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A9 DUALLING
PERTH TO INVERNESS
Dalraddy to Slochd

A9 Dualling

Dalraddy to Slochd project

Public drop-in sessions

transport.gov.scot/project/a9-dalraddy-slochd

A9 Dualling public drop-in sessions

Welcome

Welcome to the drop-in event for the Dalraddy to Slochd project of the A9 Dualling Programme.

In March 2017, we held the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment preferred route exhibitions, to seek public feedback on the options presented.

We are here today to provide you with an update on the DMRB Stage 3 Assessment design development and are looking for further comment and feedback that will help inform the ongoing design development of the Dalraddy to Slochd project.

Transport Scotland staff and their consultants, AMJV, will be happy to assist you with any queries you may have and can talk you through any aspect of the project.

ATKINS mouchel

A summary overview leaflet is available for you to take away. There is also a feedback form where we would welcome your feedback and comments.

Aviemore South rock-cut

Slochd Beag structure

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Design development

Since the last public exhibitions in March 2017, we've been working to develop the design in a number of areas. These include:

- Optimisation of the main dual carriageway alignment with a view to reducing impacts
- Development of compact grade-separated junctions at **Aviemore South**, **Granish** and **Black Mount** to reduce the footprint and overall impact of the junctions
- Development of proposals for the grade-separated junction tie-ins to local roads – **B9152** at Aviemore South and **A95/B9152** at Granish
- Development of proposals for the **Slochd junction** (U2400), **Lynwilg Road** (U3050) and private access
- Development of new and upgraded structures
- Development of the Sustainable Drainage System
- Development of proposals to cater for Non-Motorised Users (NMUs) such as pedestrians, cyclists and equestrians
- Consideration of geotechnical and environmental options at Slochd
- Development of lay-by provision to provide six new 'Type A' lay-bys in the northbound direction and five in the southbound direction. The parking area in each lay-by is separated from live traffic by a kerbed island. Locations are shown on the plans available to view today.

Information about the aspects mentioned above is available on the following panels, with additional information on the accompanying drawings. **Please come and speak to a member of the team who will be happy to explain the materials on display.**

Please feel free to ask questions and to provide your feedback and comments.

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Design development

Main dual carriageway

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DMRB Stage 3 refinements include:

