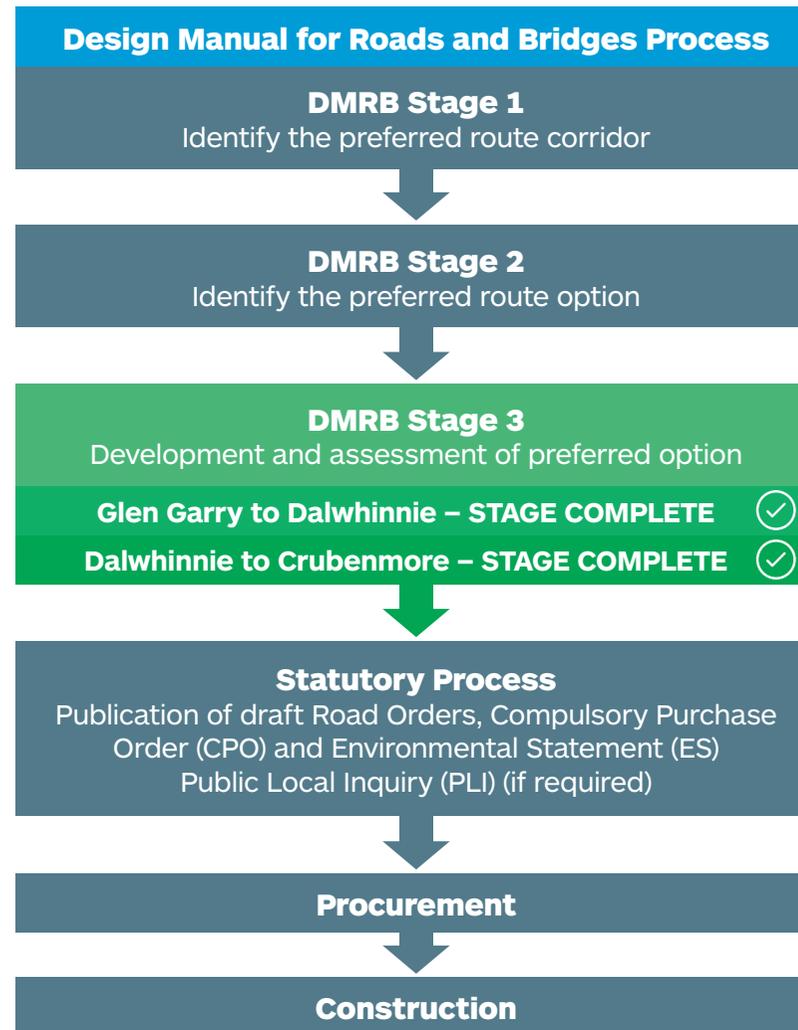
The preparation and development of trunk road projects follows the project assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#).

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.

Need for the scheme

The A9 is an important transport link which is used by a mix of 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 single carriageway 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 than average proportion of severe injury accidents. When incidents occur they can cause significant delays.



View looking north at Drumochter Pass within the Glen Garry to Dalwhinnie project



View looking south near Allt Garbh within the Dalwhinnie to Crubenmore project

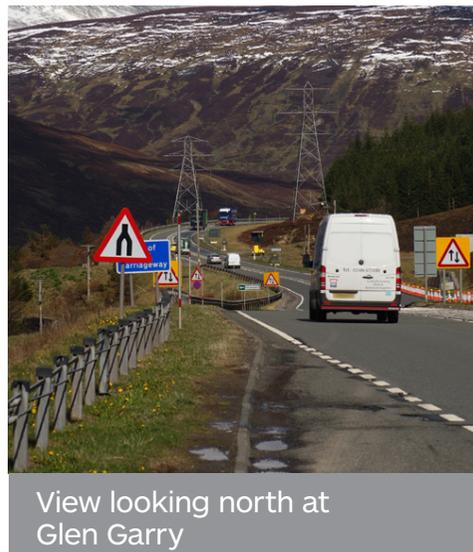


Scheme objectives

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.



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 A9 at Dalnaspidal

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).



