



TRANSPORT
SCOTLAND
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DUALLING
PERTH TO INVERNESS

Crubenmore to Kincaig

A9 Dualling

Crubenmore to Kincaig project

Draft Orders public exhibitions

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

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 Statement** for the Crubenmore to Kincaig project.

Information on the following panels includes details of the project and an explanation of the statutory processes that have been followed.

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



i Copies of the **Environmental Statement Non-Technical Summary** are available for you to take away. Copies of the **Environmental Statement, Non-Technical Summary** and the **draft Orders** can be found on the project website (details below).

Further information and the draft Orders can be found on the project website:
transport.gov.scot/project/a9-crubenmore-kincaig



Assessment process

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

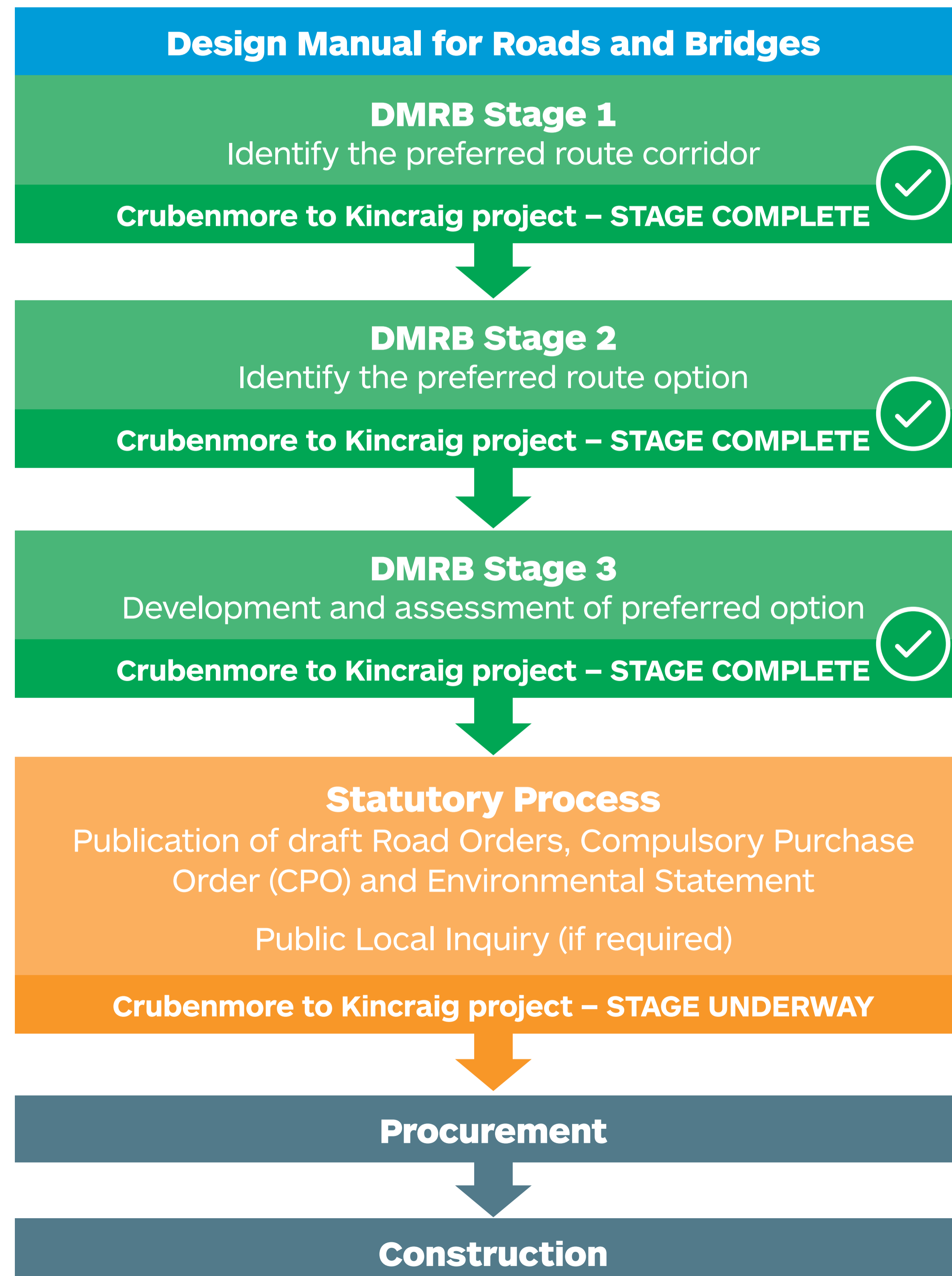
The preparation and development of trunk road projects follows the project assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#).

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 affected by the project as well as interested groups.

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

The [DMRB Stage 2 Assessment](#) identified the preferred route option for the Crubenmore to Kincaig project in 2017.

Following consultation with landowners, tenants, local communities, residents, stakeholders and other interested parties, the design has been developed to a stage where a sufficient level of project detail is available to assess the impacts, establish the land requirements and to progress the statutory processes.



