Crubenmore to Kincraig project – welcome

A9 DUALLING
PERTH TO INVERNESS
Crubenmore to Kincraig

Over the last year Transport Scotland has held a series of public exhibitions along the A9 to help inform the development of route options for the projects which are part of the A9 Dualling Programme.

Today's exhibition for the Crubenmore to Kincraig project follows other central section exhibitions held in 2015 for the Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects.

Construction of the nearby section between Kincraig and Dalraddy, the first section to be dualled, began this summer, and is expected to be completed in summer 2017.

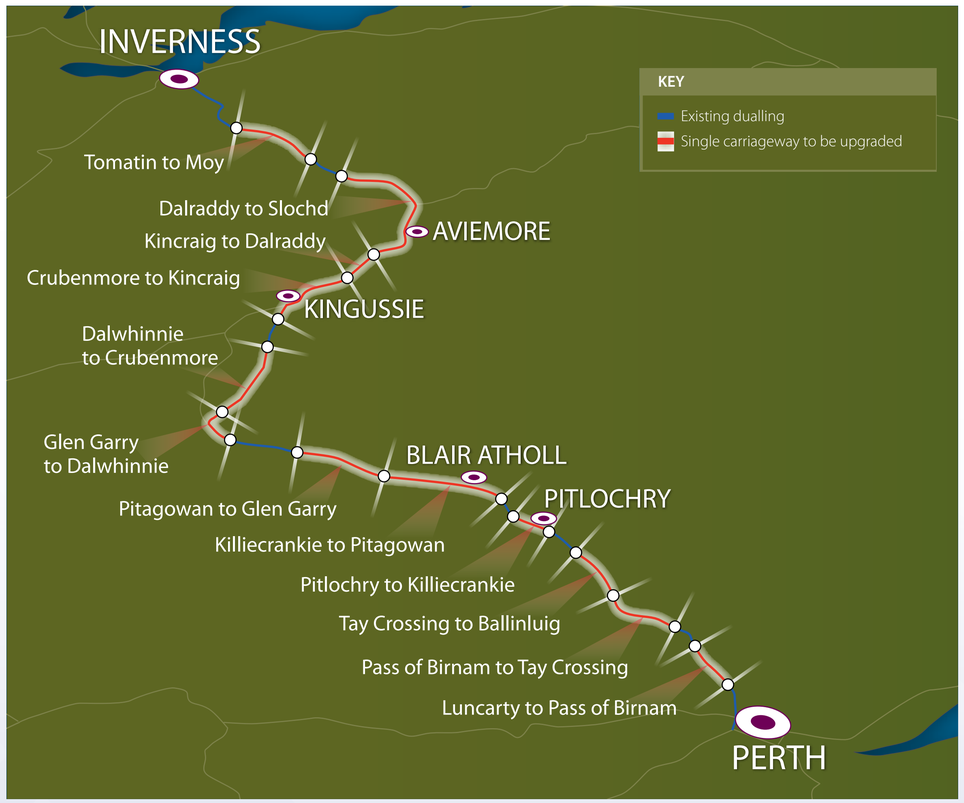
We are presenting the work carried out to develop options for the new dual carriageway between Crubenmore and Kincraig, and also providing information about potential junction arrangements and example River Spey bridge options.

We would like to receive public feedback on the options developed by our consultants CH2M Fairhurst Joint Venture (CFJV), to help inform the ongoing development and assessment of the dualling proposals. In particular, we would appreciate your views on the following:

- Any local features or constraints that you think may be important for us to know
- How the different options may affect you
- Any other options that you think we should consider.

Please feel free to discuss any questions you have with a member of our team. It will also assist us in our assessment work if you could complete the feedback form available at this exhibition, or on the project website.

Newtonmore and Kingussie from Creag Dubh



ch2m. FAIRHURST

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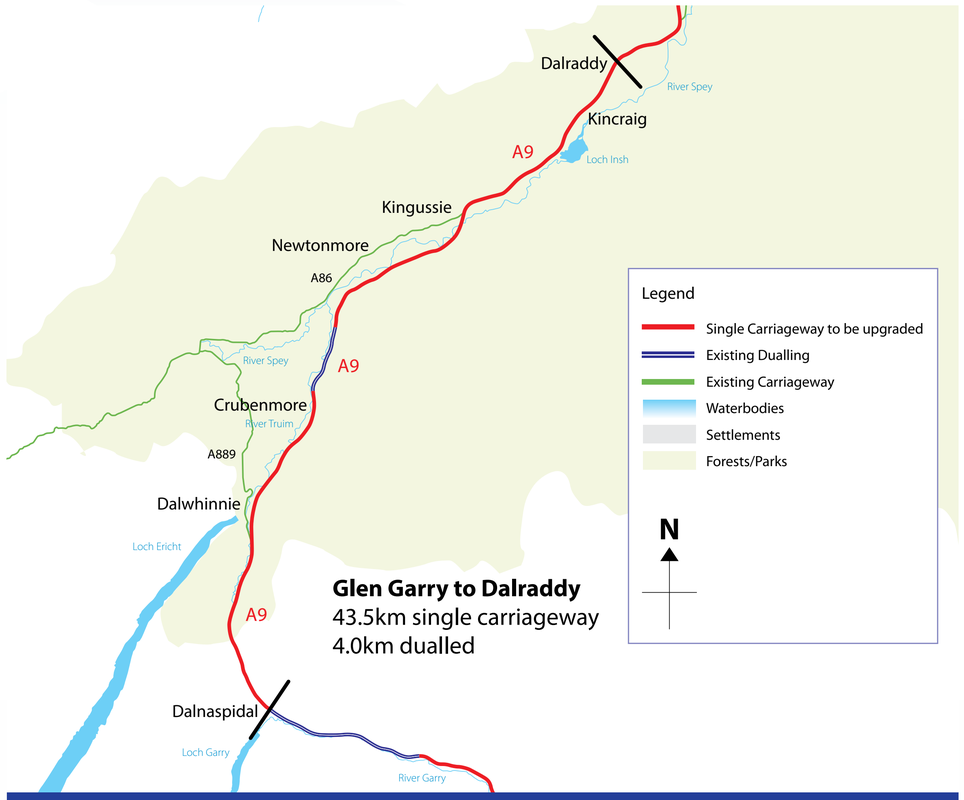
Programme objectives

The A9 Dualling Programme objectives are:

- To improve the operational performance of the A9 by:
  - reducing journey times
  - improving journey time reliability
- To improve safety for both motorised and Non-Motorised Users (NMUs) by:
  - reducing accident severity
  - reducing driver stress
- To facilitate active travel
- To improve integration with public transport facilities.

Ruthven Barracks near the A9



A9 Dualling Programme central section

Route options development

We are following the normal procedures for trunk road scheme development, progressing through the Design Manual for Roads and Bridges (DMRB) Stage 2 process.

Options have been developed based on an all-purpose dual carriageway running along the line of, or parallel to, the existing A9.

We carried out reviews to reduce the potential for environmental impacts on local points of interest such as scheduled monuments e.g. Raitt's Cave, listed buildings and all other protected or designated sites.

This work highlighted where the dualling options could be located, parallel to the existing A9, the Highland Mainline Railway and River Spey, either to the northbound or southbound side of the existing A9, to ensure that any negative impacts on the route corridor are limited.

These panels provide further information on the options under consideration. Information on options discounted at this stage is also available at this exhibition.

Local feedback from ongoing consultation, including this exhibition, will be considered as part of the DMRB Stage 2 assessment, which will support identification of the preferred route option for the Crubenmore to Kincraig project.