Visualisation of the Drumochter enhanced lay-by

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 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.

i 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

Allt Coire Luidhearnaich

The Sow of Atholl or Meall an Dobharchain

Allt Coire Dhorchain

Boar of Badenoch or An Torc

Allt an Tuirc

INVERNESS

Pass of Drumochter

Doire Dhonaich Creagan

Coire Dubhaig

Dalnacardoch Forest

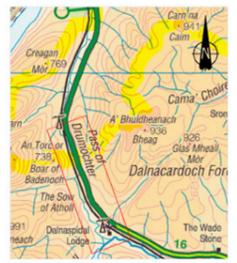
DALNASPIDAL

DALNASPIDAL JUNCTION

ALLT COIRE MHC-SITH UNDERBRIDGE

EXTENT OF PROJECT

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 / HEATH (INCLUDING VERGE)
	ACCESS TRACK		HIGHLAND MAINLINE RAILWAY		HEATHLAND
	NCN7		WOODLAND		PEAT RESTORATION AREAS
					SCATTERED TREES



Views from Highland Mainline Railway of the A9 will be partially screened by wet woodland interspersed with scattered tree planting in clumps.

Location for type A lay-by including wide segregation strip with footpath links to NCN7 routes.

Top and toe of embankment rounded to improve landform fit.

SuDS earthworks to be graded out to improve landform fit.

Wet scrub and shrubs including birch and willow to outer SuDS berms to screen from station cottages and improve landform fit.

Mixed native woodland reinforces existing conifer stand around school house to enhance screening and integration with adjacent landscape.

Mixed native woodland on embankment to integrate with adjoining landform.

Native woodland to embankment to integrate with SuDS basin berms.

REALIGNED NCN7

Structure with provision for mammal crossing.

Stone cladding to the western facade of the new Allt Coire Mhic-sith watercourse bridge.

Environmental protection fencing (including gated access where required).

Wet woodland to banks of drainage gullies to mimic natural vegetation patterns.

Wet shrub / scrub (wet heath) to feather edge of woodland planting to mimic natural vegetation patterns.

Dry heath and species rich grassland on re-profiled embankment to mimic existing vegetation patterns.

Native woodland to off-set woodland loss on earthworks, mimicking natural vegetation patterns.

Structure with provision for mammal crossing.

Structure with provision for mammal crossing.

Structure with provision for mammal crossing.

Structure with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Culvert with provision for mammal crossing.

Environmental protection fencing (including gated access where required).

Dry heath planting on re-profiled embankment to mimic existing vegetation patterns. Embankment modelled to form undulating slope with rounded top and toe.

Wet heath to watercourse creating natural transition with floodplain.

NCN7 realigned to fit with re-profiled roadside.

Environmental protection fencing (including gated access where required).

Peat restoration areas shall be capped with acrotelm peat turves and suitable vegetation, with seeding as required to enable habitat recovery.

Area of wet scrub / shrub reinstated and integrate with adjoining landform.

Roughly coursed stone faced finish to retaining wall.

Weather Post

ALLT A'CHAORAINN UNDERBRIDGE AND UNDERPASS

ENHANCED NORTHBOUND LAY-BY

ENHANCED SOUTHBOUND LAY-BY

PEDESTRIAN ACCESSIBLE CROSSING POINT

PEDESTRIAN ACCESS FROM LAY-BY TO CROSSING POINT AND NCN7

EMERGENCY SOUTHBOUND LAY-BY

Woodland edge and native woodland planted to mimic natural vegetation pattern and transition to wet heath.

Culvert with provision for mammal crossing.

Mosaic of wet scrub / shrub, and dry heath to open area.

Existing non-native coniferous shelterbelt and native woodland / scrub planting.

Existing non-native coniferous shelterbelt removed by proposed scheme embankment construction, replaced by native woodland and woodland edge mix.

