TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

A9 DUALLING
PERTH TO INVERNESS
Dalraddy to Slochd

A9 Dualling

Dalraddy to Slochd project

Draft Orders public exhibitions

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

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Welcome

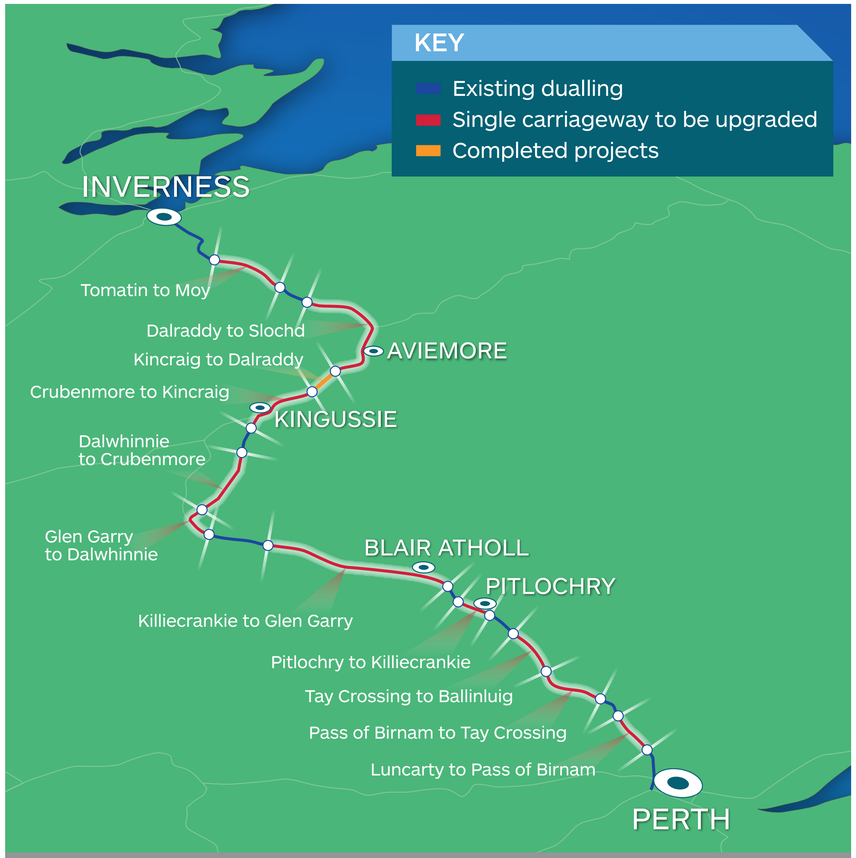
In December 2011, the Scottish Government announced its commitment to dual the A9 between Perth and Inverness by 2025.

The A9 Dualling Programme comprises of eleven projects including the recently completed Kincraig to Dalraddy project.

This public exhibition presents the draft Orders and Environmental Statement for the Dalraddy to Slochd project which are available for viewing here today.

Information on the following panels includes details of this project and an explanation of the statutory process.

Transport Scotland staff and their consultants, Atkins Mouchel Joint Venture (AMJV), will be happy to assist you with any queries you may have.



A9 Perth to Inverness Dualling Programme – overview of all 11 projects

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 can be found on the project website:
transport.gov.scot/project/a9-dalraddy-slochd