Design Manual for Roads and Bridges Process

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

DMRB Stage 2
Route option assessment and identification of preferred option

DMRB Stage 3
Development and assessment of preferred option

Statutory Process
Publication of Draft Road Orders, Compulsory Purchase Order and Environmental Statement

Procurement

Construction

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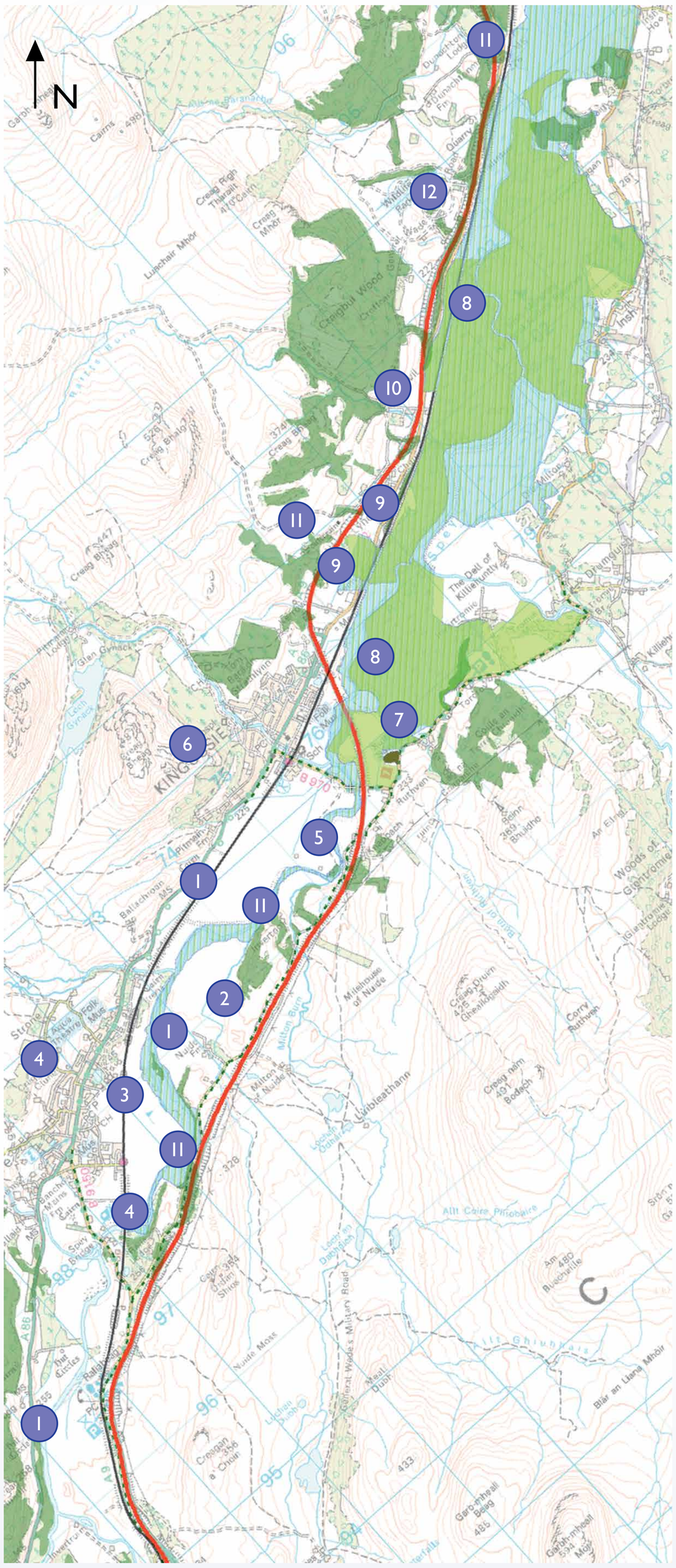
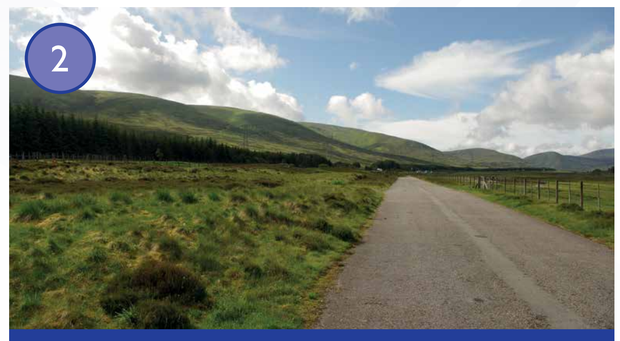
Constraints

The route options have been developed taking into consideration the constraints on the route design identified throughout the route corridor, which includes those shown here.



River Spey Special Area of Conservation (SAC)



Non-Motorised User route(s) including National Cycle Network (Route 7)

Highland Mainline Railway

Ralia and Newtonmore

Lochan an Tairbh

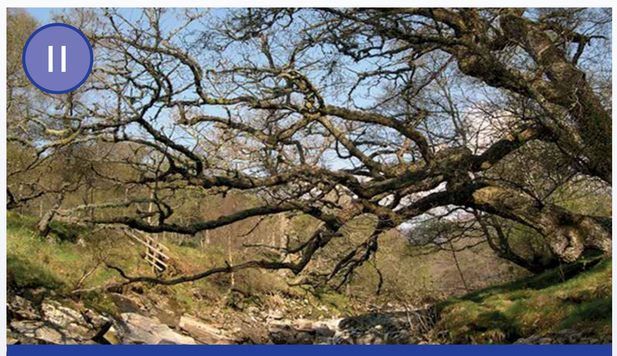
Kingussie

Ruthven Barracks

River Spey and Insh Marshes Ramsar site, flood plain and RSPB National Nature Reserve

Laggan Crofts and Lynchat

Scheduled monuments e.g. Raitt's Cave and listed buildings (particularly around Balavil) e.g. Memorial to MacPherson Obelisk



Areas of ancient woodland

Highland Wildlife Park

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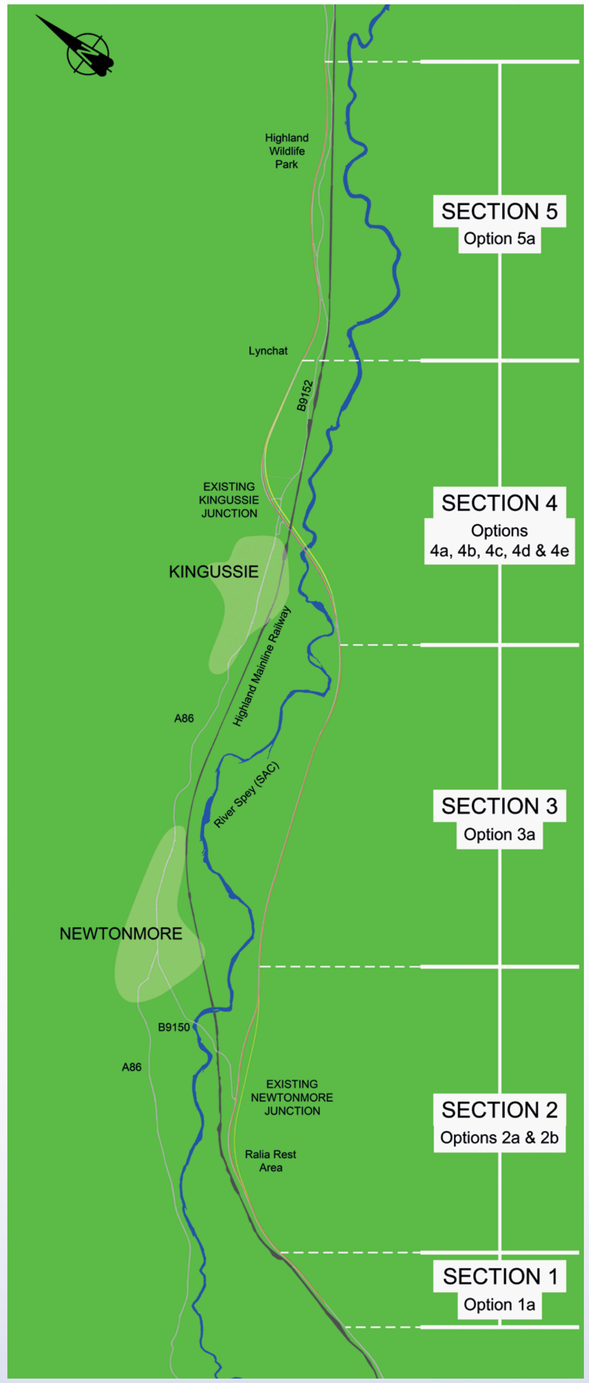
Dual carriageway options