Allt a' Chaorainn

Allt an Chaorainn

Fuar Mhonadh

Fuar Mhonadh

Fuar Mhonadh

Fuar Mhonadh

Fuar Mhonadh

Fuar Mhonadh

Fuar Mhonadh

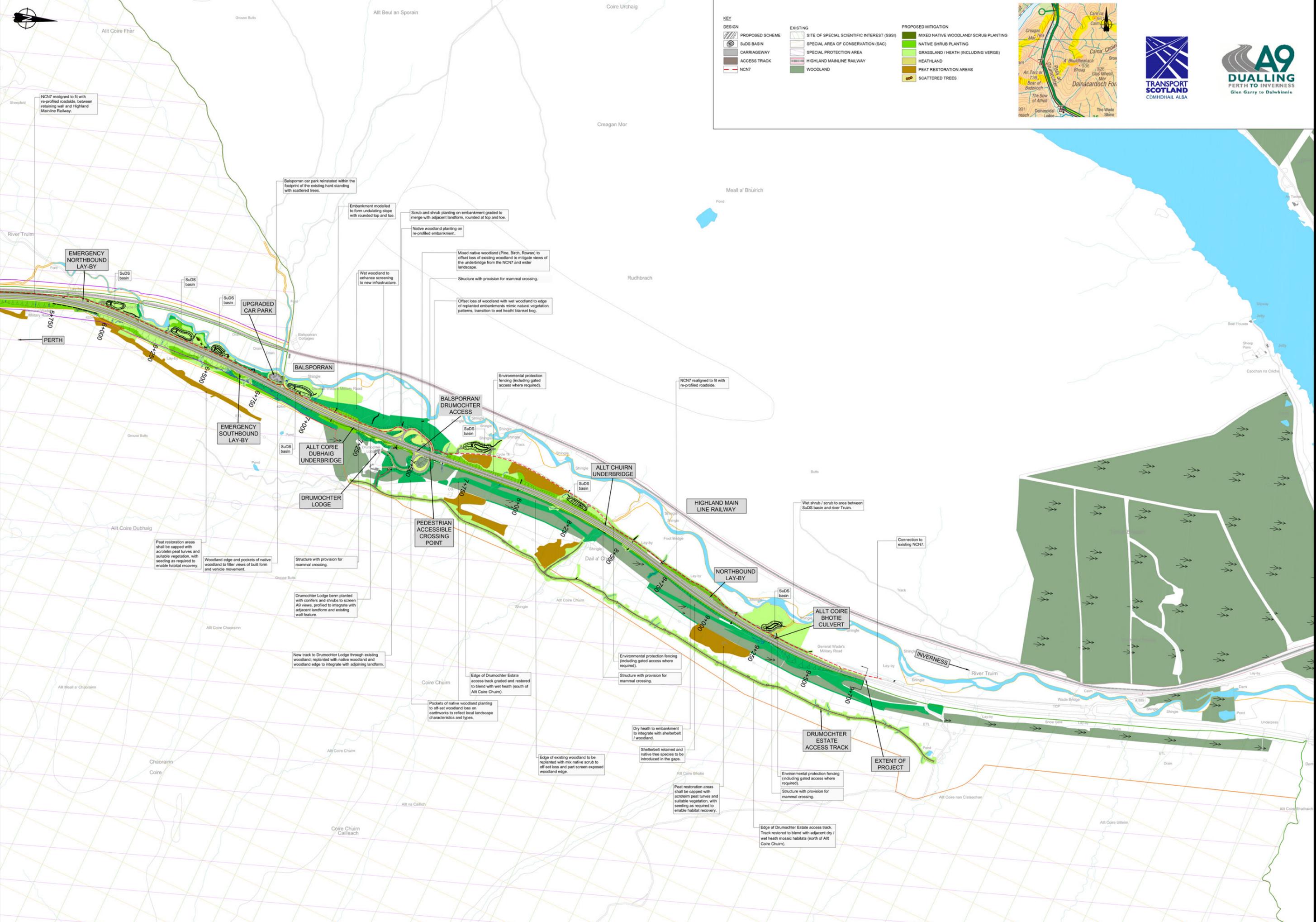
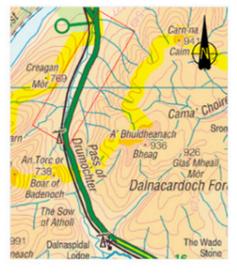
Fuar Mhonadh

Fuar Mhonadh

PERTH



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 / HEATH (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.

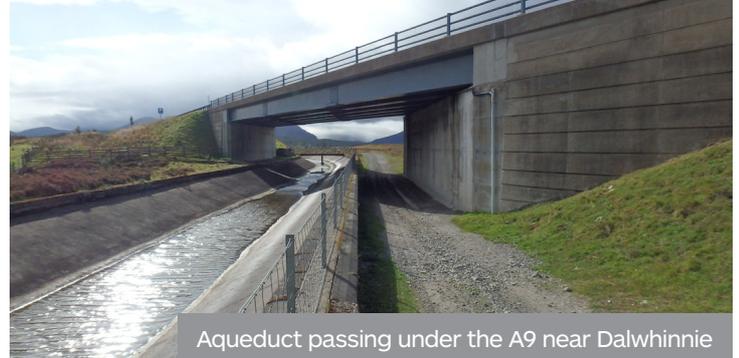
Grade-separated junctions

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. The second is on the **southbound carriageway at Cuaich**, which provides access to the Loch Cuaich dam/aqueduct and access to the Sustainable Drainage System (SuDS) basin. 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



Aqueduct passing under the A9 near Dalwhinnie

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 landowner safe access 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.