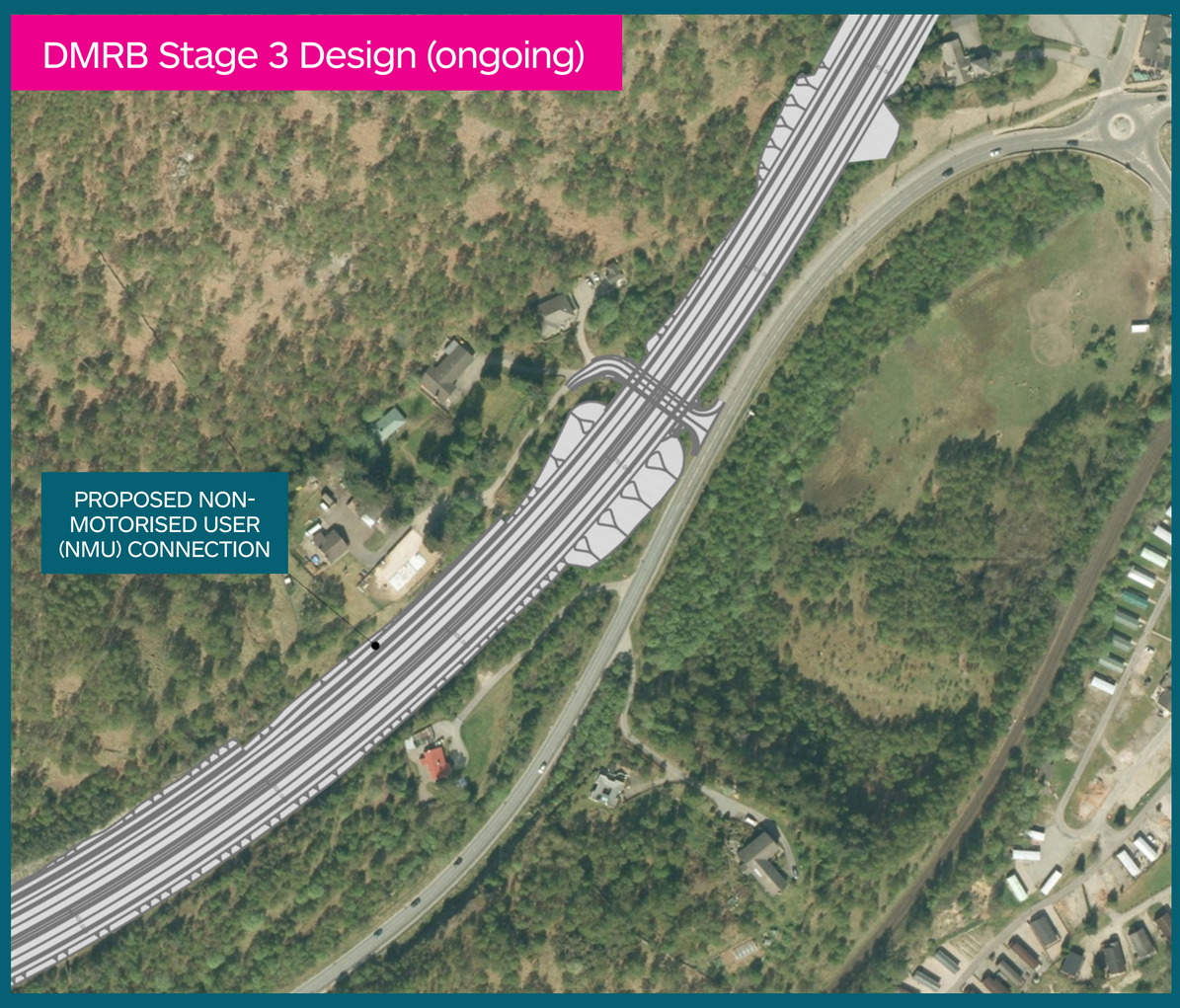
- The line and level of the road has been refined to reduce the impacts on existing constraints. We have also refined verge and central reserve widths
- Earthworks have been adjusted to improve integration with the surrounding landscape through flattening or steepening the slopes
- The overall length of retaining structures (e.g. walls or soil nails) has been reduced through adjustments to the level of the dual carriageway
- Lay-bys now incorporated into the design.

A9 west of Aviemore

Example of area of design refinement: **Grampian Road / Craig Dhu**

DMRB Stage 2 Design

DMRB Stage 3 Design (ongoing)



Refinements

- Road level has been lowered and separation increased to properties on both sides of A9
- Retaining wall height reduced by 1.3m and length reduced by 50m
- Combined Non-Motorised User (NMU) route provided alongside northbound carriageway
- Refinements to the road alignment has allowed the rock face at Aviemore to remain undisturbed.

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Design development

Grade-separated junctions

The design of junctions was a main area of public interest during the previous consultation events. Feedback from these events expressed concerns about the size of the grade-separated junctions, A9 connections to public and private roads, and Non-Motorised User (NMU) facilities for pedestrians, cyclists and equestrians.

Acting on this feedback, compact grade-separated junction layouts are now being progressed as part of the DMRB Stage 3 Assessment. This has resulted in the following benefits:

Aviemore South

Half cloverleaf layout

- Reduction in footprint and land take
- Reduces impact on environmental constraints – woodland, agriculture, ecology
- Reduced length of span for bridge over the A9
- Improved connection to side road (Lynwilg Road) and to Non-Motorised User (NMU) routes.