We have divided the project extent into five sections to assist project development. The adjacent map shows the sections of the route. There are a number of options within each section, as follows:

- Section 1 is 0.8km long (Option 1a)
- Section 2 is 3.8km long (Option 2a and 2b)
- Section 3 is 4.2km long (Option 3a)
- Section 4 is 3.9km long (Option 4a, 4b, 4c, 4d and 4e)
- Section 5 is 3.7km long (Option 5a)

The options will be assessed separately, and the preferred route for the project will be identified by joining together the preferred alignment option from each of the five sections.

Each of the options are shown in more detail on the following panels.

Dual carriageway section 1

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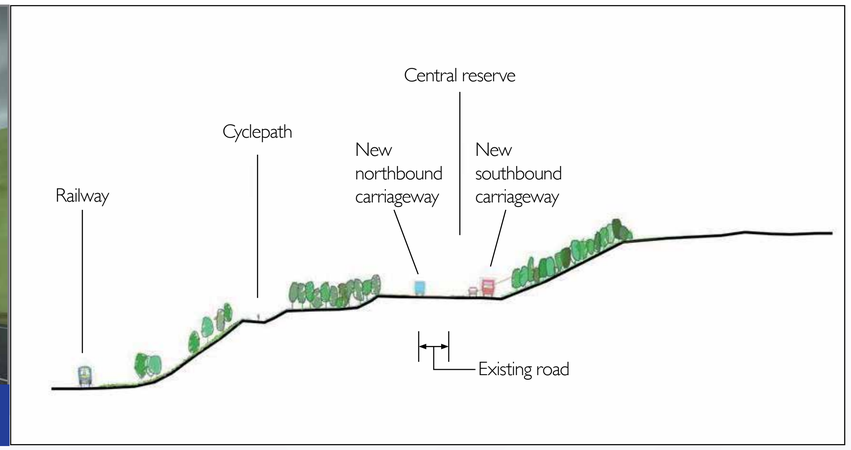
This section is approximately 0.8km long from the tie-in with the existing Crubenmore dual carriageway, and stretching between Glen Truim and the Ralia Café and picnic area. There is limited opportunity to widen to the west of the existing A9 due to the proximity of the Highland Mainline Railway, National Cycle Network (Route 7) and the River Truim and its flood plain.

Therefore we are considering a single option for the new dual carriageway which involves widening to the east of the existing A9. This area has fewer constraints as it features open moorland and native pinewood plantations on the upper slopes of Creagan a Choin, at some distance from the A9.

Option 1a – widening to the east of the existing A9

- Proposed northbound carriageway using the existing A9 where possible
- Proposed southbound carriageway provided east of the existing A9.

Driver's eye view of Tom na Crualaich cutting northbound at Glen Truin



Plans of this option are available for viewing at this exhibition.

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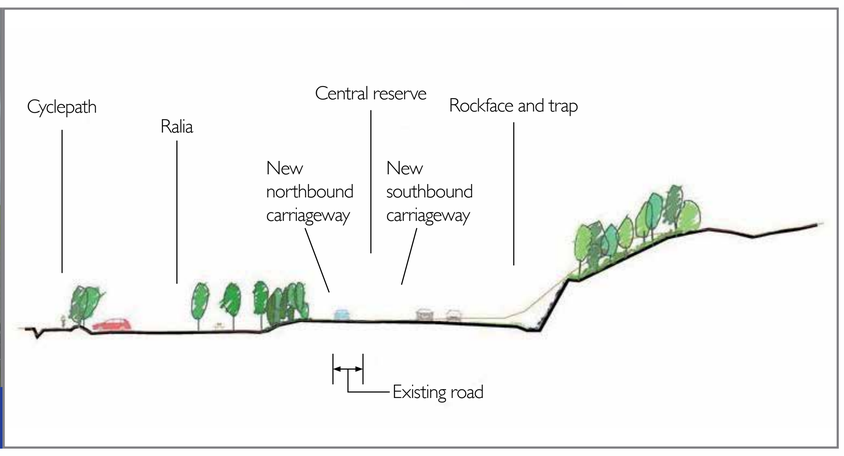
Dual carriageway section 2

Section 2 is approximately 3.8km long, stretching past Ralia and the B9150 junction which provides access to Newtonmore. Two options are under consideration. Both lie to the east of the existing A9 and consider the following constraints: the Highland Mainline Railway, National Cycle Network (Route 7), Ralia properties and the B9150 (Newtonmore), U3011 (Ralia Café) road and U3063 (Nuide Farm/Ralia Lodge) road.

Option 2a – widening to the east of the existing A9

- The proposed northbound carriageway would follow the line of the existing A9
- Proposed southbound carriageway would be provided to the east of the existing A9
- Large central reserve for improved visibility.

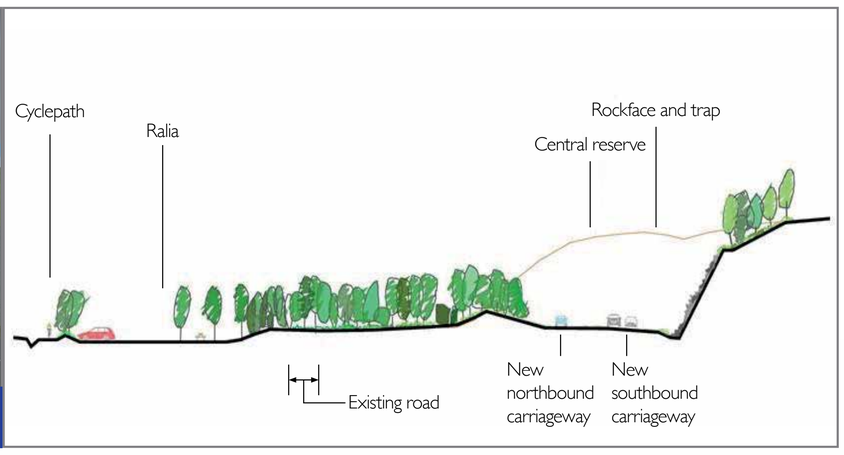
Driver's eye view towards Ralia rock cut northbound



Option 2b – offline option located approximately 30 metres to the east of the existing A9

- Proposed northbound and southbound carriageway provided to the east of the existing A9
- Large central reserve for improved visibility
- The unused part of the existing A9 would be landscaped.

Driver's eye view towards Ralia rock cut northbound



Plans of this option are available for viewing at this exhibition.

Dual carriageway section 3

This section is 4.2km in length and is located on the near straight section of the A9 between Ralia and Kingussie, the River Spey Bridge and Insh Marshes.