Visualisation image of proposed A9 and Dalwhinnie junction



Visualisation of the River Truim Bridge in Dalwhinnie junction

Lay-bys

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

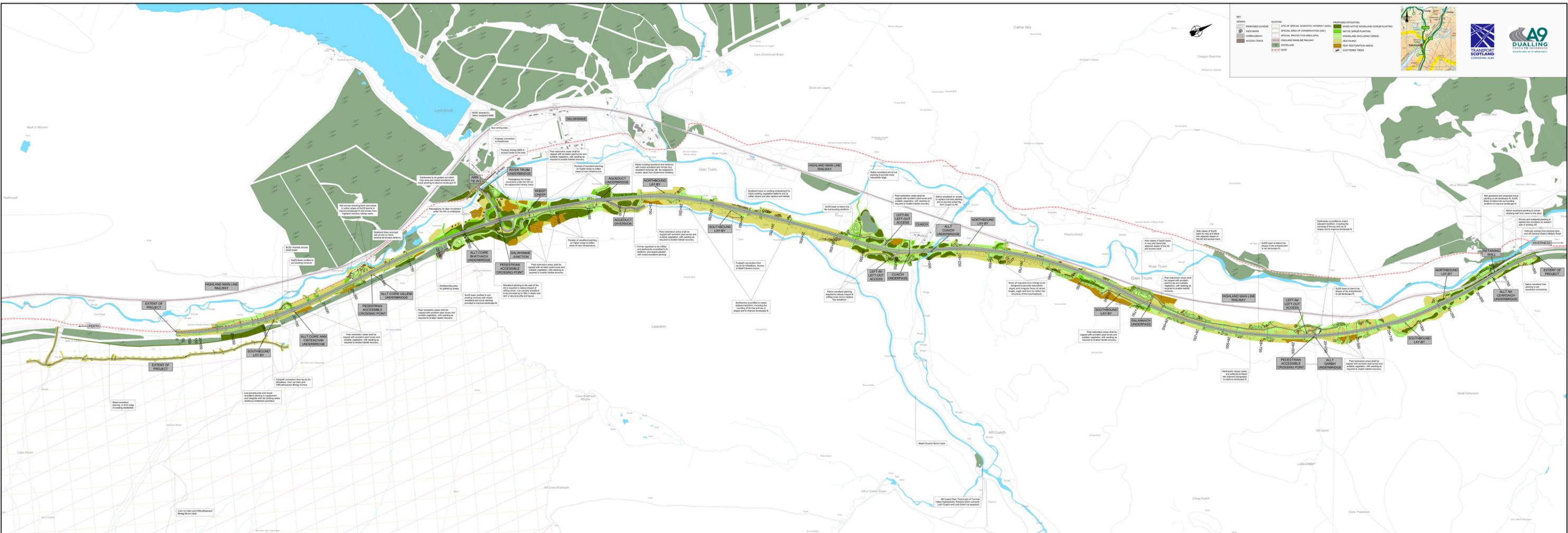
The lay-bys will be separated from the carriageway by a wide segregation island and each will provide a maximum of 100 metres length for parking. Two of the southbound lay-bys will provide a footpath connection to established hillwalking routes.

Non-Motorised Users (NMUs)

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



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.