Granish

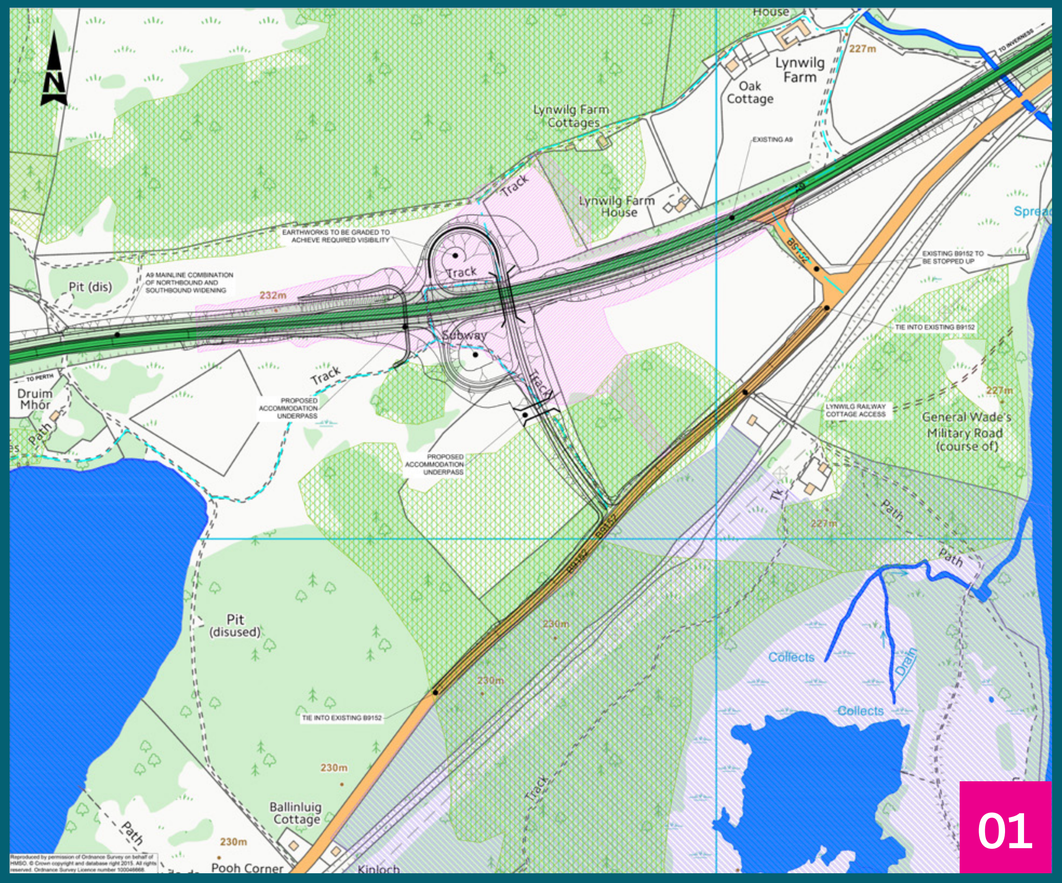
Half cloverleaf layout

- Reduction in footprint and land take requirements
- Avoids direct impact with watercourse and flood zone
- Reduces woodland fragmentation
- Smaller length of underpass below the A9
- Improved connection to private accesses.

Black Mount

Half cloverleaf layout

- Reduction in footprint and land take requirements