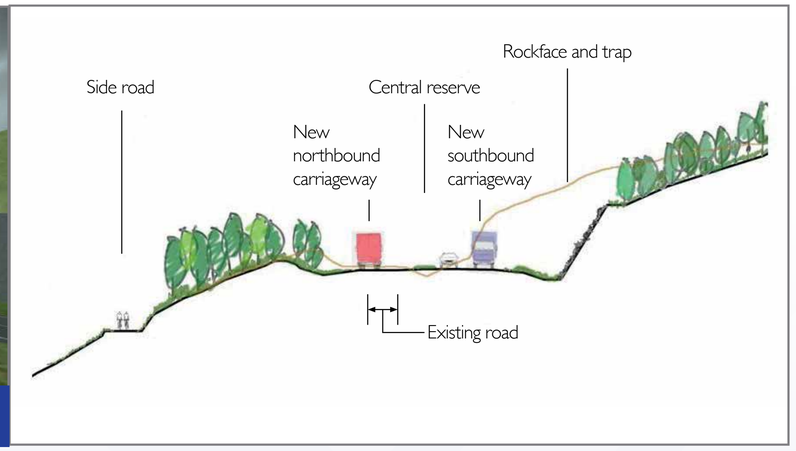
A single option is being considered between Ralia Lodge and the B970 underbridge, which generally involves widening to the east of the existing A9.

This section crosses the Burn of Inverton and is constrained by the River Spey Special Area of Conservation (SAC) and the U3063 (Nuide Farm/Ralia Lodge) unclassified road to the northbound side.

Option 3a – widening to the east of the existing A9

- Proposed northbound carriageway using the existing A9 where possible
- Proposed southbound carriageway provided east of the existing A9
- This alignment avoids Lochan an Tairbh.

Driver's eye view towards Ralia rock cut northbound at Braes of Nuide



Plans of this option are available for viewing at this exhibition.

Dual carriageway section 4

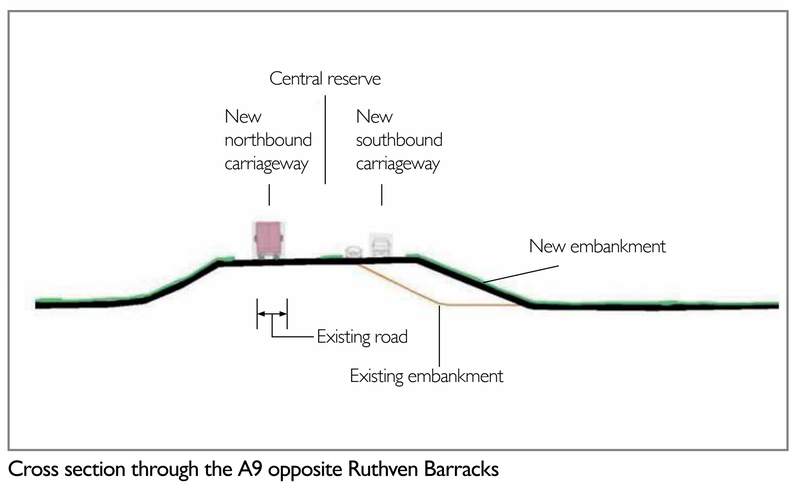
The complexities of this section are presented in more detail on the River Spey and Insh Marshes exhibition panels.

This section is 3.9 km long and is located between the B970 Ruthven Road and the settlement of Lynchat. It spans the protected Insh Marshes flood plain Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site, Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

There are five options under consideration; one to the west and four to the east of the existing A9.

Option 4a – online adjacent widening to the east at the River Spey

- The proposed northbound carriageway would follow the line of the existing A9
- The proposed southbound carriageway would be to the east, but adjacent to the existing A9
- Allows for retention of existing embankment on a slightly wider footprint
- Allows for the potential retention of existing bridge by widening it to accommodate the southbound carriageway over the River Spey.



Cross section through the A9 opposite Ruthven Barracks

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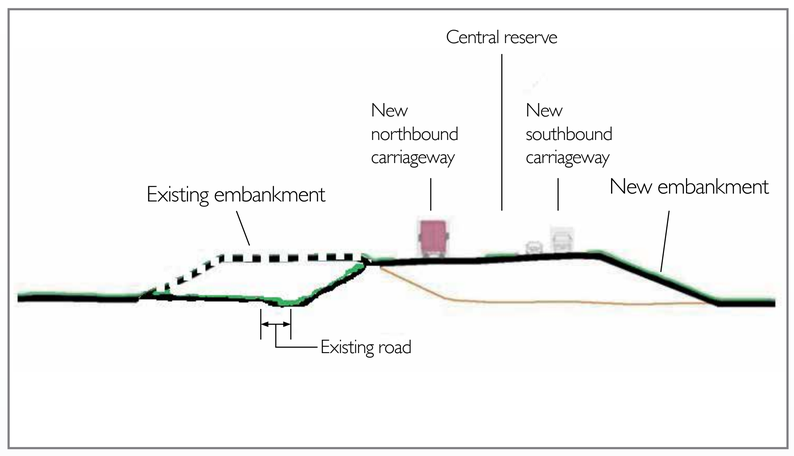
Option 4b – offline dual carriageway to the east at the River Spey

- The proposed northbound and southbound carriageways would be provided approximately 30 metres to the east of the existing A9
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, which may be longer than the existing bridge
- The existing embankment and bridge at the River Spey would be removed



Cross section through the A9 opposite Ruthven Barracks

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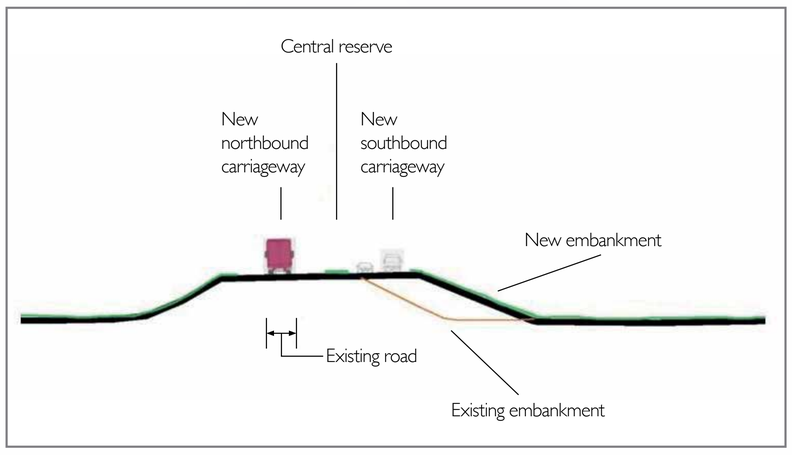
Plans of this option are available for viewing at this exhibition.

Dual carriageway section 4 (continued)

Option 4c – online parallel widening to the east at the River Spey

- The proposed southbound carriageway would be to the east, but adjacent to the existing A9
- The proposed northbound carriageway would follow the line of the existing A9
- Allows for retention of existing embankment on a wider footprint
- Allows for the potential retention of existing bridge for the northbound carriageway, although it may be replaced
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, for the southbound carriageway, which may be longer than the existing bridge.