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Assessment process

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

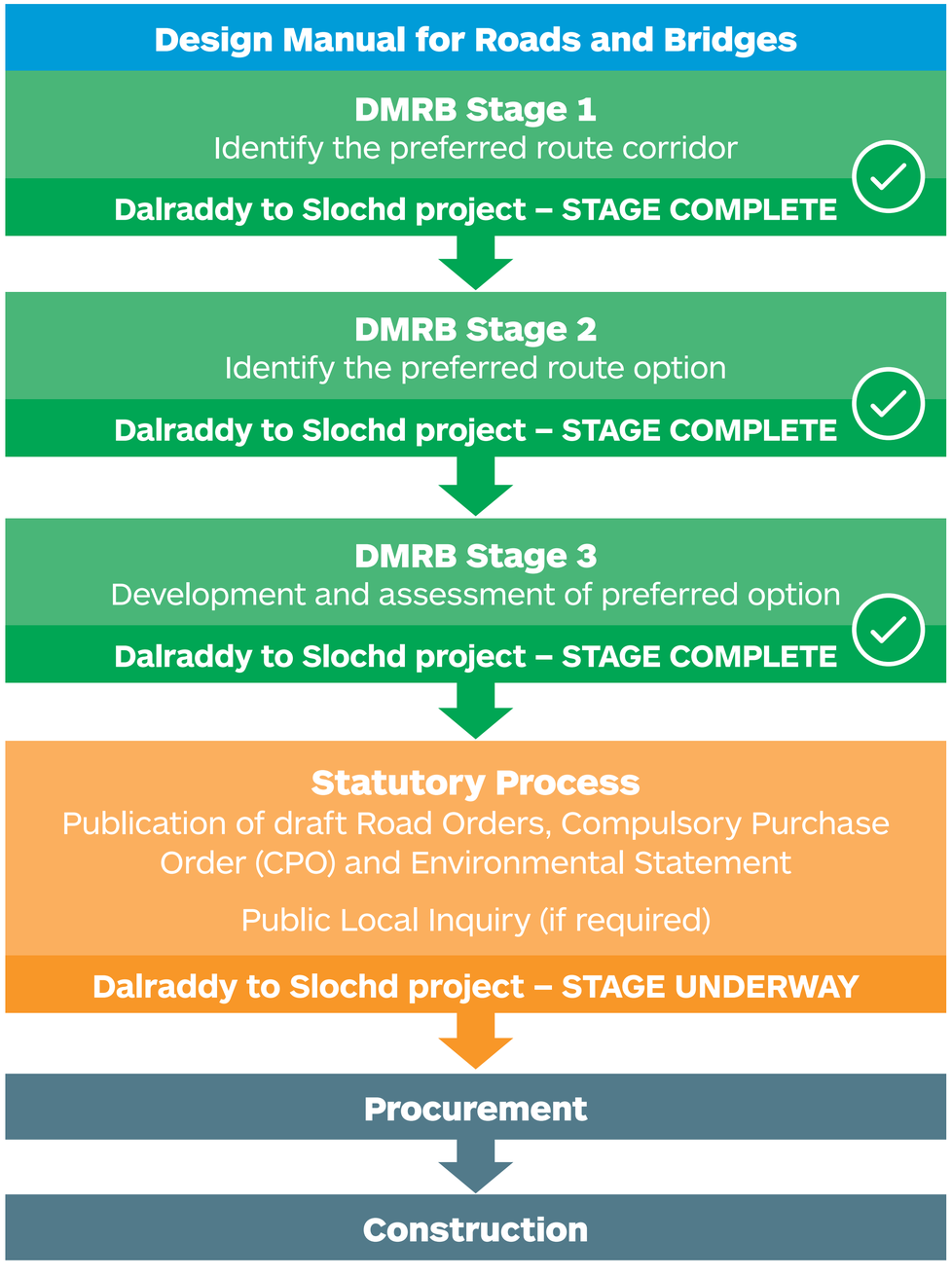
The preparation and development of trunk road projects follows the project assessment process set out in the Design Manual for Roads and Bridges (DMRB).

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 was completed in 2014, identifying the existing A9 as the preferred route corridor.

The DMRB Stage 2 Assessment was completed in 2017 and identified the preferred route for the Dalraddy to Slochd project.

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 detail exists to assess the impacts, determine the land-take requirements and to progress the statutory process.



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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.

National Cycle Network (Route 7) at Slochd looking south

A9 looking south towards Craigellachie

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Scheme objectives

The development of the Dalraddy to Slochd 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.

Existing Aviemore South junction

Existing Granish junction

Existing Black Mount junction

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Dalraddy to Slochd project

The existing 25km stretch of single carriageway between Dalraddy and Slochd will be upgraded to a dual carriageway, providing safe and guaranteed overtaking opportunities in both directions.

Grade-separated junctions

The proposed scheme includes grade-separated junctions at Aviemore South, Granish and Black Mount to accommodate access to and from the A9 for both northbound and southbound traffic.

Structures

The existing rail crossing at Slochd Beag will be retained for the new northbound carriageway and a new structure will be provided to the north of the existing bridge for the new southbound carriageway.

Similarly, for the crossing of the River Dulnain at Carrbridge, the existing structure will be retained for the new northbound carriageway and a new structure will be provided to the east of the existing bridge for the new southbound carriageway.

There will be new structures at the Aviemore South, Granish and Black Mount grade-separated junctions.

In addition, numerous other existing structures and watercourse crossings will be replaced and several new structures will be added to facilitate access.

Drainage

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).

Left-in/left-out junctions

To improve safety, direct accesses onto the A9 will generally be closed, with a number of new access arrangements provided to maintain connectivity. A left-in/left-out junction is included on the northbound carriageway at Craigellachie National Nature Reserve. Another left-in/left-out junction is provided on the northbound carriageway for the U2400 side road connection to the A9 at Slochd.