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 summer months and holiday periods.

Along this section 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 has resulted in a higher than average proportion of severe injury accidents. When incidents occur, they can cause severe delays.



Looking north near Spey bridge



Entrance to Kingussie from A9

Scheme objectives

The development of the Crubenmore to Kincaig project 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.



A9 north of Ruthven Road



A9 south of Inverton Burn

Crubenmore to Kinraig project

The existing 16.5km of single carriageway between Crubenmore and Kinraig will be upgraded to a dual carriageway, providing safe and guaranteed overtaking opportunities in both directions.

Grade-separated junctions

The project includes two compact grade-separated junctions at **Newtonmore** and **Kingussie**, to accommodate access to and from the A9 to both northbound and southbound traffic, and connects to the B9150 to the south of Newtonmore and the A86 and B9152 north of Kingussie.

Left-in/left-out junctions

To improve safety, direct accesses onto the A9 will generally be closed. However, three left-in/left-out junctions will be retained on the northbound side. The first is at **Ralia**, which provides access to properties and businesses. The second, at **Nuide Farm**, retains the existing local road access and the road will be improved with additional passing places. The third left-in/left-out junction retains the existing direct access at **Mains of Balavil** and provides access to **Balavil Estate**.

Structures and drainage

The A9 crosses the A86 trunk road, the B970, the Highland Main Line railway, the River Spey and six other major watercourses. In each case, the existing structure will be replaced or upgraded to

accommodate the wider dual carriageway. In addition, there is a new underpass associated with the compact grade-separated junction at **Newtonmore**.

The drainage design includes 29 new culvert crossings, and 15 Sustainable Drainage System (SuDS) detention basins.

Lay-bys

Ten new lay-bys are proposed, five on the northbound carriageway and five on the southbound carriageway. The lay-bys will be separated from the carriageway by a wide segregation island.

Non-Motorised Users (NMUs)

Various measures are included to maintain and enhance routes for Non-Motorised Users (NMUs) including pedestrians, cyclists and equestrians.

There is also 12km of new access roads/tracks that maintain access for landowners and provide access to SuDS basins and areas of new woodland planting.



Proposed A9 Newtonmore junction



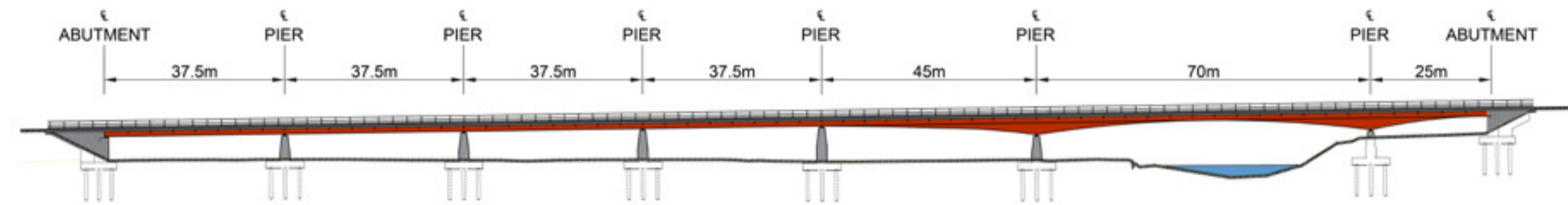
Proposed A9 Kingussie junction

i Plans of the proposed route are available to view at this exhibition. Please speak to a member of our team if you need any assistance or have any questions.

River Spey bridge

A new dual carriageway bridge will be provided, crossing the River Spey and Insh Marshes offline to the east of the existing 138 metre long bridge. The existing bridge will be removed following construction of the new River Spey bridge.

The development process has considered the environmental importance of the **River Spey corridor** and the **Insh Marshes National Nature Reserve**.



New River Spey bridge indicative span arrangement

The proposed 290 metre long bridge form sits low in the landscape, replaces the existing 138 metre long span bridge and takes account of the following:

- **River channel:** The longer bridge span will partially restore natural conditions by reducing the extent of the embankment close 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 (Special Areas of Conservation, Special Protection Areas, Ramsar):** The increase in bridge length avoids embankment encroachment in the Natura sites.
- **Engineering:** The best bridge location on a straight gradient avoiding the sag curve (low point) on the south approach.
- Access track provision under north end span.
- Low bridge chosen to reduce impact on local receptors including Ruthven Barracks.



Existing River Spey bridge, Kingussie



Visualisation of the proposed River Spey bridge

Protection of the environment

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

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

We have included a range of design measures to reduce or avoid impacts where achievable. Where this has not been possible, further mitigation measures are included.

The mitigation measures that have been developed have considered the environment in the vicinity of the route, building on the strategic environmental and design work carried out for the wider A9 Dualling Programme, to provide a consistent approach.



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.

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

- **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.

We have also gathered information and feedback from consultation with local landowners, residents and local communities.