Cross section through the A9 opposite Ruthven Barracks

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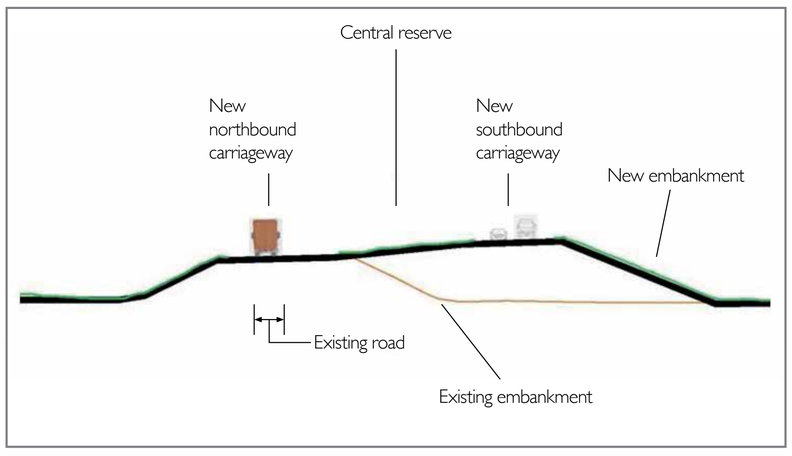
Option 4d – offline single carriageway to the east at the River Spey

- The proposed northbound carriageway would follow the line of the existing A9
- The proposed southbound carriageway would be provided approximately 30 metres to the east of the existing A9
- Allows for the potential retention of existing bridge for the northbound carriageway, although it may be replaced
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, for the southbound carriageway, which may be longer than the existing bridge.



Cross section through the A9 opposite Ruthven Barracks

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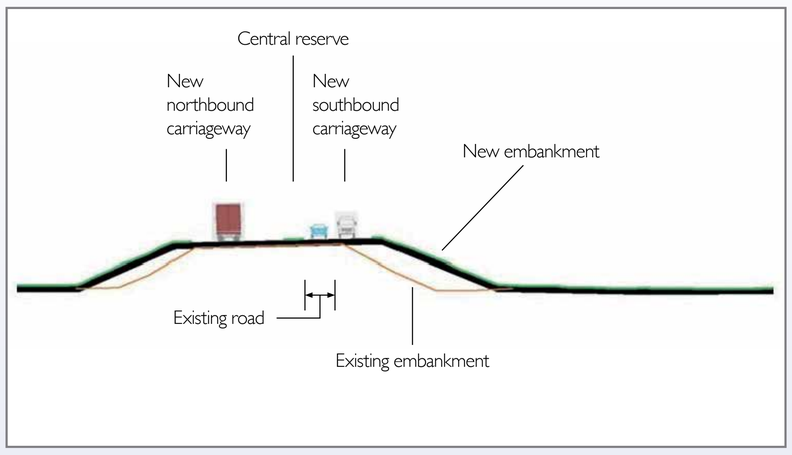
Option 4e – online adjacent widening to the west at the River Spey

- A new northbound carriageway would be provided to the west, but adjacent to the existing A9
- Allows for retention of existing embankment on a slightly wider footprint
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, which may be longer than the existing bridge
- Allows for the potential retention of the existing bridge for the southbound carriageway, although it may be replaced.



Cross section through the A9 opposite Ruthven Barracks

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Plans of this option are available for viewing at this exhibition.

Dual carriageway section 5

This section is approximately 3.7km long and located between Lynchat and the Highland Wildlife Park. This section connects to the Kincraig to Dalraddy project, which widens the A9 to dual carriageway mostly to the west of the existing A9.

A single option is being considered between Lynchat and the Highland Wildlife Park underbridge, which generally involves widening to the west of the existing A9.

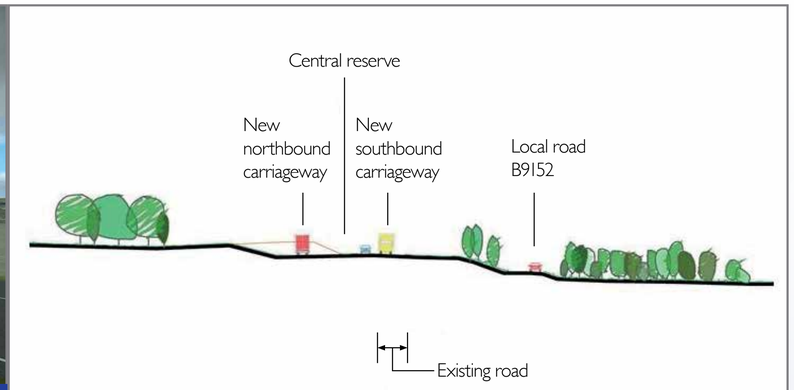
In this area, the Lynchat settlement is close to the A9 to the east, and the Balavil properties are close to the A9.

This section is further constrained by the B9152 and Highland Mainline Railway to the east, which runs parallel to the A9 over the full length of the route.

Option 5a – widening to the west of the existing A9

- Option avoids direct impact on the Raitt's Cave, the listed Memorial to MacPherson Obelisk and graveyard
- The alignment also avoids direct impact on the Insh Marshes Special Area of Conservation (SAC).

Driver's eye view of the Cairngorms and Insh Marshes north of Balavil



Plans of this option are available for viewing at this exhibition.

Newtonmore potential junction options

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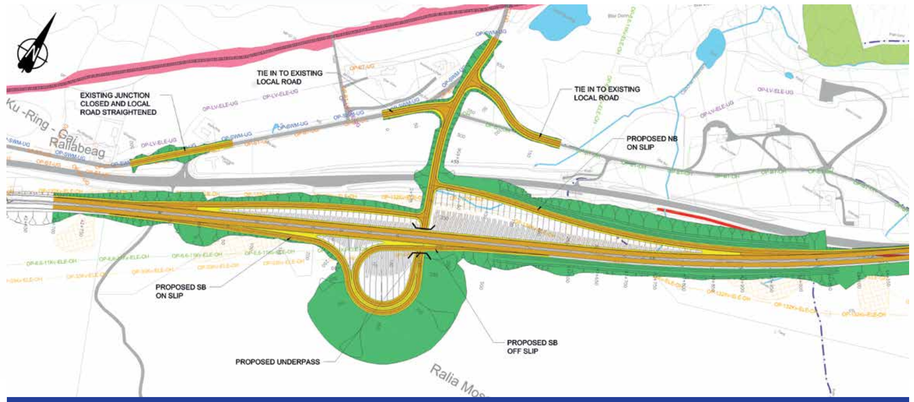
The junction and access strategy identified potential grade separated junction locations at Dalwhinnie, Newtonmore and Kingussie. Exhibitions held earlier this year identified and sought feedback on junction options at Dalwhinnie. We have now developed potential junction options for the junctions at Newtonmore and Kingussie.

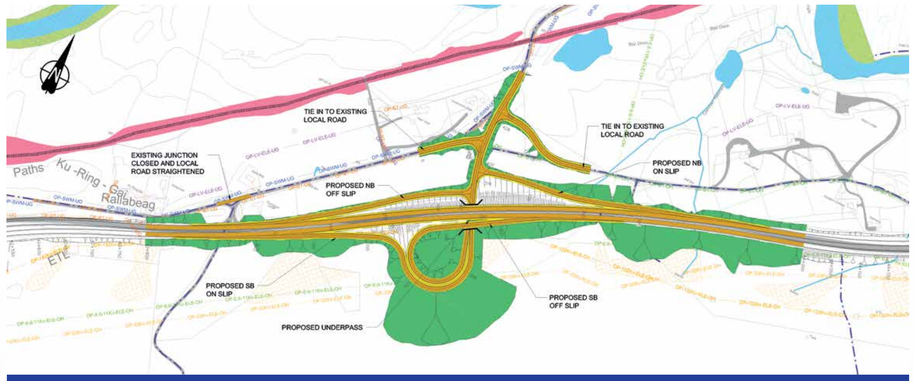
The constraints identified close to the proposed junction at Newtonmore are:

- River Spey Special Area of Conservation (SAC)
- Ancient woodland
- Non-designated landscaped gardens at Ralia Lodge
- Cairngorms National Park
- Ralia Café and rest area
- Residential properties at Ralia
- Highland Mainline Railway
- B9150 to Newtonmore
- Ralia Café and picnic area and Nuide Farm (local roads)
- National Cycle Network (Route 7).