- Avoids areas of difficult ground conditions – peat
- Reduced visual impact with below ground underpass
- Direct link to the A938 and improved connection to side road (U2400) and the NMU route National Cycle Network (Route 7)
- Improved connection to private accesses.



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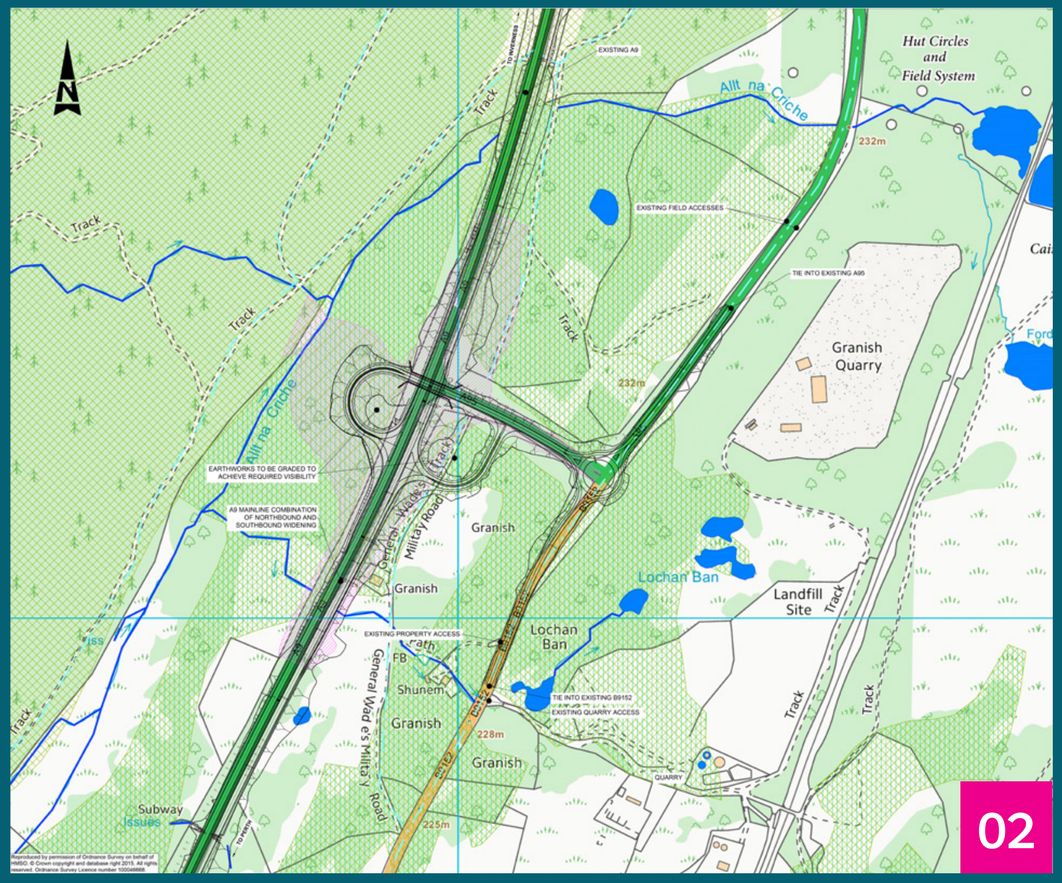