Protection of the environment

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

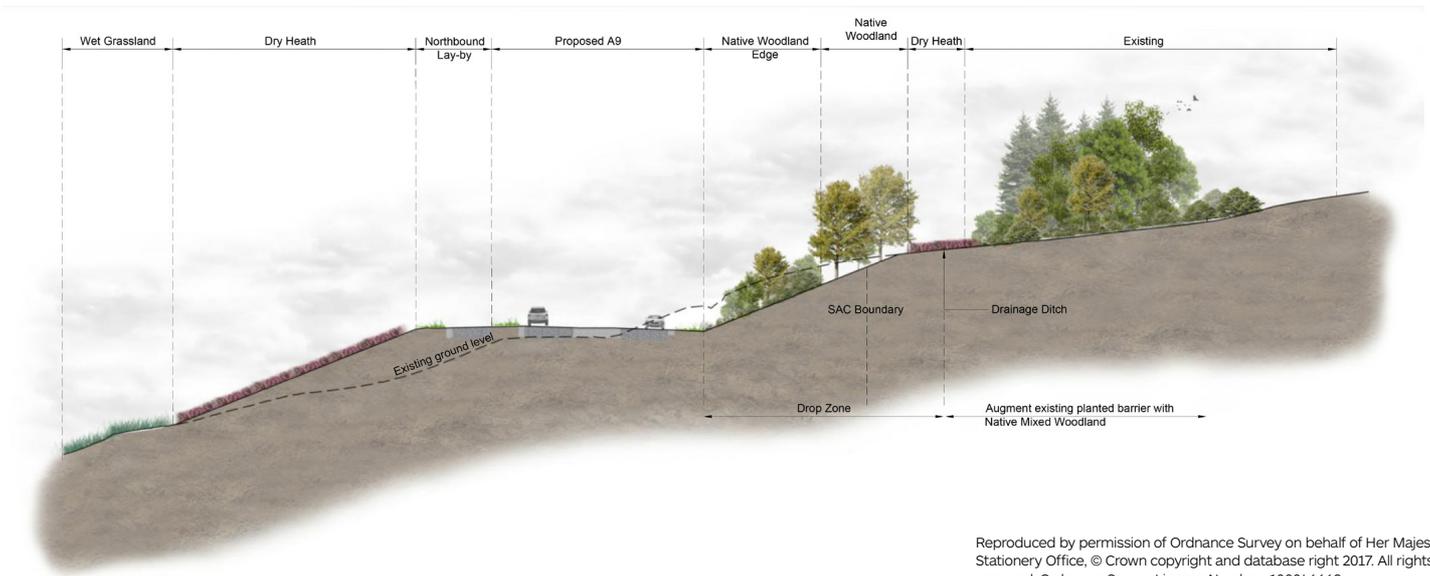
The design of each project has therefore been informed by environmental constraints, including the ecological, physical and historic environment, local communities and landowners, and the current or planned future use of the environment.

Throughout the design we have included a range of primary mitigation measures to reduce or avoid impacts where possible. Where this has not been possible, mitigation measures have been included.

The mitigation 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.

SPACE FOR EXTRA PARA OF TEXT IF REQUIRED

Typical landform mitigation cross-section



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



Elevated view of Drumochter Pass



View looking south across the River Truim and Drumochter Hills



Winter in Drumochter

Environmental Impact Assessment (EIA)

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.

To inform the EIA process, extensive consultation was carried out with statutory consultees. These included:

- Perth and Kinross Council (PKC)
- The Highland Council (THC)
- Cairngorms National Park Authority (CNPA)
- Historic Environment Scotland (HES)
- Scottish Natural Heritage (SNH)
- Scottish Environment Protection Agency (SEPA)

Consultation was also undertaken with non-statutory consultees, interested parties and community councils.

Consultation throughout the design and assessment process has resulted in a design that aims to reduce environmental impact through careful design and avoidance of sensitive features wherever possible.



Copies of the Environmental Statements are available to view here today. Copies of the Non-Technical Summaries are also available for you to take away.



TRANSPORT
SCOTLAND
CÒMHDAIL ALBA

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 Protected 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**
CÒMHDAIL ALBA

Environmental design and mitigation

Each project involves the upgrade of an existing road rather than the construction of a new one, which helps to limit the potential for adverse environmental impacts. However, the projects pass through a rural landscape which includes some environmentally sensitive and protected areas.

Throughout the design, primary mitigation measures have been embedded within the design to reduce or avoid the impacts wherever possible. Some examples of environmental mitigation measures include:

- Ledges included in culverts to allow mammals to move under the new carriageway safely, and improving 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.

Secondary mitigation

Where primary mitigation was not possible, the Environmental Statement presents secondary mitigation commitments. These include:

- 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 will be carried out in a manner that will minimise disruption for travellers and residents. However, some traffic management measures will be necessary.

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 water courses, 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.



A9 Dualling draft Orders public exhibitions

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 at this public exhibition. 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** are also available to view for each project 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 Statement 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



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

What happens next?

The **draft Orders** and **Environmental Statements** for the 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 Statement can be viewed 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