Plans of the junction options are available to view at this exhibition, and a selection are shown on 3D visualisations. Plans of the options which have been discounted at this stage are also available to view.



Potential Newtonmore 'trumpet' half diamond junction arrangement



Potential Newtonmore half diamond/half cloverleaf junction arrangement

Potential Newtonmore staggered half cloverleaf trumpet junction arrangement

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Kingussie potential junction options

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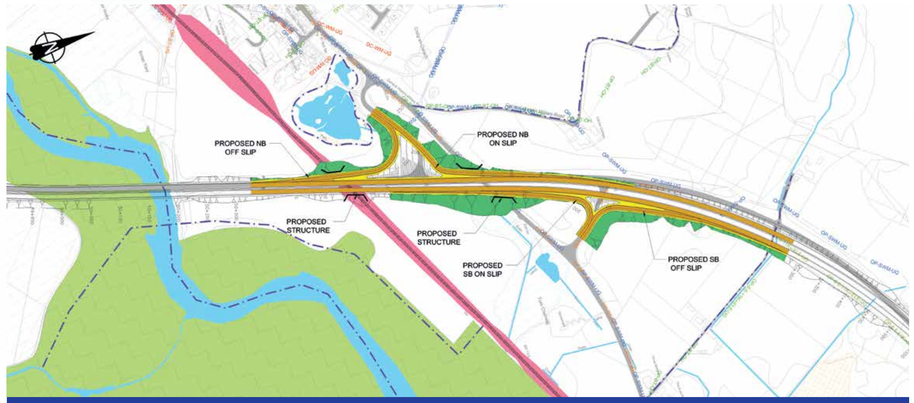
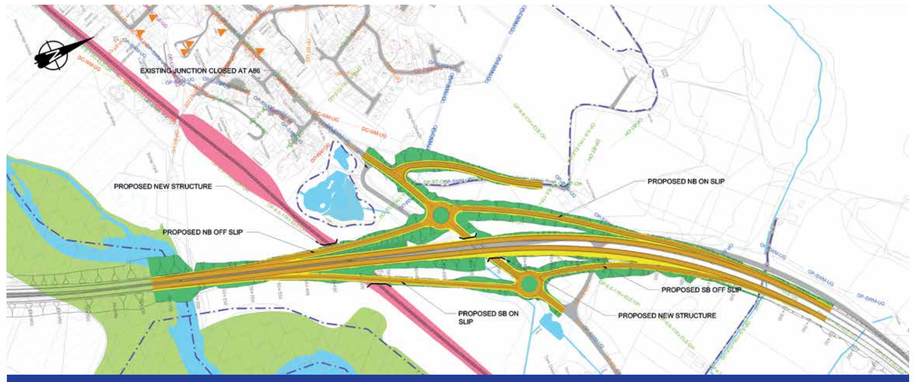
The constraints identified close to the proposed junction at Kingussie are:

- The layout of the existing junction
- Flood plain of the River Spey
- Pockets of ancient woodland
- Cairngorms National Park
- Kerrow properties immediately to the north west and the croft properties immediately to the north east
- Kingussie community duck pond
- Footpath to Tom Baraidh
- Highland Mainline Railway to the south
- A86 through Kingussie to the south and B9152 to Kincraig to the north.

Plans of the junction options are available to view at this exhibition, and a selection are shown on 3D visualisations. Plans of the options which have been discounted at this stage are also available to view.



Potential Kingussie grade separated junction



Potential Kingussie grade separated dumb-bell junction

Potential Kingussie compact grade separated junction

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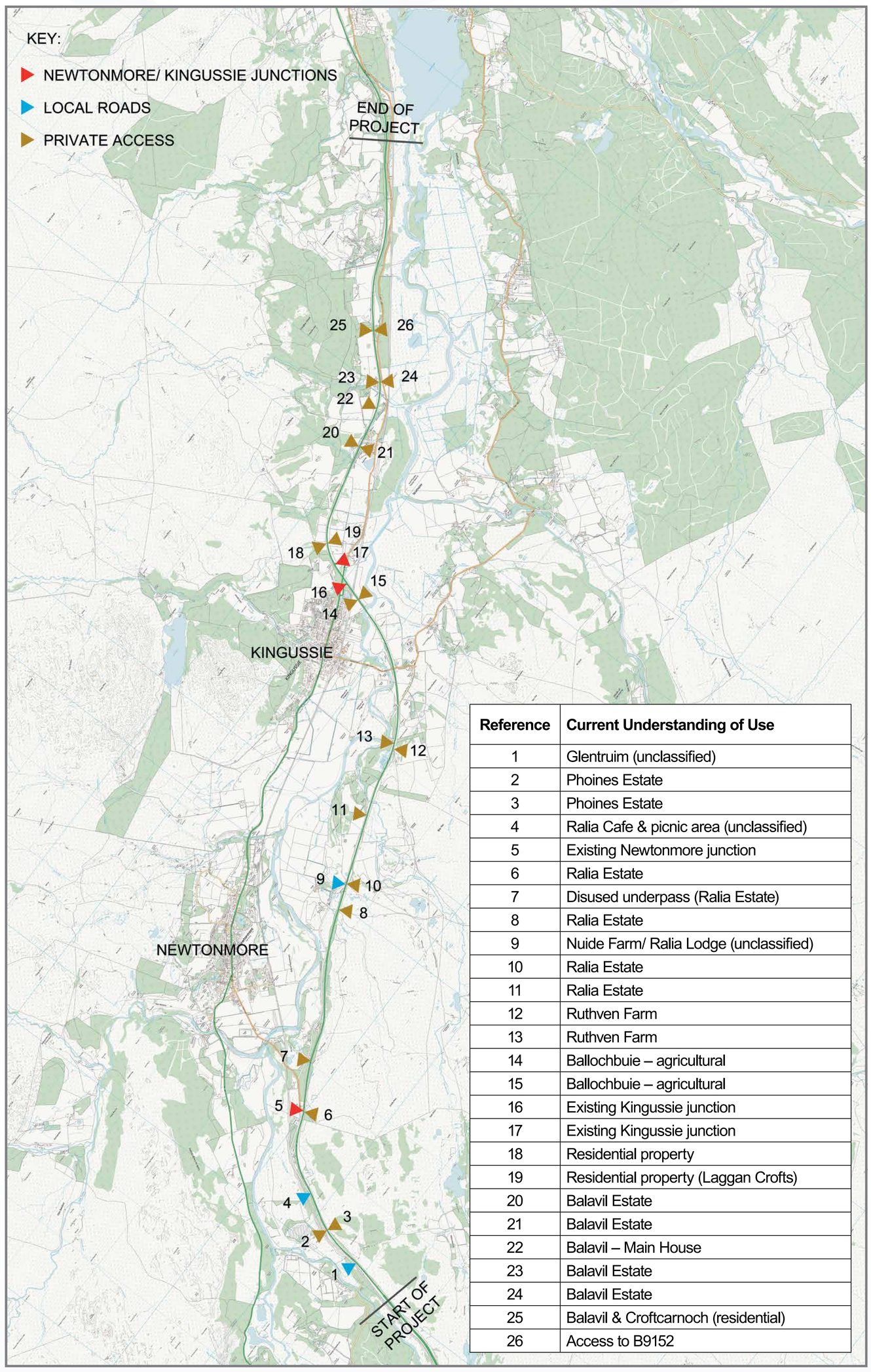
Access



Reference	Current Understanding of Use
1	Glentruim (unclassified)
2	Phoines Estate
3	Phoines Estate
4	Ralia Cafe & picnic area (unclassified)
5	Existing Newtonmore junction
6	Ralia Estate
7	Disused underpass (Ralia Estate)
8	Ralia Estate
9	Nuide Farm/ Ralia Lodge (unclassified)
10	Ralia Estate
11	Ralia Estate
12	Ruthven Farm
13	Ruthven Farm
14	Ballochbuie – agricultural
15	Ballochbuie – agricultural
16	Existing Kingussie junction
17	Existing Kingussie junction
18	Residential property
19	Residential property (Laggan Crofts)
20	Balavil Estate
21	Balavil Estate
22	Balavil – Main House
23	Balavil Estate
24	Balavil Estate
25	Balavil & Croftcarnoch (residential)
26	Access to B9152

In conjunction with the development of the dual carriageway and junction options, we are progressing a strategy for access to land and properties adjacent to the A9.

