

Newtonmore potential junction options

The junction and access strategy for the project identified potential grade separated junction locations 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 Nuide Farm (local roads)
- National Cycle Network (Route 7).

We have now identified several potential junction layout options at Newtonmore.

Graphics of the junction options are available to view at: www.transportscotland.gov.uk/project/a9-crubenmore-kinraig

Access

In conjunction with the development of the dual carriageway and junction options, we are developing a strategy for access to adjacent land and properties. 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 accesses may be provided in exceptional circumstances.

There are approximately 26 existing access points located along the length of the Crubenmore to Kinraig Project. All access points are to be assessed to consider the need for access, any alternative connections or any access provision to be retained under the dualled arrangement.

If you will be affected by the potential closure of any of the accesses shown on the plan, please contact a member of our team who will arrange a one-to-one discussion with you.

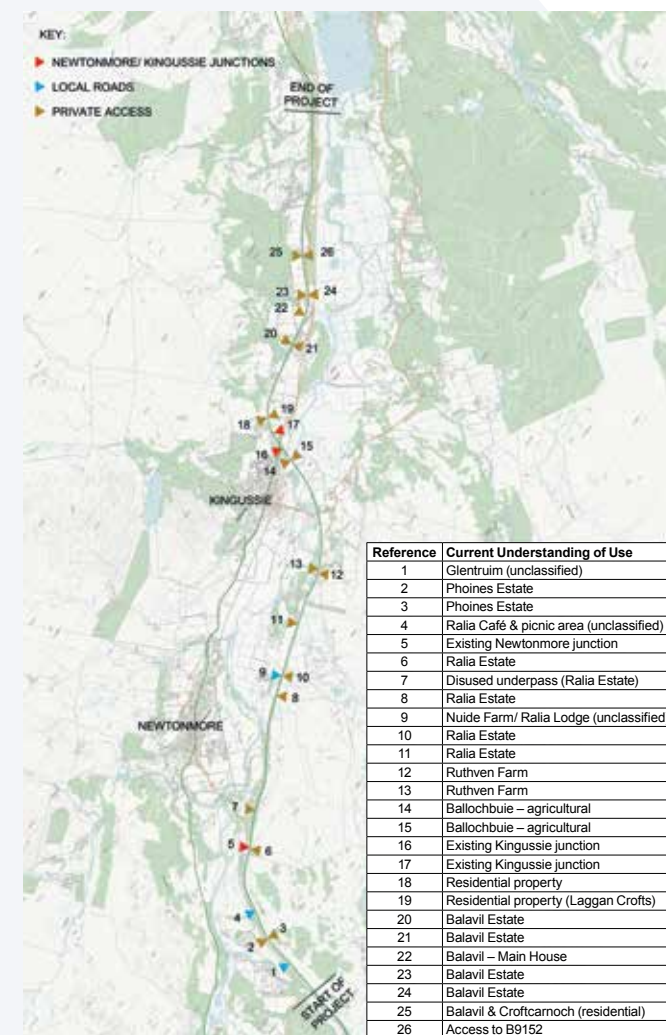
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Kingussie potential junction options

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.

Graphics of the junction options are available to view at: www.transportscotland.gov.uk/project/a9-crubenmore-kinraig



River Spey crossing

All the route options will require a structure crossing the River Spey.

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

What happens next?

Your comments on the route options and junction layouts presented will help inform the ongoing project development.

The next steps will involve us considering your feedback. The options presented today, together with any other options identified by the public during these information exhibitions, may be subject to further development.

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

We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions. A preferred route is expected to be selected 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

For further information

For further information on the A9 Dualling Programme please visit the Transport Scotland website: www.transportscotland.gov.uk/a9dualling

If you have any queries or any comment on the wider programme, please contact the A9 Dualling team at the address above or by telephone or email.

Telephone: 0141 272 7100
Email: A9dualling@transportscotland.gsi.gov.uk

A9 Dualling Crubenmore to Kinraig project



Route and junction options November 2015



A9 Dualling Crubenmore to Kincaig project

Introduction

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.

The exhibition for the Crubenmore to Kincaig 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 Kincaig and Dalraddy, the first section to be dualled, began this summer and is expected to be completed in summer 2017.

This leaflet provides a summary of the work undertaken to develop options for the new dual carriageway between Crubenmore and Kincaig, as well as details of potential junction arrangements for public comment, to help inform the ongoing development and assessment of the dualling proposals.