Further left-in/left-out junctions are included on both the northbound and the southbound carriageways at Lethendry to facilitate forestry access.

Lay-bys

Eleven new lay-bys are provided: six in the northbound direction and five in the southbound direction. The lay-bys will be separated from the carriageway by a small segregation island.

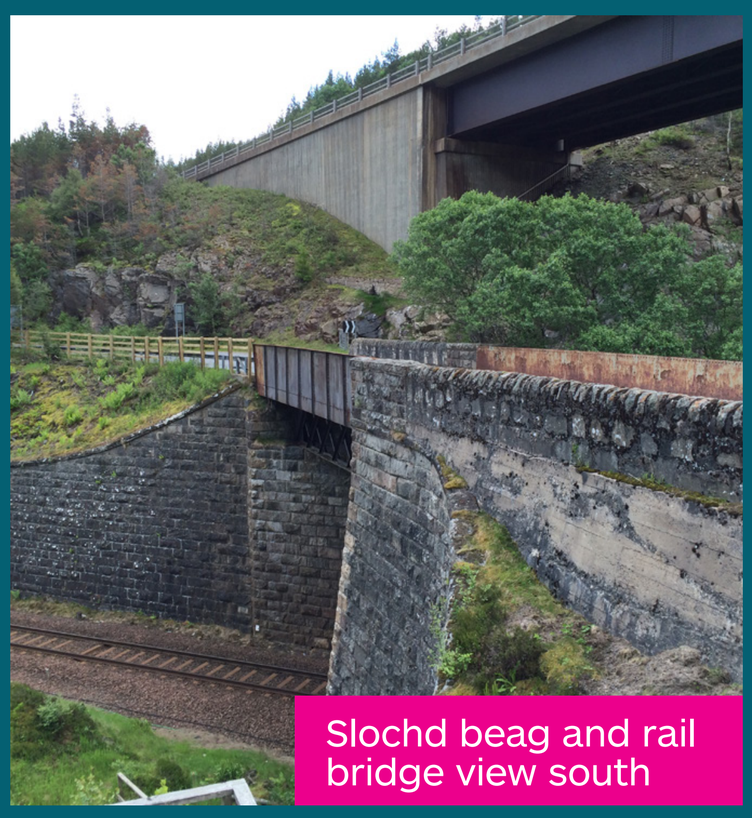
Non-Motorised Users (NMUs)

Various measures embedded in the design are included to facilitate active travel and maintain and enhance routes for pedestrians, cyclists and equestrians. The National Cycle Network (Route 7) will be re-aligned through Slochd onto the southbound side of the A9 and the segregated NMU route from Kincraig to Dalraddy will be extended north to Aviemore. At-grade crossings of the A9 will be closed and replaced with grade-separated crossings where practical to facilitate safe crossing.

New Aviemore South junction

New Granish junction

New Black Mount junction



Slochd beag and rail bridge view south

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.

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Protection of the environment

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

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

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.

An Environmental Impact Assessment (EIA) of the project has been undertaken. Environmental constraints and issues have been identified and considered as part of the decision-making process throughout the design development of the project. Transport Scotland has published an Environmental Statement (ES) for the project, which reports the findings of the EIA and is available for viewing here today.

Loch Alvie and Alvie Church

River Dulnain & railway bridge

Looking southeast from Carn Bad nan Luibhean towards Black Mount

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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. Copies of the ES are available to view here today. Copies of the NTS are also available for you to take away.

The EIA has assessed the following topics:

- **Community and private assets:** local communities and community facilities; estates such as Alvie and Dalraddy, Kinrara, Seafield and Strathspey and Corrybrough; development land, and agricultural, forestry and sporting interests.
- **Effects on all travellers:** pedestrian routes, such as rights of way and hill-walking routes; cycle routes, such as the National Cycle Network (Route 7); equestrian routes; and vehicle travellers.
- **Geology, contaminated land and groundwater:** soils, including areas of peat and high-quality topsoil; geology; potentially contaminated areas; groundwater and private water supplies.
- **Road drainage and the water environment:** rivers and streams, such as the River Spey and its tributaries including the River Dulnain, Allt nan Ceatharnach, Allt na-Criche and Milton Burn; flood risk; erosion risk and sediment flow in rivers; water quality, which could be affected by run-off from the road surface (which may include pollutants such as road salts); and accidental spillages.
- **Ecology and nature conservation:** protected species, such as otters, Atlantic salmon and bats; habitats and ecosystems; and designated sites.
- **Landscape and visual:** impacts on the landscape and views from buildings, outdoor public areas, local roads and NMU routes.
- **Cultural heritage:** archaeological remains, historic buildings and landscapes.
- **Air quality:** human health; and sensitive locations, such as houses and schools.
- **Noise and vibration:** during both construction and when the new dual carriageway is open to traffic.
- **Materials:** impacts relating to the depletion of natural resources, greenhouse gas emissions, consumption of resources and management of waste.