The A9 will be upgraded to a high-standard dual carriageway and direct access to the A9 will generally only be available at junctions. However, some left-in/left-out accesses may be provided in exceptional circumstances.

All access points will be carefully assessed to consider the need for access, any alternative connections or any access provision that will need to be retained under the new dualled arrangement.

If closure of any of the accesses shown on the plan would affect you, please approach a member of our team today who will be happy to arrange a one-to-one discussion with you.

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River Spey and Insh Marshes

The River Spey and Insh Marshes are of international importance in terms of their protected environmental status.

The existing A9 crosses the River Spey and the active flood plain to the east of Kingussie.

The dualling programme needs to take account of a range of factors, including:

- Ensuring the work does not increase the impact of local flood events
- Potential impacts on the processes of active river deposition and erosion
- Potential impacts on the Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar, Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) sites, species and habitats
- The value of the setting in relation to Kingussie and the historically important Ruthven Barracks.

View of flooding at River Spey, looking north, August 2014

View of flooding at River Spey, looking south across Insh Marshes towards Ruthven Barracks, August 2014

View of flooding at River Spey, looking north towards Kingussie, August 2014

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River Spey and Insh Marshes: flooding

We have developed an initial flood model of the upper River Spey catchment to gain a better understanding of the flooding regime alongside the A9.

The flood model can simulate the behaviour of the river and its tributaries, providing useful information on the potential extent and depth of flooding for rainfall events of varying intensity.

Preliminary findings suggest that flood extents do not vary significantly during more extreme rainfall events.

We will develop the flood model further, including more detailed survey information to ensure that it accurately reflects known flood events and we will then use this to assess the potential impact that dualling options may have on existing flood extents.

We will consider the impact on both upstream and downstream flooding where the A9 crosses the Spey.

The results will inform the overall assessment of route options and will assist with the selection of the preferred route.

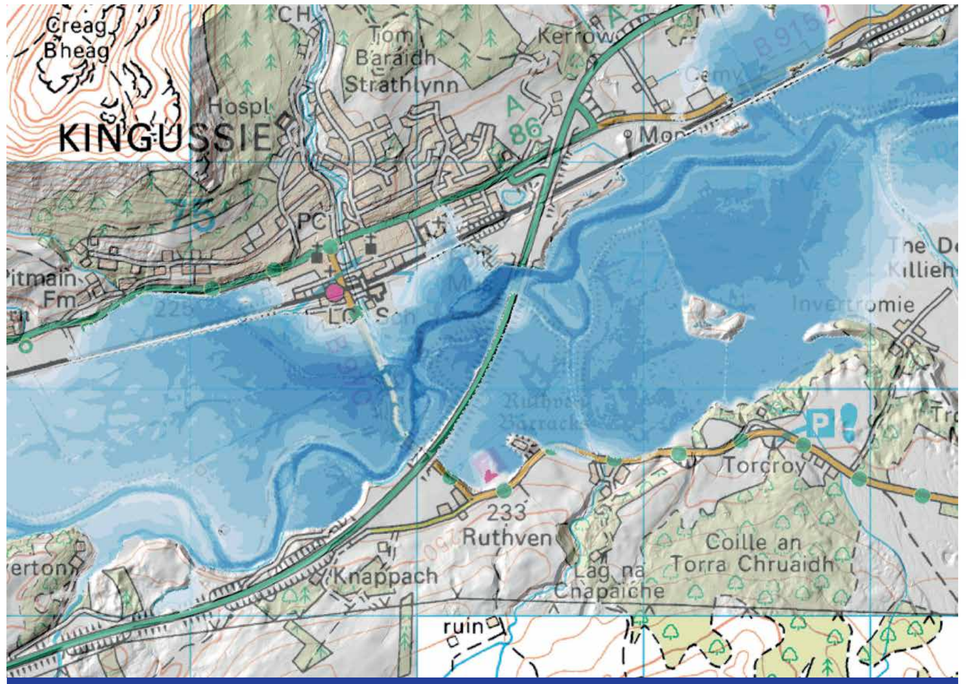

Illustration of extent of 1 in 200 year flood extents from flood model

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Crubenmore to Kincraig

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SAC, SPA, Ramsar, SSSI and NNR sites

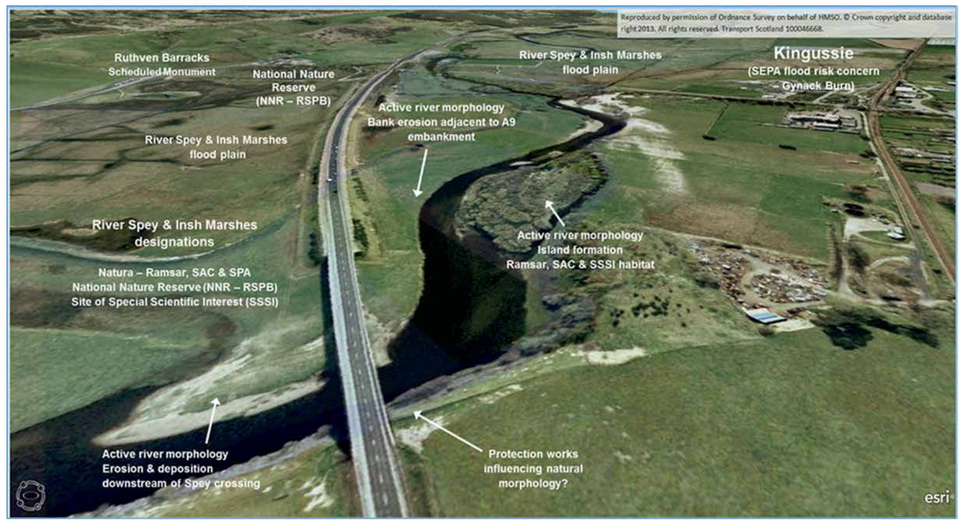
The River Spey is a Special Area of Conservation (SAC), supporting internationally important populations of Atlantic salmon, sea lamprey, fresh water pearl mussel and otter.

The River Spey-Insh Marshes Special Protection Area (SPA) and Ramsar site (protected wetland) supports a significant diverse range of plant and bird species, including osprey and the Icelandic whooper swan. The immediate surrounding area is also a National Nature Reserve.

In terms of environmental significance, the River Spey and Insh Marshes area is one of the most challenging on the A9 corridor.

Key issues include:

- The need to widen the A9 within the context of designated ecological site constraints to avoid or minimise adverse effects
- Provision of a river crossing which takes account of the importance of the site, active river behaviour and regular or extreme flood events
- Development of construction stage controls, and measures to treat road surface run-off, to minimise the potential for spillage or pollution impacts.