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03

01 Aviemore South junction

02 Granish junction

03 Black Mount junction

Design development – grade-separated junctions

B9152 side road connection – Aviemore South junction

Following further assessment and taking into account public feedback received on the grade-separated junctions, layout options have been developed for the new A9 connections to the local road network from the B9152 at Aviemore South and the A95/B9152 at Granish.

B9152 at Aviemore South

Junction options included, ghost island, single lane dualling and roundabout (see separate drawings for details of the layouts).

Preferred option

Preferred option identified as ghost island for the following reasons:

- Accommodates all traffic turning movements
- Reduced land take compared to other options
- Less environmental impacts (woodland and ecology) compared to other options.

Aviemore South junction to B9152: Preferred option – ghost island

Design development – grade-separated junctions

A95 / B9152 side road connection – Granish junction

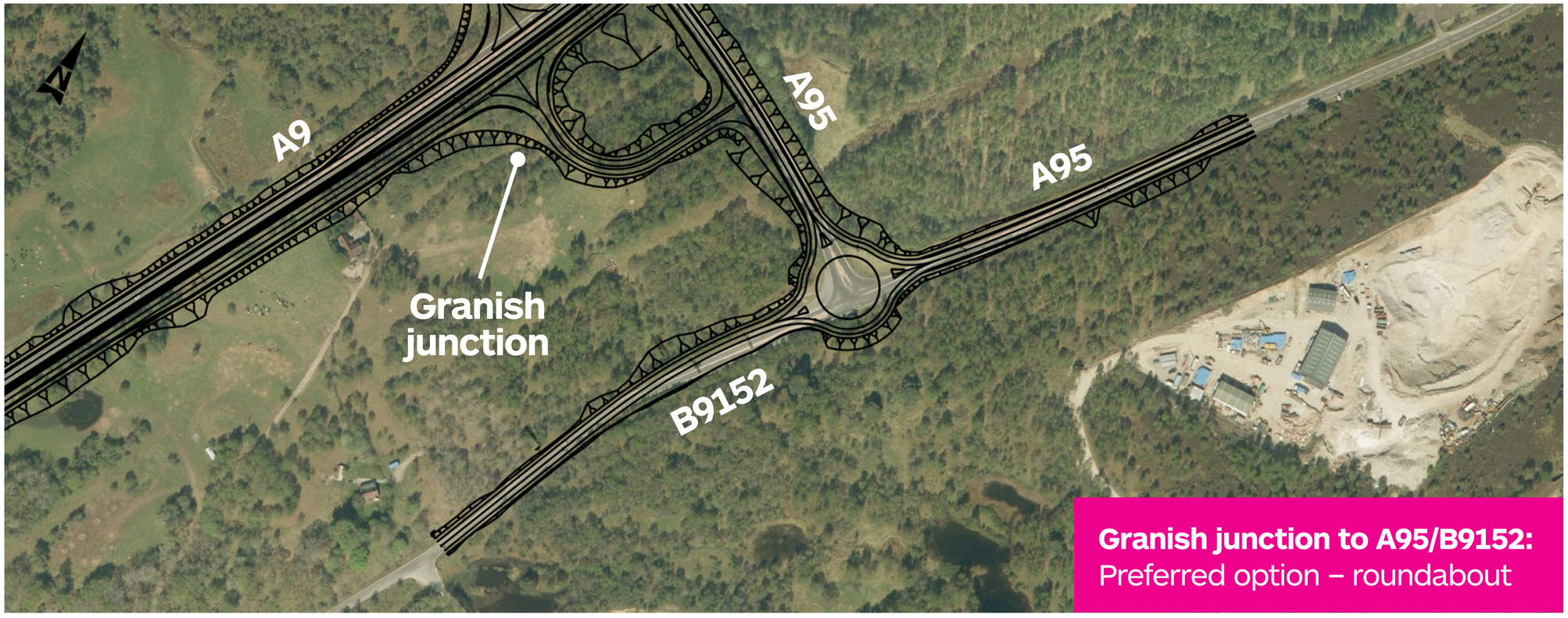
A95 / B9152 at Granish

Junction options included, single lane dualling, roundabout and A95 realignment (see separate drawings for details of layouts).

Preferred option

Preferred option identified as a roundabout for the following reasons:

- Provides equal priority for traffic movements from both the A95 to A9 and A95 to B9152 which addresses the traffic balance and improves the connection for HGVs between the A95 and A9
- Provides a defined segregation between local and trunk roads
- Reduced land take (woodland and ecology) compared to other options.



Granish junction to A95/B9152:
Preferred option – roundabout

Design development

Junction development – Slochd junction (U2400)

Option assessment considered the following:

- **Option 1 –** upgrade junction to left-in/left-out movement
- **Option 2 –** close junction and upgrade U2400 bridge deck over the railway
- **Option 3 –** close junction and fully replace U2400 rail structure.

Following an assessment of environmental, engineering traffic and economic factors, and consultation with key stakeholders we have identified Option 1 left-in/left-out as preferred for the following reasons:

- Minimises structural complexity and interaction with the Highland Mainline Railway
- Reduced disturbance during construction
- Improved connectivity for vehicles and Non-Motorised Users (NMUs) through diverting larger vehicles onto the trunk road network.

Current position

We welcome comments and feedback on these options as part of the ongoing DMRB Stage 3 Assessment and design process.

Existing Slochd junction

Proposed Slochd junction – left-in/left-out

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Design development

Accesses and Non-Motorised User (NMU) provision

Accesses

The A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade-separated junctions. Some left-in / left-out junctions may be provided but only in exceptional circumstances.

33 existing accesses have been considered. Where direct access to the A9 will be closed, new access tracks providing alternative access have been discussed with affected landowners and assessment undertaken considering engineering, environmental and economic factors.

Preferred options have been identified for each. Please consult with a member of staff to discuss the layouts.

Non-Motorised User (NMU) provision

- A number of grade-separated crossing points are proposed for NMUs to improve safety and connectivity
- Opportunities for new NMU connections have been identified.

i Please consult a member of staff who will provide more details about the routes.

01 Upgraded right-of-way at Aviemore

02 Example of access provision

03 National Cycle Network (Route 7) realignment

Design development

Slochd rock-cut

The preferred alignment has widening predominantly to the southbound side through the Slochd area due to the proximity of the Highland Mainline Railway to the west.