Looking southeast from High Burnside to the Cairngorms

Slochd Summit looking south

To inform the EIA process, extensive consultation was carried out with statutory consultees, including: **The Highland Council**, **Cairngorms National Park Authority**, **Historic Environment Scotland**, **Scottish Natural Heritage**, and the **Scottish Environment Protection Agency**.

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. The project team has worked closely with these groups to develop a design that aims to reduce environmental impacts through careful design and by avoiding sensitive features wherever possible.

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Environmental design and mitigation

The Dalraddy to Slochd project involves the widening of an existing road rather than the construction of a new one, which helps to limit the adverse environmental impacts. However, the project passes through the Cairngorms National Park and a rural landscape, which includes environmentally sensitive and protected areas. It also runs close to several communities and individual properties. Therefore, in addition to explaining measures taken to avoid or reduce impacts, the Environmental Statement presents mitigation commitments prepared for the project as needed to protect the environment.

Some examples of these mitigation measures include:

- New and realigned access tracks and Non-Motorised User routes, including improved community links between Kincraig and Aviemore.
- New underpasses of the A9 to provide local access connections for motorised and Non-Motorised Users.
- Natural stream beds and ledges included in culverts to allow fish and mammals to move under the new carriageway safely.
- Refined route alignment and earthworks to avoid property boundaries, sensitive habitats, and to avoid increased flood risk to properties.
- Development of compact designs for the Aviemore South, Granish and Black Mount grade-separated junctions to reduce landscape and visual impacts and loss of woodland and/or agricultural land.
- Provision of land to compensate for the loss of open space at Milton Wood.
- Compensatory flood storage.
- Use of construction techniques to minimise excavation and disturbance of peat.
- Earthworks slopes refined to blend into the surrounding landform for the mainline, junctions, and Sustainable Drainage System (SuDS).
- Use of best practice construction methods, for example to control noise, dust and pollution, and to ensure that timings of works avoids sensitive periods or night-time.
- Use of low-noise road surface on the trunk road along the length of the project.
- Habitat restoration.
- Installation of bat boxes in areas of existing woodland and creation of new ponds.
- Installation of noise barriers.
- Landscape planting to screen the dual carriageway from properties.

Example of Kincraig underpass (completed)

Watercourse

National Cycle Network (Route 7) at Slochd looking north

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Construction

Construction can only start following approval under the statutory procedures. The timetable for construction will be determined at that stage.

Construction of the project will generally include work to widen the road either to the northbound or southbound side.

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

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, speed restrictions need to be in place.
- Some lane closures may be required for particular activities such as bridge beam lifting, rock extraction and constructing the carriageway tie-ins.
- If closure of the carriageway is required, this would be restricted to night-time and weekends wherever 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 construction of the project is expected to take four and a half years to complete.

Further consultation

Further consultation with affected landowners, 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.

Example of Kincraig underpass under construction

Example of Kincraig roadworks under construction

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Draft Orders and Environmental Statement

The **draft Orders** and the **Environmental Statement** for the Dalraddy to Slochd project are available for viewing here today. Please speak to a member of the Transport Scotland or Atkins Mouchel Joint Venture (AMJV) team if you have any questions.

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 the exhibition materials on display today are also available to view on Transport Scotland's website:

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

Copies of the draft Orders and Environmental Statement are available for inspection at the following locations:

Spar/Post Office

Main Street, Carrbridge, PH23 3AS
Mon to Fri: 7am – 8pm; **Sat:** 7.30am – 7pm;
Sun: 8.30am – 7pm

Aviemore Community Centre

High Life Highland, Muirton, Aviemore PH22 1SF
Mon, Wed, Fri: 8am – 10pm; **Tue, Thu:** 7am – 10pm
Sat: 10am – 4pm; **Sun:** 10.30am – 3pm

The Highland Council (Service Point)

Castle Street, Inverness IV1 1JJ
Mon, Tue, Thu, Fri: 9am – 5pm; **Wed:** 10am – 5pm

Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 272 7100
Mon to Thu: 8:30am – 5pm; **Fri:** 8:30am – 4.30pm

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What happens next?

The draft Orders and Environmental Statement for the Dalraddy to Slochd project were published on 28 August 2018. This marked the start of the statutory process.

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:

9 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 **9 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, AMJV 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

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