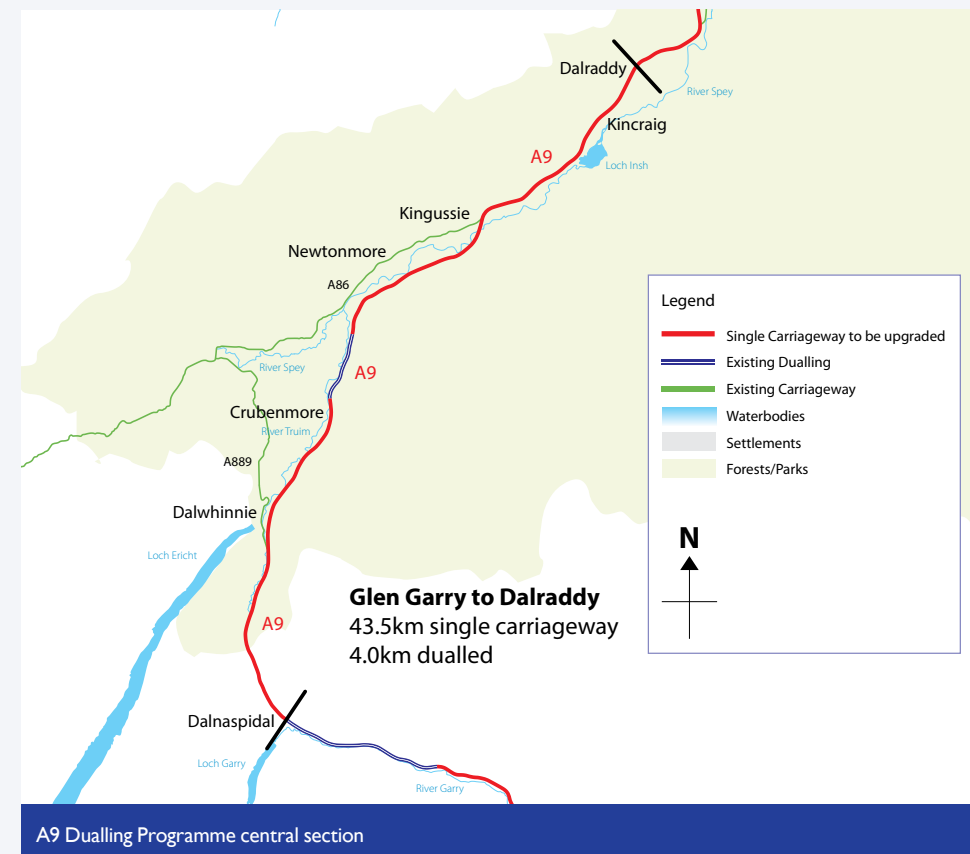
We are seeking public feedback on the options developed by our consultants, CH2M Fairhurst Joint Venture (CFJV). In particular, we would appreciate your views on the following:

- 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.

It will also assist us in our assessment work if you could complete the feedback form available at the exhibition or on the project website.

Central section projects

The central section extents are shown on the map on the right.



Programme objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025.

The A9 Dualling Programme 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 (NIMUs):
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.



Route options development process

We are following the normal trunk road scheme development process and progressing the Design Manual for Roads and Bridges (DMRB) Stage 2 process. See diagram below.

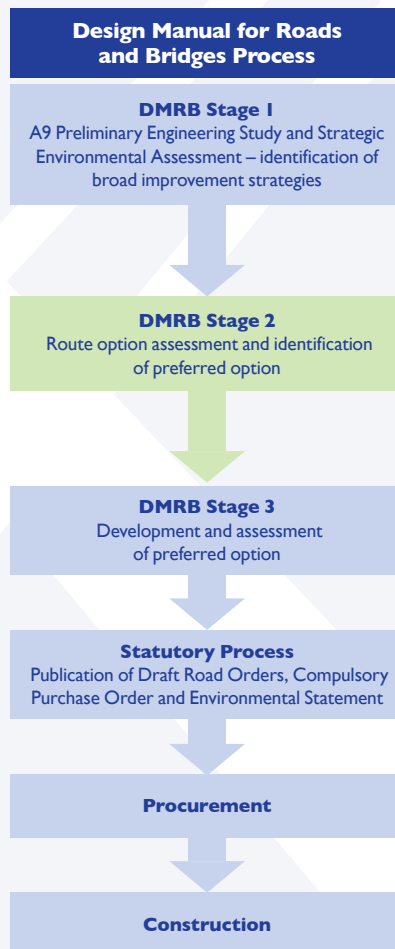
Options were developed based on an all-purpose dual carriageway running along the line of, or parallel to, the existing A9.

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 considered whether the A9 should be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9.

This summary leaflet provides further information on the options being considered in more detail.

Public feedback will be considered as part of the further development, refinement, and assessment of the dual carriageway and junction options, and will be considered as part of the DMRB Stage 2 assessment which will support identification of the preferred route option for the project.



Constraints

The route options have been developed taking into consideration several constraints including:

- River Spey Special Area of Conservation (SAC)
- Non-Motorised Users (NIMUs) e.g. pedestrians and cyclist 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; flood plain and RSPB reserve
- Laggan Crofts and Lynchat
- Scheduled monuments or listed buildings (particularly around Balavil) e.g. Memorial to MacPherson Obelisk.
- Areas of ancient woodland
- Highland Wildlife Park.



Dual carriageway options

We have split the project into five sections to assist development of the route options:

- Section 1 is 0.8km long
- Section 2 is 3.8km long
- Section 3 is 4.2km long
- Section 4 is 3.9km long
- Section 5 is 3.7km long.

The options in each section 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.

A summary is provided below.

Section	Option	Description
1	1a	Widening to the east of the existing A9
2	2a	Widening to the east of the existing A9
	2b	Offline widening approximately 30 metres to the east of the existing A9
3	3a	Widening to the east of the existing A9
4	4a	Online adjacent widening to the east at the River Spey
	4b	Offline dual carriageway to the east at the River Spey, with the existing bridge at the River Spey and embankment removed
	4c	Online parallel widening to the east at the River Spey, with the existing embankment retained and the existing bridge widened
	4d	Offline single carriageway to the east at the River Spey
4e	Online adjacent widening to the west at the River Spey	
5	5a	Widening to the west of the existing A9

Options 4a, 4d and 4e will consider whether the existing bridge at the River Spey is retained, or whether it needs to be replaced. For the new bridge provided at the River Spey, consideration will be given to whether it needs to be longer than the existing bridge, and whether the approach road to the south is on embankment or viaduct.

Plans and visualisations of the route options are available to view on the Transport Scotland website at www.transportscotland.gov.uk/project/a9-crubenmore-kincaig