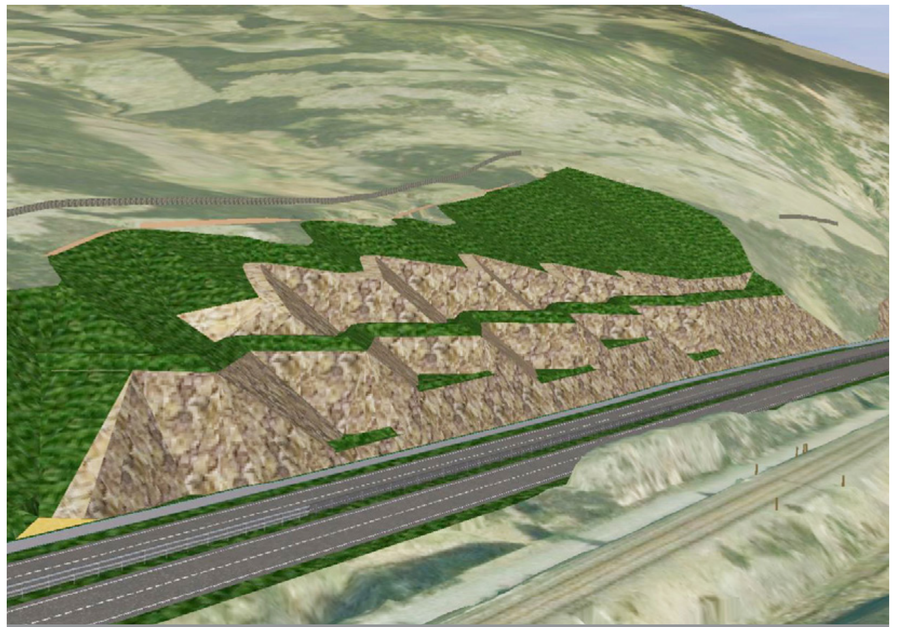
The widening results in the need for sections of rock cut to be excavated for which the design is being developed as part of the DMRB Stage 3 Assessment process. The developing design considers environmental, engineering and economic factors as below:

- Environmental assessments – visual impacts (northern gateway to the National Park)
- Geotechnical site investigations and surveys to further inform design development and construction techniques.

Current position

- We are asking members of the public and key stakeholders for comments and feedback
- Mobilising additional site investigation of the area to help inform the design
- Refine preferred option and incorporate into DMRB Stage 3 Assessment design.

Slochd Beag preliminary visualisation



Slochd Summit preliminary visualisation

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What happens next?

Further to the drop-in session today, your feedback will be considered and will help inform the ongoing refinement of the developing design.

An Environmental Impact Assessment (EIA) is underway and additional mitigation measures will be considered to establish the land requirements. This will lead to the development of the Environmental Statement and the publication of draft Orders for the project.

After publication, there will be a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

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

A9 southbound at Slochd

Therefore, progress after publishing the draft Orders will depend on the formal comments received to the proposals.

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Comments and feedback

Transport Scotland welcomes your comments and feedback, particularly on the following topics:

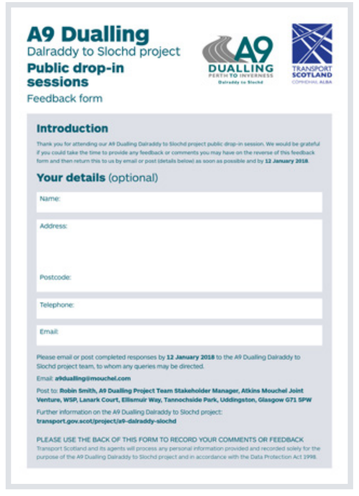
- Junction provision and connections
- Access provision
- Non-Motorised User (NMU) provision
- Drainage.

Please take time to consider the information presented and provide any comments by:

12 January 2018

Email to:
a9dualling@mouchel.com

Or by post to:
Robin Smith, A9 Dualling Project Team Stakeholder Manager, Atkins Mouchel Joint Venture, WSP, Lanark Court, Ellismuir Way, Tannochside Park, Uddingston, Glasgow G71 5PW



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Feedback form

Introduction

Thank you for attending our A9 Dualling Dalraddy to Slochd project public drop-in session. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and by 12 January 2018.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses by 12 January 2018 to the A9 Dualling Dalraddy to Slochd project team, to whom any queries may be directed.

Email: a9dualling@mouchel.com

Post to: Robin Smith, A9 Dualling Project Team Stakeholder Manager, Atkins Mouchel Joint Venture, WSP, Lanark Court, Ellismuir Way, Tannochside Park, Uddingston, Glasgow G71 5PW

Further information on the A9 Dualling Dalraddy to Slochd project:
transport.gov.scot/project/a9-dalraddy-slochd

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

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

Further information

You can contact AMJV Stakeholder Manager Robin Smith at any time:

Telephone: **07557 172 747**
Email: **a9dualling@mouchel.com**

For further information on the Dalraddy to Slochd project, and to view the exhibition materials, drawings and strip plans, please visit:

transport.gov.scot/project/a9-dalraddy-slochd

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

transport.gov.scot/a9dualling