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.



1. Balavil beech trees; 2. River Spey, Kingussie; 3. Archaeology at Raitts Cave, 2017; 4. Winter at Ralia Cafe; 5. River Spey flooding, October 2015; 6. Cyclist on National Cycle Network Route 7.

 Copies of the **Environmental Statement** are available to view here today. Copies of the **Non-Technical Summary** are also available for you to take away.

Environmental Impact Assessment (EIA)

The Environmental Impact Assessment (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 Glentruim, Ralia, Newtonmore, Kingussie and Lynchat. Private properties. Estates, such as Phoinies, Ralia, Ruthven and Balavil. 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 (Route 7). Equestrian routes. 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 Lochan an Tairbh kettlehole, alluvial fan deposits and associated river systems. 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 Inverton Burn, Allt Eoghainn, Allt Cealgach and Raitts Burn. Flood risk. Water quality which could be affected by run-off from the road surface and accidental spillages.
Ecology and nature conservation	<ul style="list-style-type: none"> Designated sites including the River Spey-Insh Marshes designations, which include Ramsar, Special Areas of Conservation (SAC), Special Protection Areas (SPA), Sites of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). Protected species such as otter, Atlantic salmon, Arctic charr and bats. Sensitive habitats including wetlands and Ancient Woodland.
Landscape and visual	<ul style="list-style-type: none"> The landscape within the Cairngorms National Park. Views experienced to and from the A9, including local roads and Non-Motorised User (NMU) routes, properties and outdoor public areas.
Cultural heritage	<ul style="list-style-type: none"> Historic buildings including Ruthven Barracks and Raitts Cave scheduled monuments and the listed memorial to MacPherson. Areas of archaeological potential.
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 consumption and depletion of natural resources, greenhouse gas emissions and management of waste.

Environmental design and mitigation

The Crubenmore to Kincaig project involves the widening of an existing road which helps to limit the potential for adverse environmental impacts. However, the project passes through a rural landscape in the Cairngorms National Park and a number of highly designated areas for nature conservation.

Therefore, in addition to design measures taken to avoid or reduce the impacts, the **Environmental Statement** also details the project's mitigation commitments which are necessary to protect the environment.

Mitigation measures embedded within the design to reduce or avoid impacts 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 where possible.
- Reduction of peat habitat excavations, for example by the development of a compact design for the Newtonmore grade-separated junction.
- Sustainable Drainage Systems (SuDS) to treat road surface run-off discharging into the water environment.
- The removal of at-grade crossing on the A9 to improve Non-Motorised User (NMU) connectivity.

Further mitigation

Where mitigation through design was not possible, the Environmental Statement presents further mitigation commitments. These include:

- Use of best practice construction methods to control noise, dust and water environment pollution, and to ensure that timing of works is restricted during sensitive periods or at night-time.
- Use of low noise road surface along the length of the project and provision of acoustic barriers where required.
- Peat restoration areas.
- Habitat restoration and creation.
- Landscape planting to screen the new carriageway from properties.
- Compensatory flood storage areas.

The project also includes the creation of new wetland habitat at **Dellmore of Kingussie** and mitigation measures to avoid the scheduled ancient monument, **Raitts Cave**.



Example of temporary sediment lagoon



Example of culvert with mammal ledges



Example of Sustainable Drainage System (SuDS)

Construction

Construction can only start following completion of the statutory processes. 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 the 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. For example, **across the Insh Marshes east of Kingussie**.

If you wish further information regarding the typical approach anticipated for parallel widening of the carriageway at any particular location, please speak to a member of the team.

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 and road users, 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 some 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, with any closures advertised well 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 discharge lagoons.
- The works are expected to take approximately three and a half years to complete.

Further consultation

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



Draft Orders and Environmental Statement

Plans showing the **draft Orders** and **Environmental Statement** for the Crubenmore to Kincaig project 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 project.

The draft Orders and the Environmental Statement, along with all of the exhibition materials on display here today, are also available to view on Transport Scotland's website:

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

Copies of the draft Orders and Environmental Statement are also 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

Highland Council Service Centre

Town House, Castle Street, Inverness IV1 1JJ

Telephone: 01348 886606

Monday to Friday: 9am – 5pm, except **Wednesday:** 10am – 5pm

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



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What happens next?

The **draft Orders** and **Environmental Statement** for the Crubenmore to Kincaig project were published on **4 September 2018**. This marked the start of the statutory processes.

There is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

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

The statutory six-week period for the draft Orders and Environmental Statement will end on:

16 October 2018

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

transport.gov.scot/a9dualling

Your comments

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland, by **16 October 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**

Any information we collect in this manner will only be used by Transport Scotland to consider objections to the draft Orders. Transport Scotland and their consultants, CH2M Fairhurst Joint Venture (CFJV) will contact objectors with a view to resolving their objection if possible. Your information will not be shared with any partners for marketing purposes.

For more information on how we process personal information please visit:

transport.gov.scot/privacy-policy