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River Spey: typical bridge options

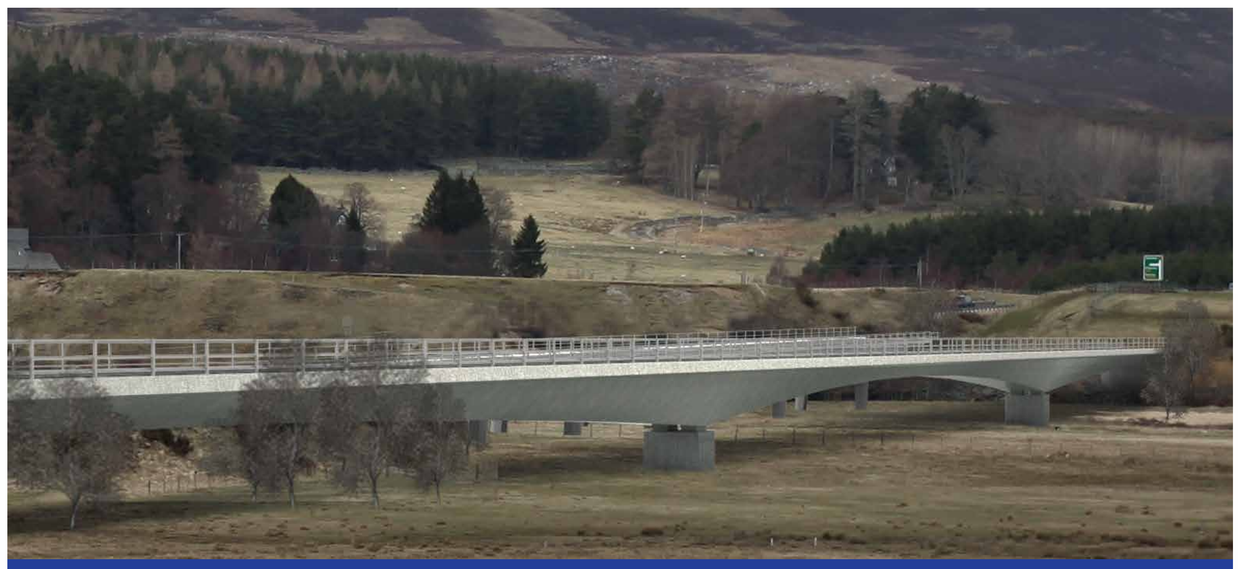
All the route options in Section 4 require a bridge to cross the River Spey.

Options to cross the River Spey and Insh Marshes will consider the importance of the local environment, the local setting in the flood plain and its proximity to the Ruthven Barracks. The design of the proposed crossing will also take account of the likelihood of regular flood events, buildability and the impact of construction works on people, the environment and road users, aesthetics and cost. The chosen bridge form may depend on the preferred alignment, as such the selection of new bridge form will take place as part of the design and assessment which follows selection of the preferred route.

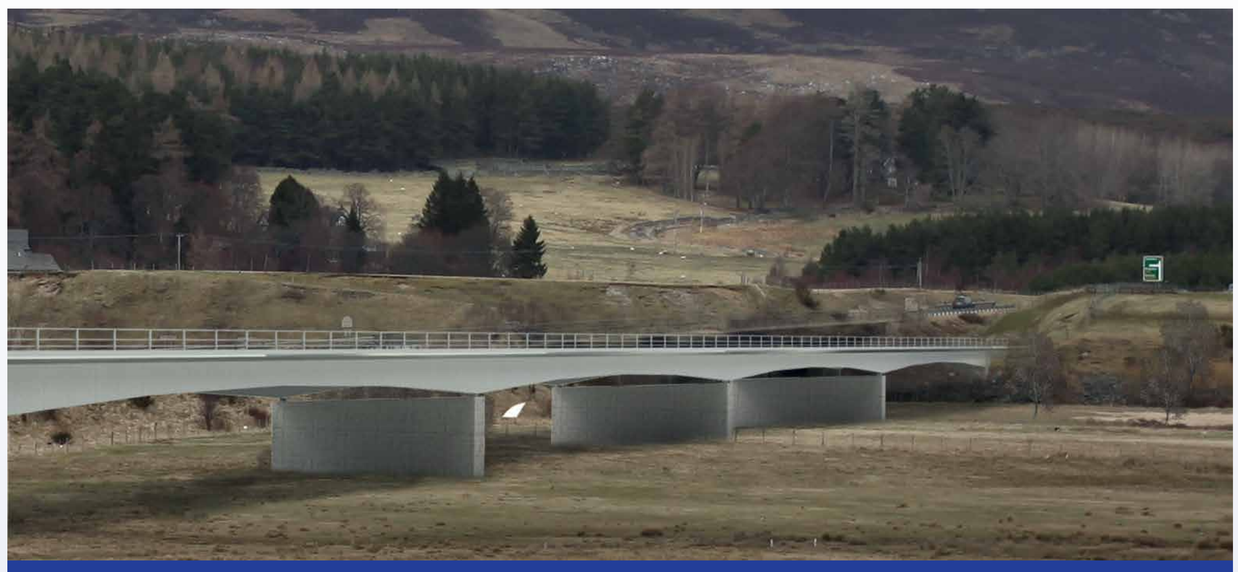
A large number of bridge options are being considered. Visualisations of a selection of indicative bridge options are shown below.

Other potential options are also available to view at this exhibition.

Example of bridge similar to existing



Example of steel/concrete bridge supported by piers



Example of steel/concrete multi-span viaduct

What happens next?

We welcome your comments and feedback on the route options and junction layouts. This will help the ongoing development of the Crubenmore to Kincraig project.

The next steps will involve us considering your feedback. The options presented today, together with any other options you identify during these exhibitions, may be subject to further development.

Route options for other important features – including local accesses, lay-bys and Non-Motorised Users (such as pedestrians and cyclists) routes – will also be developed.

Further public consultation will be ongoing and there will be an opportunity for you to comment on the preferred route option in late 2016.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website. Please leave in the feedback box provided at the exhibition or email:

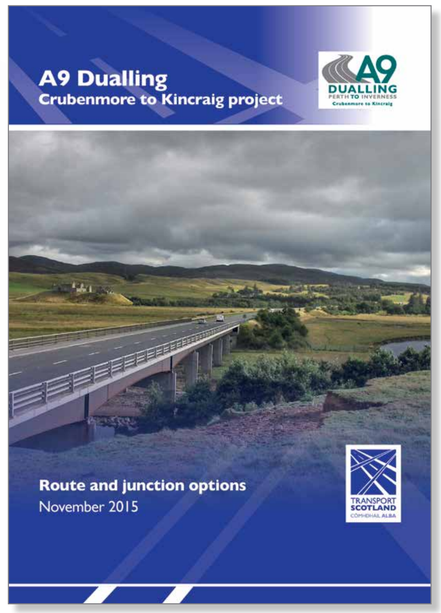
carron.tobin@ruraldimensions.com

You can also post to:
Carron Tobin, CH2M/Fairhurst A9 Dualling team, City Park, 368 Alexandra Parade, Glasgow, G31 3AU

By Thursday 14 January 2016

You can also contact CFJV's Stakeholder Manager, Carron Tobin, at any time on 0771 577 3660 or carron.tobin@ruraldimensions.com

Further general information on the A9 Dualling Programme can be found on Transport Scotland's A9 Dualling website at:
www.transportscotland.gov.uk/a9dualling




A9 Dualling
Crubenmore to Kincraig project
Feedback form

Introduction

Thank you for attending our A9 Dualling Crubenmore to Kincraig public exhibition. We would be grateful if you could 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 you are able to, but before **Thursday 14 January 2016.**

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by **Thursday 14 January 2016** to the A9 Dualling team, to whom any queries may be directed.

Email:
carron.tobin@ruraldimensions.com
Information:
www.transportscotland.gov.uk/a9dualling

Post to:
Carron Tobin
CH2M/Fairhurst A9 Dualling Team
City Park
368 Alexandra Parade
Glasgow
G31 3AU

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK